

**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 15 (Local Shopping Centre Zone)  
Chapter 17 (Airport Mixed Use Zone)

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**SUMMARY STATEMENT OF EVIDENCE OF JOHN CLIFFORD KYLE**

(Submitter 433 and Further Submitter 1340)

1 DECEMBER 2016

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## 1. INTRODUCTION

- 1.1 My name is John Kyle. I am a founding director of the firm Mitchell Daysh Limited.
- 1.2 I filed evidence with respect to Chapters 15 and 17 on Friday 18<sup>th</sup> November 2016.
- 1.3 I confirm that I have read and reviewed the legal submissions of Counsel for the Queenstown Lakes District Council (QLDC) and the pre-circulated evidence relating Chapter 17 prior to preparing this summary.

## 2. AIRPORT ZONE EXTENT

- 2.1 All of the land currently owned by QAC and subject to its Aerodrome Purposes Designation is proposed to be zoned "Airport Zone". A similar land use zone is also proposed for all designated areas at Wanaka Airport.
- 2.2 In my view, it is appropriate for the underlying land use zone to recognise that airport and airport related activities are the predominant land use activities occurring on site. This approach also overcomes potential consenting inefficiencies created by the operative land use zone (Rural General Zone) which does not provide for the range of activities reasonably anticipated by the relevant designations.
- 2.3 Much of the land area at both airports is dedicated to what is termed in the industry as "airside" airport operations. For Queenstown Airport the extent of "airside" or operational land is shown in the figure attached as **Appendix A**. The activities set out within the definition of "Airport Activity" occur on this land. What this shows is that land which is "left over" and available for "Airport Related Activities" (as defined) is limited in extent. Notably at Queenstown and to a lesser extent at Wanaka, more land is required for "airside" operations. This was the primary reason for the QAC initiating designation proceedings over the adjacent Lot 6 land which is owned by RPL in 2010.

### 3. RANGE OF ACTIVITIES

- 3.1 As set out in my evidence in chief, modern airports are highly sophisticated and dynamic land uses which legitimately encompass a broad range of activities in order to provide for the needs and demands of aircraft passengers, crew, ground staff, airport workers and those that meet and greet travelers.
- 3.2 Airports often provide for a range of industrial or logistical land uses as such uses either provide direct servicing to the aviation industry, or feed directly off it.
- 3.3 It is therefore important for the Airport Zone to provide sufficient flexibility to properly enable forward planning and development necessary to respond to changing demands that arise at a modern airport.
- 3.4 It therefore remains my view that the activities provided for within the Airport Zone should be sufficiently broad in order to meet these imperatives over time.
- 3.5 With respect to the concerns raised by Mr Serjeant regarding the potential effects arising from broad range of activities being provided at Queenstown Airport and by Ms Holden regarding the effects at Wanaka Airport, I note that both airports are land limited and significant areas are, and will continue to be required to facilitate aviation activities (refer **Appendix A**). Concerns about a proliferation of unassociated commercial uses are over stated in my view.
- 3.6 With respect to the definitions of Airport and Airport Related Activities, I understand that the Panel is potentially interested in consolidating these definitions. To assist the Panel, I have therefore prepared a table which compares the definitions as they relate to Queenstown and Wanaka Airports (**Appendix B**) and am happy to take further questions on this. The proposed designation purpose is also included in this table.

#### 4. BUILT FORM AND URBAN DESIGN - QUEENSTOWN

4.1 As set out in my evidence in chief, the key built form standards are largely consistent with the surrounding land use zones on Frankton Flats and provide for the efficient use of an increasingly limited land resource at Queenstown Airport. The panel will have noted from my evidence, that in order to assist in better managing the effects of built form, I have suggested that all buildings should comprise controlled activities, which is the case with the existing Airport Mixed Use Zone in the Operative Plan. This should assist in meeting one of the concerns expressed in the submission by RPL and I note that Mr Sargeant has recommended a similar approach. The suggested matters of control are intended to achieve the same outcomes as the additional matters of consideration attached to the outline plan provisions that I suggested in evidence at the designations hearing. They are directed at managing the effects of the form, scale and appearance of buildings within the zone.

4.2 Notwithstanding this, I understand that QAC is committed to providing a memorable airport experience for airport users. It comprises one of its key management objectives. As set out by Ms Tregidga, QAC is currently in the process of reviewing the airport master plan and new urban design guidelines are being developed in tandem with this work.

