

Before the Queenstown Lakes District Council

In the Matter of the Resource Management Act 1991

And

In the Matter of the Queenstown Lakes Proposed District Plan

Chapter 17 (Airport Mixed Use Zone)

**Memorandum of Counsel for Queenstown
Airport Corporation Limited (Submitter
433 and Further Submitter 1340) Relating
to Additional Information**

Dated: 6 December 2016

QUE912172 5407121.1

lane neave.

Level 1, 2 Memorial Street

PO Box 701

Queenstown

Solicitor Acting: Rebecca Wolt

Phone: 03 409 0321

Fax: 03 409 0322

Email:

rebecca.wolt@laneneave.co.nz

MAY IT PLEASE THE PANEL

1. This memorandum is filed in response to a request made by the Panel at the hearing of Queenstown Airport Corporation Limited's (**QAC**) submission on Chapter 17 of the Proposed District Plan (**Proposed Plan**) for the provision of additional information (plans and consolidated provisions).
2. Specifically, the following information was requested:
 - (a) A plan of Queenstown Airport that shows:
 - (i) the location and extent of the Proposed Queenstown Airport Mixed Use Zone (**AMUZ**);
 - (ii) the location and extent of the airside areas within the Proposed AMUZ;
 - (iii) the extent of the Aerodrome Purposes Designation (Designation 2 of the Proposed Plan);
 - (iv) the location of the obstacle limitation surfaces (Designation 4 of the Proposed Plan) and any other CAA requirements have the effect of restricting land use within the AMUZ;
 - (v) the location and extent of the PC19 land (Operative Frankton Flats B Zone);
 - (b) A plan of Wanaka Airport that shows the location and extent of the Proposed Wanaka AMUZ;
 - (c) Consolidated definitions of 'airport activity' and 'airport related activity' for Queenstown and Wanaka Airports;
 - (d) Queenstown AMUZ provisions that incorporate all of the conditions of the Aerodrome Purposes Designation (i.e. not only those relating to buildings, setbacks and heights etc);
 - (e) Contact details of an appropriate person who is able to take the Panel to the airside areas of Wanaka Airport, if necessary.

3. In accordance with the above, attached to this memorandum are plans for Queenstown and Wanaka Airports.
4. The plan for Wanaka Airport is self explanatory.
5. The plan for Queenstown Airport is clearly labelled, but for the avoidance of doubt:
 - (a) The identified 'airside areas' are generally constrained for use by core aeronautical activities only, and are unavailable for use by airport related activities;
 - (b) The obstacle limitation surface shown on the plan (by way of a blue line) is the point where the transitional surface (**Surface**) originates (i.e. the 'inner edge' of the Surface), as per Figures 1 and 2 of Designation 4 in the Operative and Proposed District Plans. As illustrated by these Figures, the Surface continues into and affects the airspace beyond the blue line shown on the plan¹, and imposes height and obstacle limitation clearance restrictions on land around the Airport² which are important for the safety of aircraft operations. The effect of the Surface is therefore greater than is depicted by the plan, and Figures 1 and 2 of Designation 4³ should be read alongside the plan to properly understand the extent of restrictions on land use beyond the blue line.⁴ Within the area depicted by the blue line land use is generally restricted to the landing and take off of aircraft ;
 - (c) The runway end safety areas (**RESA**);
 - (d) No other CAA related restrictions on land use are shown in the plan as there are complex, and are, in any case, generally encapsulated within the area affected by the obstacle limitation surface described above.

¹ The rate of lateral divergence from inner edge is 12.5% (1 in 8).

² For temporary and permanent structures, and vegetation.

³ Located in the Maps section of the Operative and Proposed Plans.

⁴ The obstacle limitation surfaces, as depicted by these Figures, have not been reproduced in full on the plan, so as to avoid it becoming very 'busy' and unreadable.