#### 5. NOISE

5.1 There has been a reasonable amount of discussion at both the Chapter 17 and Chapter 36 hearings relating to the noise limits for land based activities at Queenstown Airport. I have prepared a table which compares the operative and proposed District Plan noise limits for the Airport and the surrounding zones for the assistance of Panel when further considering this matter in the context of Chapter 17 (refer to **Appendix C**).

5.2 Airports are inherently noisy environments where an increased level of noise is anticipated by those both within and immediately adjacent to the zone. As set out by Mr Day, the general approach to setting noise rules is to provide more stringent rules in quiet areas and more lenient rules in areas already affected by higher noise levels. In my view, Queenstown

Airport and the immediately surrounding zones fall into the latter category.

## **6. VISITOR ACCOMMODATION**

**6.1** Having considered the evidence of the relevant acoustic experts, I consider that further amendments are required to development standard 17.5.8 (or 17.5.7 of my revised provisions) to ensure that visitor accommodation is constructed to an appropriate standard to mitigate the effects of aircraft noise. Attached as **Appendix D** is my recommended drafting of this rule.

## **7. SECTION 32 EVALUATION**

**7.1** I understand that Mr Serjeant has criticised a number of elements of the section 32 evaluation for the Airport Zone.

**7.2** In particular, he says that the section 32 evaluation is 'inward looking'. I note that the key surrounding land use zones are not subject to the Proposed District Plan Review process. It may be that land outside of the current airport boundary could also be considered for inclusion within the Airport Zone in the future. That will inevitably necessitate a fulsome consideration under another Plan promulgation process.

**7.3** With respect to the Plan Change 50, I note I that was the primary author of Plan Change 50 and attended the hearing and subsequent Environment Court hearing for this plan change. I am therefore happy to take questions from the Panel regarding any interplay between the proposed Airport Zone and the zoning provisions inherent in Plan Change 50 if that is useful.

## **8. GROSS FLOOR AREAS - WANAKA AIRPORT**

**8.1** With respect to Wanaka Airport, I remain of the view that a maximum gross floor area is not required for airport related activities. As previously described, existing land constraints will restrict the development of such activities. The location of such activities (where located within a building)

will be subject to a controlled activity status, therefore any amenity concerns can be addressed via the consent process.

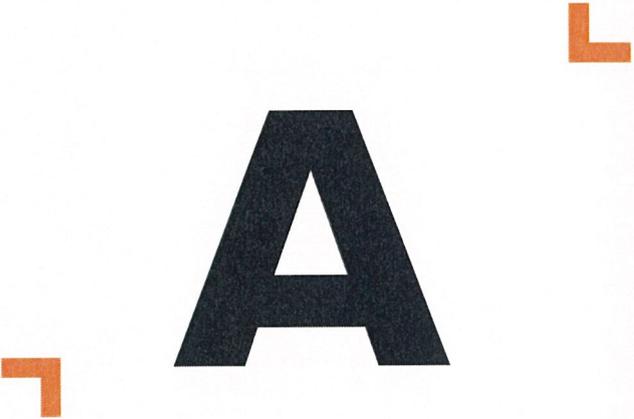
- 8.2 I also understand that the Council's expert (Mr Heath) does not consider that a restriction on airport or airport related activities is required. The inclusion of gross floor areas at Wanaka Airport therefore seems only to be intended to apply to activities falling outside of those activities defined to be Airport Activity – Wanaka Airport and Airport Related Activity – Wanaka Airport. Such activities are non-complying activities in any event. There is no need for the limits Mr Heath proposes.

## **9. HOURS OF OPERATION**

- 9.1 For completeness, I note that at paragraph 6.45 of my evidence in chief, I used an example of aircraft repair and servicing requiring overnight access and use of the airport as an example of why the hours of operation at Wanaka Airport should not be restricted. I note that the relevant rule only relates to cafes, food and beverage facilities and retail activities.
- 9.2 Notwithstanding this, such activities may also require overnight access to the airport (for example, for food preparation purposes). I therefore maintain this rule is unnecessary.