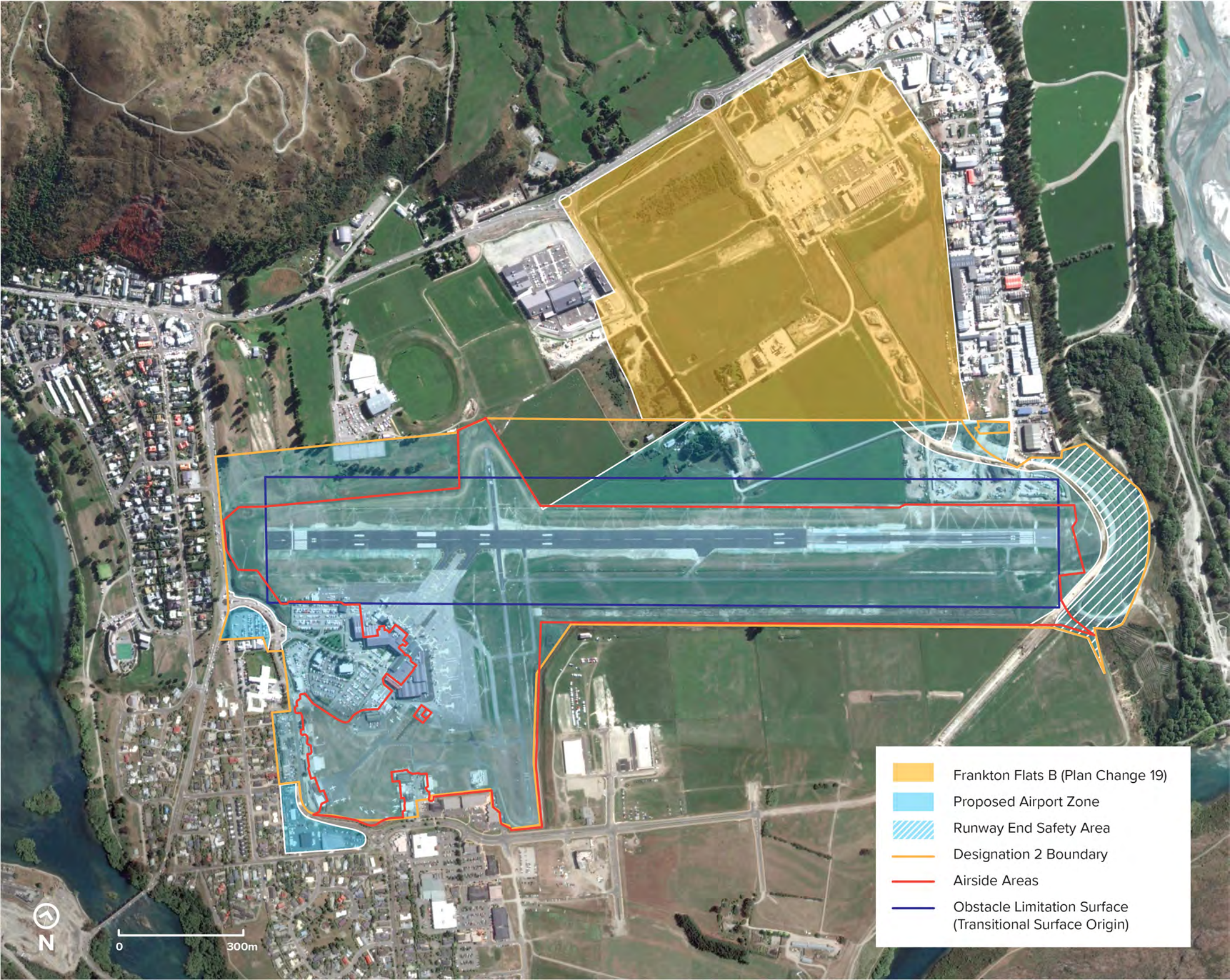
6. As requested, consolidated definitions of 'airport activities' and 'airport related activities' have been prepared, which address both Queenstown and Wanaka Airports. These are set out in the revised Chapter 17 provisions that are **attached** to this memorandum. Explanatory comments are included (alongside/in the margin of the provisions) to assist the Panel with understanding the purpose and intent of the proposed amendments.
7. As requested, consideration has been given to reproducing all of the Aerodrome Purposes Designation conditions in Chapter 17 (in so far as the Chapter relates to Queenstown Airport), however that has proven to be difficult and the resulting provisions convoluted. Therefore, and instead, the provisions have been amended so as to exclude provision for aircraft operations (including private aircraft traffic, domestic and international aircraft traffic, rotary wing operations and general aviation) meaning that QAC will need to rely on its designation to undertake these activities. QAC understands this will address the Panel's concerns.
8. Finally, should the Panel require airside access at Wanaka Airport, Ralph Fegan (Wanaka Airport Operations Manager) is the appropriate contact person through which to arrange this. Mr Fegan's contact details are as follows:

Email: ralph@wka.co.nz,

Phone + 64 274 323 616

R Wolt

Counsel for Queenstown Airport Corporation Limited



-  Frankton Flats B (Plan Change 19)
-  Proposed Airport Zone
-  Runway End Safety Area
-  Designation 2 Boundary
-  Airside Areas
-  Obstacle Limitation Surface (Transitional Surface Origin)



0 300m



Wanaka Airport Zone

0 300m



QUEENSTOWN AIRPORT MIXED USE ZONE 17

Key:

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

John Kyle's recommended changes to the section 42A report version of the chapter are shown in red underlined text for additions and ~~strikethrough text~~ for deletions. Blue text shows where it has been recommended to revert back to the notified drafting.

John Kyle's recommended changes following the hearing on 1 December 2016 are shown in green underlined text for additions and ~~strikethrough text~~ for deletions.

17 Queenstown Airport Mixed Use Zone

17.1 Zone Purpose

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

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

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

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

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

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

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

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17.32 Objectives and Policies

~~17.3.1~~ 17.2.1 Objective – Queenstown Airport is recognised as nationally significant infrastructure and a generator of nationally and regionally significant economic, social and cultural benefits.

Policies

~~17.3.1.1~~ 17.2.1.1 ~~Airport activities are enabled, provided~~ Provide for those aviation activities ~~airport activities~~ necessary ~~to enable~~ Queenstown Airport ~~can to~~ operate in a safe and efficient manner.

~~17.3.1.2~~ 17.2.1.2 Provide for a range of airport related ~~service, business, industrial and commercial activity~~ activities to support or complement the functioning of Queenstown Airport.