**J Kyle**

**1<sup>st</sup> December 2016**

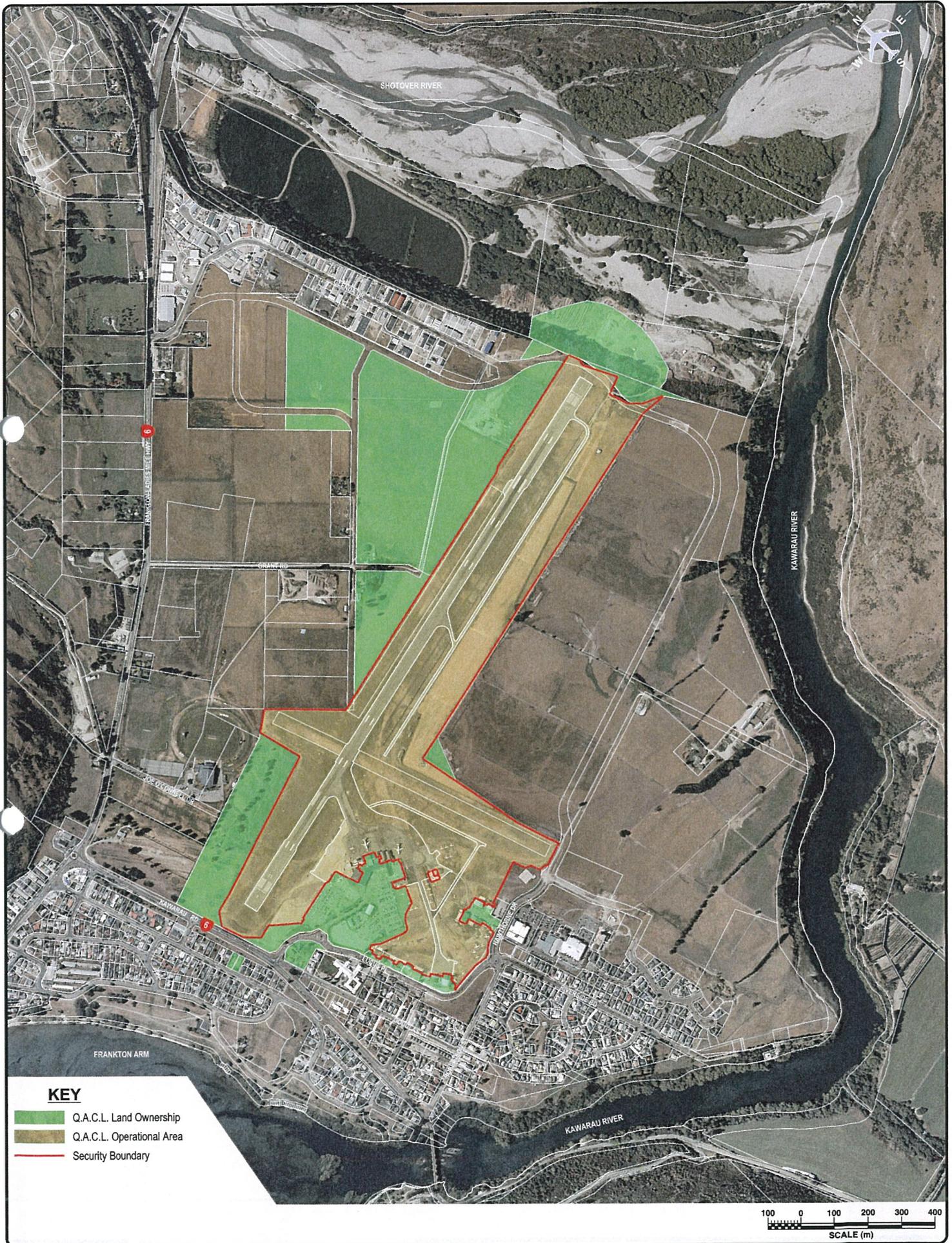


# A

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## APPENDIX A

Queenstown Airport Airside Map



**KEY**

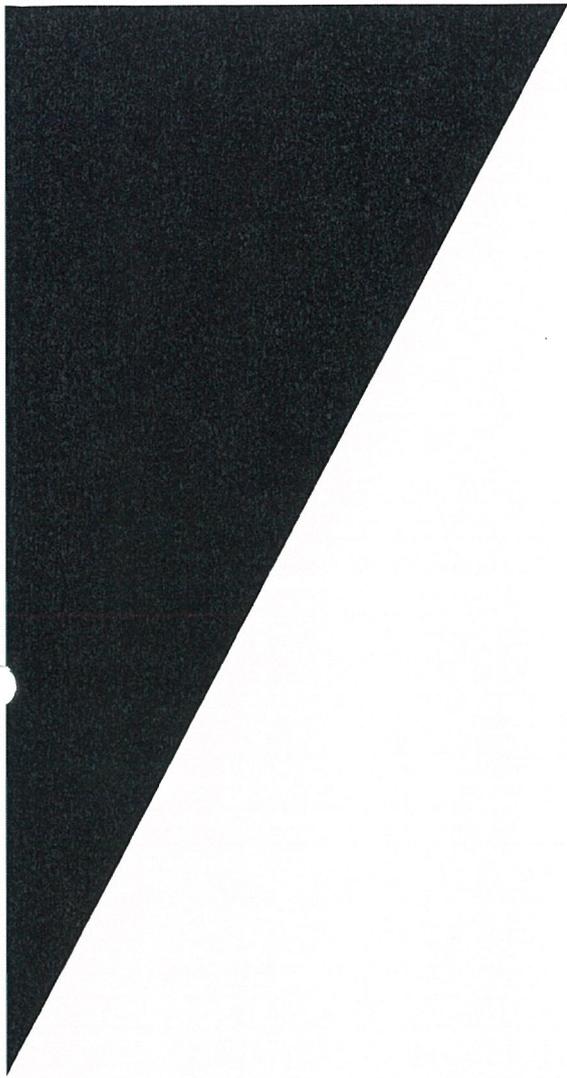
- Q.A.C.L. Land Ownership
- Q.A.C.L. Operational Area
- Security Boundary

|                                |              |                                  |  |
|--------------------------------|--------------|----------------------------------|--|
| <b>CAPITAL PROGRAMME GROUP</b> |              | <b>CHRISTCHURCH CITY COUNCIL</b> |  |
| ISSUE                          | B            | 09/08/2010                       |  |
| DRAWN                          | S.J. Pratt   | 26/02/2008                       |  |
| CAD PLAN                       | QA100201.DGN | 26/02/2008                       |  |



**QUEENSTOWN AIRPORT CORPORATION LIMITED**  
**Q.A.C.L. OWNERSHIP & OPERATIONAL AREA**

|                     |
|---------------------|
| Scale (A3) 1:10,000 |
| <b>QA100201</b>     |
| SHEET 3 OF 3        |



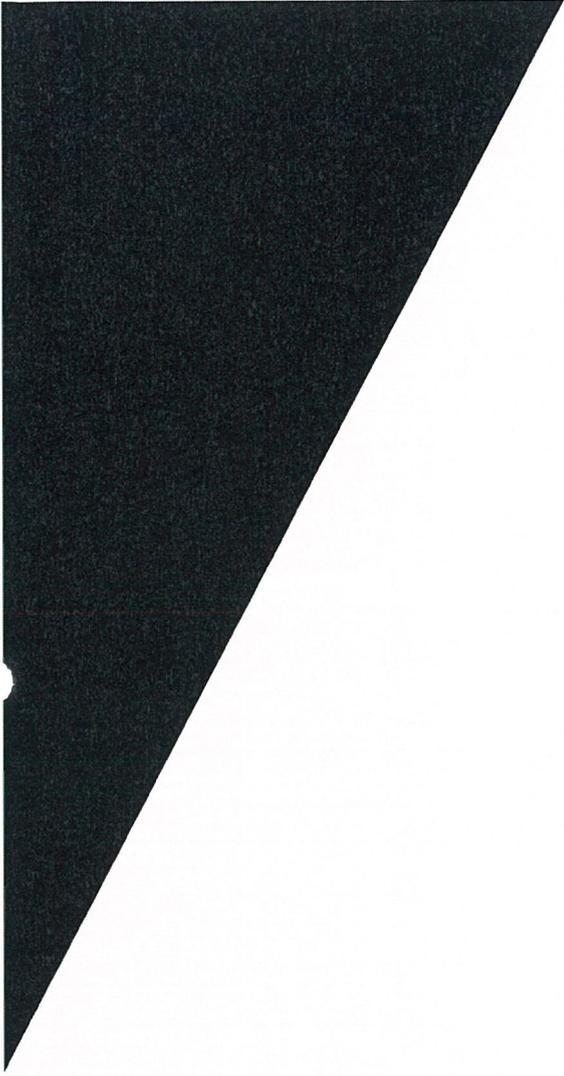
# B

## **APPENDIX B**

Comparison of Airport and Airport  
Related Activity Definitions and  
Designations

Comparison of Queenstown and Wanaka Airport definitions for "Airport Activity" and "Airport Related Activity" and the respective Aerodrome Purposes Designation Activities, and the respective Aerodrome Purposes Designation Activities, Comparison is based on John Kyle's proposed definition, as presented in evidence for Hearing Stream 8, dated 18 November 2016 and the Notice of Requirement for each designation.