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

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

~~17.2.1.5~~ ~~Avoid the establishment or intensification of activities that are incompatible with the ongoing operation and functioning of Queenstown Airport.~~

17.2.2 **Objective – At Wanaka Airport, Airport Activities and Airport Related Activities support the essential functioning of aviation activities. Social and economic wellbeing is supported by enabling airport and airport related activities at Wanaka Airport.**

Policies

~~17.2.2.1~~ ~~Airport Activities which are core to the safe and efficient operation of Wanaka Airport are enabled and provided for. Provide for airport activities to enable Wanaka Airport to operate in a safe and efficient manner.~~

~~17.2.2.2~~ ~~Enable a range of airport related activities provided they are ancillary to the use of the Airport and avoid those activities that are not.~~

~~17.2.2.3~~ ~~Avoid the establishment or intensification of activities that are incompatible with the ongoing operation and functioning of Wanaka Airport.~~

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

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

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

~~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.~~

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17.2.23 Objective – Provision for the requirements of Queenstown and Wanaka Airports is balanced with achieving an acceptable level of amenity for those using the airports and for those residing on neighbouring land.

Policies

~~17.2.2.1~~ **17.2.3.1** Maintain Queenstown Airport as a memorable and attractive gateway to the District.

~~17.2.2.2~~ **17.2.3.2** Manage adverse effects on amenity values arising from the on-going development, use and maintenance of Queenstown and Wanaka Airports.

~~17.2.2.3~~ **17.2.3.3** ~~Avoid the establishment or intensification of activities that are incompatible with the ongoing operation and functioning of Queenstown Airport.~~

17.4.17.3 Other Provisions and Rules

17.4.17.3.1 District Wide

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

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

17.4.17.3.2 District Wide Clarification

Advice Notes:

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

~~17.3.2.4~~ **17.3.2.2** Where an activity does not comply with a Standard listed in the Standards table, the activity status identified by the 'Non-Compliance Status' column shall apply. Where an activity breaches more than one Standard, the most restrictive status shall apply to the Activity.

~~17.3.2.3~~ **17.3.2.3** Rules 17.4.1 to 17.4.9+215 and the standards contained in Table 2 apply to Queenstown Airport. Rules 17.4.1016 to 17.4.231623 and the standards contained in Table 3 apply to Wanaka Airport.

~~17.3.2.4~~ **17.3.2.4** In addition to these rules, any person wishing to undertake an activity within the Aerodrome Purposes designation at Queenstown or Wanaka Airport must obtain the written approval

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of the requiring authority, in accordance with section 176 of the Resource Management Act 1991.

17.3.2.3 17.3.2.5 The following abbreviations are used within this Chapter.

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

General Rules:

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

Commented [SA1]: JK: Need to retain definition of Airport Activity for this general rule to be consistently administered.

17.54 Rules - Activities

Table 1 - Activities located in the Queenstown Airport Mixed Use Zone		Activity Status
Queenstown Airport		
17.4.1	Any airport activity or airport related activity Airport Activity – Queenstown Airport excluding aircraft operations.	P
17.4.2	Airport Related Activity – Queenstown Airport	P
17.4.3	or Farming activity that which complies with all the relevant standards in Table 2 rules in section 17.5 shall be a Permitted Activity.	P
17.4.4	Signage a. Advertising or promotional signage located greater than 20m from the zone boundary. b. Signage to be viewed by persons within the zone and not directed at persons outside the zone. c. Instruction or directional signage. Note: for all other signs, Section 18 – Signs of the Operative District Plan apply.	P
17.4.2 17.4.5	Buildings, except security fencing greater than 2m high which shall not be subject to this rule and is permitted. Control is reserved to all of the following: <ul style="list-style-type: none"> whether building form, colour and texture are used to reduce the apparent height and bulk of large buildings when viewed from adjoining sites; 	C

Commented [SA2]: JK: Excluded "aircraft operations", as the Aerodrome Purposes designation imposes noise management obligations on QAC as a result of the effects arising from aircraft operations. Replicating these obligations as zone standards is practically difficult to achieve.

Commented [SA3]: JK: This sentence is superfluous as it is covered in Rule 17.3.2.1.

Commented [SA4]: JK: Relocated so all permitted activities site together.

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Table 1 - Activities located in the Queenstown Airport Mixed Use Zone		Activity Status
	<ul style="list-style-type: none"> whether there will be a consistency of building materials and colours between buildings; when located near the boundary of the zone, whether the building aligns with other buildings on the site (existing or potential) or on the relevant adjoining site; whether any proposed landscape treatment is in scale with the proposed development, providing for the visual softening of large buildings and the screening of parking, loading and storage areas, while recognising operational requirements of airside facilities; whether the proposed plantings are to be placed to that they do not obstruct views of outstanding natural landscapes and/or features. 	
<u>17.4.3</u>	<p><u>Signage</u></p> <p>a. <u>Advertising or promotional signage located greater than 20m from the zone boundary.</u></p> <p>b. <u>Signage to be viewed by persons within the zone and not directed at persons outside the zone.</u></p> <p>c. <u>Instruction or directional signage.</u></p> <p><u>Note: for all other signs, Section 18 – Signs of the Operative District Plan apply.</u></p>	<u>P</u>
17.4.4 <u>17.4.6</u>	<p><u>Signage</u></p> <p><u>Signage on the roof of buildings.</u></p>	<u>NC</u>
17.4.2 <u>5</u> <u>17.4.7</u>	<p><u>Any non-airport related activity which is Activities not listed in Rules 17.4.31 to 17.4.91215 as Prohibited, with Council's discretion restricted to:</u></p> <p><u>Discretion is restricted to all of the following:</u></p> <ul style="list-style-type: none"> Design, external appearance and siting of buildings and structures; Traffic generation, vehicle parking, site access and servicing, including provision for an integrated transport assessment; Landscaping and screening of any outdoor storage; 	<u>RD</u>

Commented [SA5]: JK: Relocated so all permitted activities sit together in the table.