| Queenstown Airport Definition   | Queenstown Airport Aerodrome Purposes Designation (Designation 2)  | Wanaka Airport Definition  | Wanaka Airport Aerodrome Purposes Designation (Designation 64)  |
|---|--|--|---|
| <p><b>Airport Activity – Queenstown Airport</b></p> <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"> <li>a. aircraft operations, private aircraft traffic, domestic and international aircraft traffic, rotary wing operations, aircraft servicing, general aviation, airport or aircraft training facilities and associated offices.</li> <li>b. Runways, taxiways, aprons, and other aircraft movement areas.</li> <li>c. Terminal buildings, hangars, air traffic control facilities, flight information services, navigation and safety aids, rescue facilities, lighting, car parking, maintenance and service facilities, catering facilities, freight facilities, quarantine and incineration facilities, border control and immigration facilities, fuel storage and fuelling facilities, facilities for the handling and storage of hazardous substances, and associated offices.</li> </ul> | <p><b>Queenstown Airport Aerodrome Purposes Designation (Designation 2)</b></p> <p>The nature of the activities authorised by this designation are described as follows:</p> <ul style="list-style-type: none"> <li>a. aircraft operations, private aircraft traffic, domestic and international aircraft traffic, rotary wing operations, aircraft servicing, general aviation, airport or aircraft training facilities, and associated offices.</li> <li>b. Runways, taxiways, aprons, and other aircraft movement areas.</li> <li>c. Terminal buildings, hangars, control towers, 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.</li> </ul> | <p><b>Airport Activity – Wanaka Airport</b></p> <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"> <li>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.</li> <li>b. Runways, taxiways, aprons, and other aircraft movement or safety areas.</li> <li>c. Terminal buildings, hangars, air traffic control facilities, flight information services, navigation and safety aids, rescue facilities, lighting, car parking, maintenance and service facilities, catering facilities, quarantine and incineration facilities, medical facilities, fuel storage and fuelling facilities, and associated offices.</li> </ul> | <p><b>Wanaka Airport Aerodrome Purposes Designation (Designation 64)</b></p> <p>The nature of the activities authorised by this designation is described as follows:</p> <ul style="list-style-type: none"> <li>a. Aircraft operations, rotary wing aircraft operations, helicopter aprons, and associated touch down and lift off areas, aircraft servicing, fuel storage and general aviation, navigational aids and lighting, aviation schools, facilities and activities associated with veteran, vintage and classic aircraft operations, aviation museums, and aero recreation.</li> <li>b. Runways, taxiways aprons, and other aircraft movement or safety areas.</li> <li>c. Terminal buildings, hangars, rescue facilities, navigation and safety aids, lighting, car parking, maintenance and service facilities, catering facilities, freight facilities, quarantine and incineration facilities, medical facilities, fuel storage and fuelling facilities, and associated offices.</li> </ul> |
| <p><b>Airport Related Activity – Queenstown Airport</b></p> <p>Means an ancillary activity or service that provides support to the airport. This includes, but is not limited to, land transport activities, buildings and structures, signage, servicing and infrastructure, police stations, fire stations, medical facilities and education facilities provided they serve an aviation related purpose, retail and commercial services, industry and visitor accommodation associated with the needs of Airport passengers, visitors and employees and/or aircraft movements and Airport businesses. Also includes farming activities.</p>   | <p><b>Queenstown Airport Aerodrome Purposes Designation (Designation 2) continued</b></p> <ul style="list-style-type: none"> <li>d. Roads, accessways, stormwater facilities, monitoring activities, site investigation activities, infrastructure and utility activities, landscaping, and all related construction and earthwork activities.</li> <li>e. Vehicle parking and storage, rental vehicle facilities, vehicle valet activities, public transport facilities.</li> <li>f. Retail activities, restaurants and other food and beverage facilities including takeaway food facilities, signage, and industrial and commercial activities, provided they are connected with and ancillary to the use of the Airport.</li> </ul>  | <p><b>Airport Related Activity – Wanaka Airport</b></p> <p>Means any ancillary activity or service that provides support to the airport. This includes, retail activity, cafes and other food and beverage facilities, administrative offices, freight facilities, industrial and commercial activities. Also includes aviation schools, space research and associated activities, facilities and activities associated with veteran, vintage and classic aircraft operations, aviation museums and aero recreation. Also includes Temporary Activities associated with Air Shows, Conferences and Meetings, and rental vehicles, valet activities, and public transport facilities. Includes Military Training Operations. Also includes farming activities.</p>  | <p><b>Wanaka Airport Aerodrome Purposes Designation (Designation 64) continued</b></p> <ul style="list-style-type: none"> <li>d. Roads, accessways, stormwater facilities, monitoring activities, site investigation activities, other infrastructure activities, landscaping and all related construction and earthwork activities.</li> <li>e. Vehicle parking and storage, rental vehicles, vehicle valet activities, public transport facilities.</li> <li>f. Retail activities, restaurants and other food and beverage facilities including takeaway food facilities, and industrial and commercial activities, provided they are connected with and ancillary to the use of the Airport.</li> <li>g. Temporary Activities associated with Air Shows, Conferences and Meetings</li> </ul>   |



# C

## **APPENDIX C**

Comparison of Operative and  
Proposed District Plan Noise  
Provisions

COMPARISON OF OPERATIVE AND PROPOSED NOISE PROVISIONS

| Zone   | Operative Provision   | Proposed Provision (Right of Reply Version, except for Chapter 17)   | Commentary   |                     |      |              |   |  |                |                   |  |                                     |                            |   |  |
|--|---|--|--|---------------------|------|--------------|---|--|----------------|-------------------|--|-------------------------------------|----------------------------|---|--|
| Airport Mixed Use Zone   | <p><b>Zone Standard 6.2.5.2(iv)</b></p> <p>(a) Sound from 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 or at any point within Activity Areas 1, 3, 4, 6 and 7 of the Remarkables Park Zone:</p> <p>(i) daytime (0800 to 2000 hrs) 55 dB LAeq(15 min)</p> <p>(ii) night-time (2000 to 0800 hrs) 45 dB LAeq(15 min)</p> <p>(iii) night-time (2000 to 0800 hrs) 70 dB LAFmax</p> <p>(b) The noise limits in (a) shall not apply to construction sound which shall be assessed in accordance and comply with NZS 6803:1999.</p> <p>(c) The noise limits in (a) shall not apply to sound associated with airports or windfarms. Sound from these sources shall be assessed in accordance and comply with the relevant New Zealand Standard, either NZS 6805:1992, or NZS 6808:1998. For the avoidance of doubt the reference to airports in this clause does not include helipads other than helipads located within any land designated for Aerodrome Purposes in this Plan.</p> | <p><b>CHAPTER 17 AIRPORT ZONE</b></p> <p><b>Rule 17.5.6 Maximum Noise – Land Based Activities</b></p> <p><b>Rule 17.5.6.1</b></p> <p>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>a. Daytime (0700 to 2200 hrs) 55 dB LAeq (15 min)</p> <p>b. Night-time (2200 to 0700 hrs) 45 dB LAeq (15 min) 70 dB LAFmax</p> <p><b>Rule 17.5.6.2</b></p> <p>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><b>Rule 17.5.6.3</b></p> <p>The noise limits in (a) shall not apply to construction noise which shall be assessed in accordance with NZS6803:1999 "Acoustics – Construction Noise". Discretion is limited to the extent of effects of noise generated on adjoining zones.</p>  | <p>&gt; Chapter 17 PDP daytime sound limit (LAeq(15mins)) is consistent with the operative Airport Mixed Use Zone provisions (highlighted in green). It should be noted that the Chapter 17 daytime sound limit is less than the Frankton Flats A daytime noise limit (60dB LAeq(15mins)).</p> <p>&gt; Chapter 17 PDP night-time sound limit (LAeq(15mins)) is consistent with the operative Airport Mixed Use Zone provisions.</p> <p>&gt; Chapter 17 PDP night-time sound limit (LAFmax) is consistent with the Operative Airport Mixed Use Zone provisions.</p> <p>&gt; Chapter 17 PDP daytime/night-time period is consistent with the operative Remarkables Park Zone and partially consistent with the Frankton Flats A Zone and Frankton Flats B Zone.</p> <p>&gt; Chapter 36 PDP limits are the same as above, with the exception of the night-time LAF(max) which is consistent with the LAF(max) for the Frankton Flats B Zone, and the proposed Low Density Residential and proposed Rural Zone limits.</p> |                     |      |              |   |  |                |                   |  |                                     |                            |   |  |
|  |   | <p><b>CHAPTER 36 NOISE</b></p>   | <p>&gt; The 5dB difference in noise limits between the proposed Airport, Low Density Residential and Rural Zone is a continuation of the operative District Plan, whereby this same 5dB difference currently applies.</p>  |                     |      |              |   |  |                |                   |  |                                     |                            |   |  |