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Table 1 - Activities located in the Queenstown Airport Mixed Use Zone		Activity Status
	<ul style="list-style-type: none"> The extent to which the activity benefits from an Airport location. 	
17.4.3 17.4.8	<p><u>Signage</u></p> <p><u>Signage on the roof of buildings.</u></p>	NC
17.4.3 17.4.6 17.4.9	Forestry	PR
17.4.4 17.4.7 17.4.10	Factory Farming	PR
17.4.5 17.4.8 17.4.11	Mining	PR
17.4.6 17.4.9 17.4.12	Any activity requiring an Offensive Trade Licence under the Health Act 1956	PR
17.4.7 17.4.10 17.4.13	Residential Activities	PR
17.4.8 17.4.11 17.4.14	Community Activities (excluding police stations, fire stations, medical facilities and education facilities provided they serve an aviation related purpose)	PR
17.4.9 17.4.12 17.4.15	Day Care Facilities	PR
Wanaka Airport		
17.4.10 17.4.13 17.4.16	Any activity not listed in Rules 17.4. 11 14 16 to 17.4. 23 16 23	NC
17.4.17	<u>Farming Activity</u>	P
17.4.11 17.4.14 17.4.18	<u>Any Airport Activity — Wanaka Airport, excluding Aircraft operations</u>	P
17.4.19	<u>Airport Related Activity — Wanaka Airport (excluding buildings).</u>	P
17.4.20	<u>Or farming activity that complies with the relevant standards in Table 3.</u>	
17.4.13 17.4.15 17.4.21	<p><u>Buildings for Airport or Airport Related Activities</u></p> <p><u>Except security fencing greater than 2m high which shall not be subject to this rule and is permitted.</u></p> <p>Control is reserved to all of the following:</p> <ul style="list-style-type: none"> Design and appearance; The effects on visual amenity when viewed from the zone boundary; 	C

Commented [SA6]: JK: Relocated so activities sit in order of activity status.

Commented [SA7]: JK: Same as above.

Commented [SA8]: JK: Same as above.

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Table 1 - Activities located in the Queenstown Airport Mixed Use Zone	Activity Status
<ul style="list-style-type: none"> • <u>The purpose of the building and the operational requirements of the activity it contains.</u> • Provision for firefighting; • Wastewater; • Stormwater; • Water Supply; • <u>whether building form, colour and texture are used to reduce the apparent height and bulk of large buildings when viewed from adjoining sites;</u> • <u>whether there will be a consistency of building materials and colours between buildings;</u> • <u>when located near the boundary of the zone, whether the building aligns with other buildings on the site (existing or potential);</u> • <u>whether any proposed landscape treatment is in scale with the proposed development, providing for the visual softening of large buildings and the screening of parking, loading and storage areas when viewed from adjoining sites;</u> • <u>whether the proposed plantings are to be placed so that they do not obstruct views of outstanding natural landscapes and/or features when viewed from adjoining sites;</u> • <u>The number, location and formation of car parks.</u> • <u>The location and formation of site access to ensure that the safety and functionality of adjacent roading networks is maintained.</u> • <u>The design and location of new buildings and structures located to the north of the runway to the extent that the built form should be clustered together to maintain, as far as reasonably practicable, clear view shafts from State Highway 6 towards the north.</u> • Provision for firefighting, wastewater, stormwater and water supply. 	
<p>17.4.1417.4.16 17.4.22</p> <p><u>Instructional or directional signage or signage directed at persons within the zone.</u></p> <p><u>Control is reserved to all of the following:</u></p>	C

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Table 1 - Activities located in the Queenstown Airport Mixed Use Zone		Activity Status
	<ul style="list-style-type: none"> <u>Dimensions of signage</u> <u>Location of signage</u> <p>Note: for all other signs, Section 18 – Signs of the Operative District Plan apply.</p>	
17.4.17 17.4.23	<p><u>New Activity Sensitive to Aircraft Noise and Building Platforms for Activity Sensitive to Aircraft Noise within the Outer Control Boundary - Wanaka Airport.</u></p> <p><u>Any new activity sensitive to aircraft noise or new building platform to be used for an activity sensitive to aircraft noise (except for police stations, fire stations, medical facilities and education facilities provided they serve an aviation related purpose).</u></p>	PR
17.4.15	<u>Community Activities limited to police stations, fire stations, medical facilities and aviation schools (provided they serve an aviation related purpose).</u>	D
17.4.16	<u>Wholesaling or Commercial Storage Activity</u>	NC
17.4.17	<u>Forestry</u>	PR
17.4.18	<u>Factory Farming</u>	PR
17.4.19	<u>Mining</u>	PR
17.4.20	<u>Any activity requiring an Offensive Trade Licence under the Health Act 1956</u>	PR
17.4.21	<u>Residential Activity</u>	PR
17.4.22	<u>Community Activities (excluding those identified in Rule 17.4.15)</u>	PR
17.4.23	<u>Day Care Facilities</u>	PR

17.65 Rules - Standards

Table 2 Standards for activities located in the Queenstown Airport Mixed-Use Zone		Non-compliance status:
17.6.4 17.5.1	<p>Maximum Building Coverage</p> <p>75% of the site area</p> <p>Discretion is restricted to all of the following: *Discretion is limited to consideration of</p> <ul style="list-style-type: none"> <u>the effects on urban design outcomes, and</u> 	RD

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Table 2 Standards for activities located in the Queenstown Airport Mixed Use Zone	Non-compliance status:
<ul style="list-style-type: none"> the positive economic, social and/or cultural effects that may be generated from the proposed activity. 	
<p>17.6.2.17.5.2 Minimum Buildings Setback</p> <p>17.6.2.17.5.2.1</p> <p>For all buildings at Queenstown Airport:</p> <ul style="list-style-type: none"> a. Where the site adjoins the Residential Zone the setback shall be 5m. b. The setback forfrom all other zones shall be 3m. c. The setback from any public road shall be 5m. <p>17.5.2.1Except: Security fencing around the perimeter of Queenstown Airport and jet blast fences are not subject to the building setback standards in (a) above.</p> <p><u>Discretion is restricted to all of the following:</u> *Discretion is limited to consideration of</p> <ul style="list-style-type: none"> the effects on urban design outcomes, and the positive economic, social and/or cultural effects that may be generated from the proposed activity. 	RD
<p>17.6.317.5.3 Maximum Building Height</p> <p>The maximum building height of all buildings <u>within the Queenstown Airport Zone</u> within the Zone is 15m. The limit specified above shall not apply to control towers, lighting towers, hangars or meteorological, navigation or communication masts and aerals which shall not be subject to a height limit.</p> <p><u>Discretion is restricted to all of the following:</u> *Discretion is limited to consideration of</p> <ul style="list-style-type: none"> the effects on urban design outcomes, and visual effects, the positive economic, social and/or cultural effects that may be generated from the proposed activity. 	RD
<p>17.6.417.5.4 Landscaping</p> <p>At Queenstown Airport, those properties fronting Lucas Place and Hawthorn Drive to the west of</p>	RD

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Table 2 Standards for activities located in the Queenstown Airport Mixed Use Zone	Non-compliance status:
<p>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>Discretion is restricted to all of the following:</u> *Discretion is limited to consideration of</p> <ul style="list-style-type: none"> • The effects on urban design outcomes and the visual landscape effects of reduction in landscaping, and • The functional and operational requirements of the site. 	
<p>17.6.517.5.5 Building Design and Glare</p> <p>17.6.5.117.5.5.1</p> <p>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 where:</p> <p style="padding-left: 40px;">a. Trims, highlights and signage totalling up to 10% of the façade area may exceed this level and be of contrasting colour.</p> <p>17.6.5.217.5.5.2</p> <p>Any landside activity which requires the lighting of outdoor areas shall ensure that direct or indirect illumination does not exceed 10 lux at the windows of residential buildings in any adjacent Residential Zone</p> <p>17.5.5.3 <u>All fixed exterior lighting on buildings associated with Airport Related Activities shall be directed away from adjacent sites and roads.</u></p> <p>*Discretion is limited to the extent of adverse effects from lighting on Residential Activities, and <u>*Discretion is restricted to all of the following:</u></p> <ul style="list-style-type: none"> • limited to the extent of adverse effects from lighting on Residential Activities, and • The extent to which the lighting is required for operational purposes. • The effects on urban design outcomes; • Visual effects; 	RD

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Table 2 Standards for activities located in the Queenstown Airport Mixed Use Zone		Non-compliance status:
	<ul style="list-style-type: none"> The purpose of the building and the operational requirements of the activity it contains. 	
17.5.6	<p>Maximum Noise – Land Based Activities</p> <p>17.5.6.1 Sound from land based activities measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802: 2008 shall not exceed the following noise limits at any point within any Residential Zone, the notional boundary in the Rural Zone, or at any point within Activity Areas 1, 3, 4, 6 and 8 of the Remarkables Park Zone. On any site within the zone, land based activities shall be conducted such that the following noise levels are not exceeded at any adjacent Zone boundary:</p> <p style="margin-left: 40px;">a. Daytime (0700 to 2200 hrs) 55 dB <i>L_{Aeq}(15 min)</i></p> <p style="margin-left: 40px;">b. Night-time (2200 to 0700 hrs) 45 dB <i>L_{Aeq}(15 min) 70 dB L_AF_{max}</i></p> <p>17.5.6.2 The noise limits in (a) shall not apply to any aircraft noise activities subject to the Queenstown Airport noise provisions managed through Designation 2.</p> <p>17.5.6.3 The noise limits in (a) shall not apply to construction noise which shall be assessed in accordance with NZS6803:1999 "Acoustics – Construction Noise".</p> <p>*Discretion is limited to the extent of effects of noise generated on adjoining zones.</p>	RD
17.5.7 17.5.6	<p>Hazardous Substances</p> <p>Hazardous substances must be used, stored and transported in accordance with the HSNQ regulations and any CAA requirements (NB Chapter 16 Hazardous Substances of the Operative District Plan does not apply to the Airport Mixed Use Zone).</p>	NC
17.5.8 17.5.7	<p>Visitor Accommodation – Queenstown Airport</p> <p>17.5.87.1 Within the Air Noise Boundary (ANB) – New buildings and alterations and additions to existing buildings containing Visitor Accommodation shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037</p>	NC