|  |   | <table border="1"> <thead> <tr> <th data-bbox="710 1131 734 1377">Activity or Sound Source</th> <th data-bbox="710 996 734 1131">Assessment location</th> <th data-bbox="710 862 734 996">Time</th> <th data-bbox="710 705 734 862">Noise Limits</th> </tr> </thead> <tbody> <tr> <td data-bbox="742 1131 805 1377"><b>Rule 36.5.15</b> Sound from the Queenstown Airport Mixed Use Zone received in the Residential Zones, Remarkables Park Zone and the Rural Zone, excluding sound from aircraft operations.</td> <td data-bbox="742 996 805 1131">Any point within the Residential Zone and at any point within the notional boundary in the Rural Zone.</td> <td data-bbox="742 862 805 996">0700h to 2200h</td> <td data-bbox="742 705 805 862">55 dB LAeq(15min)</td> </tr> <tr> <td data-bbox="813 1131 877 1377"><b>Rule 36.5.13</b> Construction Noise Construction sound must be measured and assessed in accordance with NZS 6803:1999 Acoustics - Construction Noise. Construction sound must comply with the recommended upper limits in Tables 2 and 3 of NZS 6803. Construction sound must be managed in accordance with NZS 6803.</td> <td data-bbox="813 996 877 1131">At any point within the other site.</td> <td data-bbox="813 862 877 996">Refer to relevant standard</td> <td data-bbox="813 705 877 862">45 dB LAeq(15min)<br/>75 dB LAF(max)<br/>Refer to relevant standard</td> </tr> </tbody> </table> | Activity or Sound Source   | Assessment location | Time | Noise Limits | <b>Rule 36.5.15</b> Sound from the Queenstown Airport Mixed Use Zone received in the Residential Zones, Remarkables Park Zone and the Rural Zone, excluding sound from aircraft operations. | Any point within the Residential Zone and at any point within the notional boundary in the Rural Zone. | 0700h to 2200h | 55 dB LAeq(15min) | <b>Rule 36.5.13</b> Construction Noise Construction sound must be measured and assessed in accordance with NZS 6803:1999 Acoustics - Construction Noise. Construction sound must comply with the recommended upper limits in Tables 2 and 3 of NZS 6803. Construction sound must be managed in accordance with NZS 6803. | At any point within the other site. | Refer to relevant standard | 45 dB LAeq(15min)<br>75 dB LAF(max)<br>Refer to relevant standard | <p>&gt; Chapter 36 PDP limits are the same as above, with the exception of the night-time LAF(max) which is consistent with the LAF(max) for the Frankton Flats B Zone, and the proposed Low Density Residential and proposed Rural Zone limits.</p> |
| Activity or Sound Source   | Assessment location   | Time   | Noise Limits   |                     |      |              |   |  |                |                   |  |                                     |                            |   |  |
| <b>Rule 36.5.15</b> Sound from the Queenstown Airport Mixed Use Zone received in the Residential Zones, Remarkables Park Zone and the Rural Zone, excluding sound from aircraft operations.  | Any point within the Residential Zone and at any point within the notional boundary in the Rural Zone.  | 0700h to 2200h   | 55 dB LAeq(15min)  |                     |      |              |   |  |                |                   |  |                                     |                            |   |  |
| <b>Rule 36.5.13</b> Construction Noise Construction sound must be measured and assessed in accordance with NZS 6803:1999 Acoustics - Construction Noise. Construction sound must comply with the recommended upper limits in Tables 2 and 3 of NZS 6803. Construction sound must be managed in accordance with NZS 6803. | At any point within the other site.   | Refer to relevant standard   | 45 dB LAeq(15min)<br>75 dB LAF(max)<br>Refer to relevant standard  |                     |      |              |   |  |                |                   |  |                                     |                            |   |  |

**Rule 36.3.2.8**

The noise limits contained in Table 2 do not apply to sound from aircraft operations at Queenstown Airport or Wanaka Airport.

**CHAPTER 36 NOISE**

> Proposed daytime/night-time noise limits (LAeq(15mins)) are the same as the operative District Plan.