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Table 2 Standards for activities located in the Queenstown Airport Mixed Use Zone		Non-compliance status:
	<p>Noise Contours. Compliance shall be demonstrated by either adhering to the sound insulation requirements in Table 1 of Appendix 13 <u>Table 4 of Chapter 36 of the Operative this District Plan</u> and installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13 <u>Table 5 Rule 36.6.3 of Chapter 36</u>, or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction can achieve the Indoor Design Sound Level with the windows open.</p> <p>17.5.87.2 Between the Outer Control Boundary (OCB) and the ANB - New buildings and alterations and additions to existing buildings containing Visitor Accommodation shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13 <u>Table 5 Rule 36.6.3 of Chapter 36 of the Operative this District Plan</u> or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction can achieve the Indoor Design Sound Level with the windows open.</p> <p>17.5.7.3 <u>The maximum length of stay for any visitor / guest shall be three nights;</u></p> <p>17.5.7.4 <u>No outdoor amenity space shall be provided.</u></p>	
17.5.9 <u>17.5.8</u>	<p>Transportation</p> <p>17.5.9.1 Loading and Access</p> <p>Loading and Access shall comply with the requirements specified in Section 14 Transport of the Operative District Plan.</p> <p>17.5.9.2 Minimum Car Parking</p> <p><u>Activities undertaken within or in association with the airport terminal facility are exempt from complying with any minimum parking requirement. Except for those</u></p>	

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Table 2 Standards for activities located in the Queenstown Airport Mixed Use Zone		Non-compliance status:
	activities undertaken within or in association with the airport terminal facility, on-site car parking shall comply with the car parking requirements specified in Section 14 of the Operative District Plan.	
17.5.9	<p>Signs</p> <p>17.5.109.1 – For a Any advertising or promotional signage shall not be located within 20m of the zone boundary, whether it is affixed to a building or freestanding the rules in Section 18 – Signs of the Operative District Plan apply.</p> <p>17.5.109.2 – For signage to be viewed by persons within the zone at not directed at persons outside the site, no limits apply.</p> <p>17.5.109.3 – There are no restrictions on the dimensions or location of instructional and directional signage.</p> <p>No signage shall be permitted on building roofs.</p>	

Table 3 Standards for activities located in the Wanaka Airport Zone		Non-compliance status:
17.5.10 17.5.9	<p>Minimum Building Setback</p> <p>a. <u>The setback from all zone boundaries shall be 5m.</u></p> <p>b. <u>The setback from the eastern side of the centreline of the main runway (as at 2013) shall</u></p> <p>c. <u>be 217 metres.</u></p> <p>d. <u>The setback from the western side of the centre line of the main runway (as at 2013) shall be 124 metres.</u></p> <p>e. <u>The setback from any public road shall be 5m.</u></p> <p><u>Except no setbacks shall apply to security fencing greater than 2m in height.</u></p> <p><u>Discretion is restricted to the following (where relevant):</u></p> <ul style="list-style-type: none"> <u>For non-compliances with (a) or (d) only the visual effects of the bulk and location</u> 	<u>RD</u>

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	<p>when viewed from the boundary of the zone or adjacent public roads.</p> <ul style="list-style-type: none"> • For non-compliances with (b) or (c) only, the effects on the current and future operation of the Airport. • For all non-compliances, the purpose of the building and the operational requirements of the activity it contains. • <u>The positive economic, social and/or cultural effects that may be generated from the proposed activity.</u> 	
<u>17.5.11</u> <u>17.5.10</u>	<p>Maximum Building Height</p> <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 all of the following:</p> <ul style="list-style-type: none"> • <u>Visual effects of the bulk and location non-compliance when viewed from the boundary of the zone.</u> • <u>The purpose of the building and the operational requirements of the activity it contains.</u> • <u>The positive economic, social and/or cultural effects that may be generated from the proposed activity.</u> 	RD
<u>17.5.12</u> <u>17.5.11</u>	<p>Glare</p> <p><u>Within all landside areas, All lighting shall:</u></p> <ol style="list-style-type: none"> <u>ensure that direct or indirect illumination does not exceed 3 lux spill of light at any adjacent site.</u> <u>be directed away from adjoining sites and roads.</u> <u>not be directed upwards.</u> 	NC
<u>17.5.13</u> <u>12</u>	<p>Identified Airport Related Activities Maximum Gross Floor Area</p> <p><u>The following activities shall not exceed 100m² in Gross Floor Area as part of any single activity:</u></p> <ol style="list-style-type: none"> <u>cafes and other food and beverage facilities;</u> <u>retail activities;</u> <u>offices.</u> 	D

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<p><u>17.5.14</u></p>	<p>Identified Airport Related Activities – Maximum Total Gross Floor Area</p> <p>The maximum Gross Floor Area of the following activities shall not exceed 1000m² over the zone, irrespective of any site, tenancy or lease arrangement within the zone:</p> <p>a. cafes and other food and beverage facilities;</p> <p>b. retail activities;</p> <p>c. offices;</p>	<p>NC</p>
<p><u>17.5.15</u></p>	<p>Hours of Operation for Airport Related Activities</p> <p>The hours of operation for the following Airport Related Activities shall be undertaken between 6.00 am and 10.00 pm:</p> <p>a. cafes and other food and beverage facilities;</p> <p>b. retail activities;</p>	<p>NC</p>
<p><u>17.5.12</u></p>	<p><u>Air shows</u></p> <p>a. <u>The air show (including set up, flying programmed and pack down) shall be limited to 12 days inclusive;</u></p> <p>b. <u>The flying programme for the air show shall be limited to a period of not more than five days;</u></p> <p>c. <u>The hours permitted for the air show shall between 0600 and 2000;</u></p> <p>d. <u>The air show operator shall submit to the Council, no later than 30 working days prior to the air show taking place, a report detailing the noise and environmental aspects of the air show. The Council may request changes to the air show to avoid unreasonable noise exposure on the community. Comments are to be provided by the Council within 10 working days of receipt of the air show programme.</u></p> <p>e. <u>The relevant noise standards for the Zone shall not apply to the air show.</u></p> <p><u>Discretion is restricted to the following:</u></p> <ul style="list-style-type: none"> • <u>Adverse amenity effects for surrounding landowners;</u> • <u>Measures to avoid, remedy or mitigate the adverse amenity effects;</u> 	<p>RD</p>

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	<ul style="list-style-type: none"> The positive economic, social and/or cultural effects that may be generated from the proposed activity. 	
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17.76 Non-Notification of Applications

~~17.7.1~~17.6.1 Except as provided for by the Act, ~~a~~All applications for controlled ~~or~~, restricted discretionary ~~activities~~ or discretionary ~~activities~~ will be considered ~~without~~ shall not require public notification ~~or the need to obtain the written consent of other persons~~ and shall not be notified or limited notified. ~~approval of or serve notice on affected persons.~~

Except the following:

Rule 17.5.10 Minimum Building Setback – Wanaka Airport

Rule 17.5.11 Maximum Building Height – Wanaka Airport

17.87 Non Regulatory Methods

~~17.8.1~~17.7.1 Council will use advocacy to promote good urban design and form ~~at in~~ the Queenstown Airport Mixed Use Zone.

~~17.8.2~~17.7.2 As the major requiring authority in the Queenstown Airport Mixed Use Airport Zones at Queenstown, the Queenstown Airport Corporation will adopt best practice urban design and urban design led principles at Queenstown Airport.

~~17.8.3~~17.7.3 The Queenstown Airport Corporation shall prepare an urban design guideline for the Queenstown Airport Mixed Use Zone. The urban design guideline shall promote a built form and character which maintains the Airport and its surrounds as an attractive gateway to the district.

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

Aircraft	Means any machine that can derive support in the atmosphere from the reactions of the air otherwise than by reactions of the air against the surface of the earth. <u>Excludes remotely piloted aircraft that weigh less than 15 kilograms.</u>
Aircraft Operations	Includes the operation of aircraft during landing, take-off and taxiing but excludes: <ul style="list-style-type: none"> - Aircraft operating in an emergency - Aircraft using the Airport as an alternative to landing at a scheduled airport; - Military aircraft movements; and - Engine testing
Activity Sensitive To Aircraft Noise (ASAN)	Means any residential activity, visitor accommodation activity, community activity and day care facility activity

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	as defined in this District Plan including all outdoor spaces associated with any educational facility, but excludes activity in police stations, fire stations, courthouses, probation and detention centres, government and local government offices.
Activity Sensitive To Aircraft Noise (ASAN) Wanaka	Means any residential activity, visitor accommodation activity, community activity and day care facility activity, but excludes activity in police stations, fire stations, courthouses, probation and detention centres, government and local government offices.
Air Noise Boundary	Means a boundary, the location of which is based on predicted day/night sound levels of Ldn 65 dBA from future airport operations. The location of the boundary is shown on the District Plan Maps.
Airport Activity – Queenstown Airport	<p>Means land used wholly or partly for the landing, departure, and surface movement of aircraft, including but not limited to:</p> <ul style="list-style-type: none"> (a) aircraft operations <u>which include: private aircraft traffic, domestic and international aircraft traffic, rotary wing operations,</u> aircraft servicing, general aviation, airport or aircraft training facilities and associated offices. (b) Runways, taxiways, aprons, and other aircraft movement areas. (c) Terminal buildings, hangars, control towers, air traffic control facilities, flight information services, navigation and safety aids, rescue facilities, navigation and safety aids, lighting, car parking, maintenance and service facilities, catering facilities, freight facilities, quarantine and incineration facilities, border control and immigration facilities, medical facilities, fuel storage and fuelling facilities, facilities for the handling and storage of hazardous substances, and associated offices.
Airport Activity – Wanaka Airport	<p>Means land used wholly or partly for the landing, departure, and surface movement of aircraft, including but not limited to:</p> <ul style="list-style-type: none"> (a) aircraft operations, rotary wing aircraft operations, helicopter aprons, and associated touch down and lift off areas, aircraft servicing, general aviation, navigational and safety aids, lighting. (b) Runways, taxiways, aprons, and other aircraft movement or safety areas. (c) Terminal buildings, hangars, air traffic control facilities, flight information services, navigation

Commented [SA9]: JK:
 Note that the following elements are not included in the definition of Airport Activity – Wanaka (i.e. they are in the definition of Airport Activity - Queenstown Airport but not in the definition of Airport Activity Wanaka Airport:
 1. Private aircraft traffic and domestic and international traffic;
 2. Airport and airport training facilities;
 3. Border control and immigration facilities;
 4. Facilities for the handling and storage of hazardous substances;
 5. Associated offices.

Note the following activities are not included in the definition of Airport Activity Queenstown Airport (i.e. are in the definition of Airport Activity -Wanaka Airport but not Airport Activity Queenstown Airport)
 1. Helicopter aprons, however note that this is captured by "aprons".
 2. Associated touch down and lift off areas, however note this is captured by "runways and other aircraft movement areas".
 3. aviation schools, facilities and activities associated with veteran, vintage and classic aircraft operations, aviation museums and aero recreation (refer to the definition of Airport Related Activity).
 4. Safety Areas (provided for by the designation as part of the aircraft operations).

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	<p>and safety aids, rescue facilities, lighting, car parking, maintenance and service facilities, catering facilities, quarantine and incineration facilities, medical facilities, fuel storage and fuelling facilities, and associated offices.</p>
<p>Airport Related Activity = <u>Queenstown Airport</u></p>	<p>Means an ancillary activity or service that provides support to the airport. This includes, but is not limited to,</p> <ul style="list-style-type: none"> (a) Land transport activities, (b) buildings and structures, (c) signage, (d) servicing and infrastructure, (e) police stations, fire stations, medical facilities and education facilities provided they serve an aviation related purpose, (f) retail and commercial services, and industry and visitor accommodation associated with the needs of Airport passengers, visitors and employees and/or aircraft movements and Airport businesses. (g) Also includes farming activities. <p><u>At Queenstown Airport, in addition to (a) to (g) above:</u></p> <ul style="list-style-type: none"> (h) visitor accommodation associated with the needs of Airport passengers, visitors and employees and/or aircraft movements and Airport businesses. <p><u>At Wanaka Airport, in addition to (a) to (g) above:</u></p> <ul style="list-style-type: none"> (i) space research and associated activities, (j) facilities and activities associated with veteran, vintage and classic aircraft operations, aviation museums and aero recreation. (k) Temporary Activities associated with Air Shows, Conferences and Meetings, (l) Military Training Operations
<p>Airport Related Activity = <u>Wanaka Airport</u></p>	<p>Means any ancillary activity or service that provides support to the airport. This includes, Means any retail activity, cafes and other food and beverage facilities, administrative offices, freight facilities, industrial and commercial activities, provided they are ancillary to the use of the Airport. Also includes aviation schools, space research and associated activities, facilities and activities associated with veteran, vintage and classic aircraft operations, aviation museums and aero recreation. Also includes Temporary Activities associated with Air Shows, Conferences and Meetings, and rental vehicles, valet activities, and public transport</p>

Commented [SA10]: JK: Have consolidated the definitions of Airport Activity in to one single definition.

Commented [SA11]: JK: Note that the Wanaka Airport definition did not expressly include police stations, fire stations, or educational facilities, but it did include "aviation schools" and the definition of airport activity included the statement "including but not limiting to". Police stations and fire stations have an operational function to be at the airport provided they serve an airport purpose (for example fire rescue).

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	facilities. Includes Military Training Operations. Also includes grazing and the keeping of livestock for land management purposes.
Hangar	<u>Means</u> a structure used to store aircraft, including for the maintenance, servicing and/or repair purposes.
Landside	Means that an area of an airport and buildings to which the public has unrestricted access.
Outer Control Boundary (OCB) Wanaka	Means a boundary, as shown on the District Plan Maps <u>18A</u> , the location of which is based on the predicted day/night sound levels of 55 dBA Ldn from airport operations in 2036.
Projected Annual Aircraft Noise Contour (AANC)	Means the Projected Annual Aircraft Noise Contours calculated as specified by the Aerodrome Purposes Designation 2, Condition 44 <u>16</u> .
<u>Remotely Piloted Aircraft</u>	<u>Means an unmanned aircraft that is piloted from a remote station.</u>
Wholesaling (Three Parks, and Industrial B and Airport Mixed Use Zones)	Means a business engaged in the storage and distribution of goods to businesses (including retail activities) and institutional customers.

Commented [SA12]: JK: Have consolidated in to a single definition of Airport Related Activity.

Note: Consequential amendments to Chapter 27 (right of reply version).

<p>Rule 27.5.6 All urban subdivision activities, unless otherwise state, within the following zones: 9. Queenstown-Airport Mixed Use Zone – <u>Queenstown</u></p>
<p>Rule 25.5.10 All subdivision activities in the Rural General and Gibbston Character Zones <u>and Airport Zone – Wanaka</u>, with the exception of unit title, strata title or cross leas subdivision undertaken in Accordance with Rule 27.5.5.</p>

Note: Consequential amendments to Chapter 36 (right of reply version).

<p>Rule 36.5.3 Zone sound received in: Queenstown-Airport Mixed Use Zone</p>
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