> Proposed night-time LAF(max) is 5dB higher than the operative District Plan.

| Zone Sound received in   | Assessment location  | Time           | Noise Limits                        |
|--|--|----------------|-------------------------------------|
| Rule 36.5.1 Rule Zone (Note: refer 36.5.2 for noise received in the Rural Zone from the Queenstown Airport Mixed Use Zone) | Any point within the notional boundary of a residential unit | 0800h to 2000h | 50 dB LAeq(15min)                   |
|  |  | 2000h to 0800h | 40 dB LAeq(15min)<br>75 dB LAF(max) |

**Rural Zone**

**Zone Standard 5.3.5.2(v)**

- (a) Sound from non-residential 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 the notional boundary of any residential unit, other than residential units on the same site as the activity:
  - (i) daytime (0800 to 2000 hrs) 50 dB LAeq(15 min)
  - (ii) night-time (2000 to 0800 hrs) 40 dB LAeq(15 min)
  - (iii) night-time (2000 to 0800 hrs) 70 dB LAFmax
- (b) Sound from non-residential activities which is received in another zone shall comply with the noise limits set in the zone standards for that zone.

**Low Density Residential Zone**

**Zone Standard 7.5.5.3 (xii) – Residential Activities and Visitor Accommodation**

- (a) Sound from visitor accommodation 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 other site in this zone:
  - (i) daytime (0800 to 2000 hrs) 50 dB LAeq(15 min)
  - (ii) night-time (2000 to 0800 hrs) 40 dB LAeq(15 min)
  - (iii) night-time (2000 to 0800 hrs) 70 dB LAFmax
- (b) Sound from visitor accommodation activities which is received in another zone shall comply with the noise limits set in the zone standards for that zone.
- (c) The noise limits in (a) shall not apply to construction sound which shall be assessed in accordance and comply with NZS 6803:1999.
- (d) The noise limits in (a) shall not apply to sound associated with airports or windfarms. Sound from these sources shall be assessed in accordance and comply with the relevant New Zealand Standard, either NZS 6805:1992, or NZS 6808:1998. For the avoidance of doubt the reference to airports in this clause does not include helipads other than helipads located within any land designated for Aerodrome Purposes in this Plan.

**Zone Standard 7.5.6.3 (vii) (Non-Residential Activities)**

- (a) Sound from non-residential activities measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802:2008 shall not exceed the

> Proposed daytime/night-time noise limits (LAeq(15mins)) are the same as the operative District Plan.

> Proposed night-time LAF(max) is 5dB higher than the operative District Plan.

| Zone Sound received in   | Assessment location        | Time           | Noise Limits                        |
|--|----------------------------|----------------|-------------------------------------|
| Rule 36.5.2 Low Density Residential (Note: refer 36.5.2 for noise received in the Rural Zone from the Queenstown Airport Mixed Use Zone) | Any point within the site. | 0800h to 2000h | 50 dB LAeq(15min)                   |
|  |                            | 2000h to 0800h | 40 dB LAeq(15min)<br>75 dB LAF(max) |

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following noise limits at any point within any other site in this zone:

- (i) daytime (0800 to 2000 hrs) 50 dB LAeq(15 min)
  - (ii) night-time (2000 to 0800 hrs) 40 dB LAeq(15 min)
  - (iii) night-time (2000 to 0800 hrs) 70 dB LA<sub>Fmax</sub>
- (b) Sound from non-residential activities which is received in another zone shall comply with the noise limits set in the zone standards for that zone.
- (c) The noise limits in (a) shall not apply to construction sound which shall be assessed in accordance and comply with NZS 6803:1999. The noise limits in (a) shall not apply to sound associated with airports or windfarms. Sound from these sources shall be assessed in accordance and comply with the relevant New Zealand Standard, either NZS 6805:1992, or NZS 6808:1998. For the avoidance of doubt the reference to airports.

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**Remarkables Park**

**Zone Standard 12.11.5.2(iii)**

Not part of the Proposed District Plan Review.

> Chapter 17 and 36 daytime/night-time period is the same as that specified for the Remarkables Park Zone.

In all Activity Areas non-residential activities shall be so conducted that the following noise limits are not exceeded at any point within the boundary of any other site:

- > Day-time 0700-2200 hours 55dBA L10
- > Night-time 2200-0700 hours 45dBA L10 and 70dBA Lmax

**Except:**

In Activity Areas 2a, 3, 4, 5, 6, 7 and 8, non-residential activities may be conducted within the following noise limits so long as they are not exceeded at any point within the boundary of any other site within Activity Areas 2a, 3, 4, 5, 6, 7 and 8:

- > Day-time 0700-2200 hours 60dBA L10
  - > Night time 2200-0700 hours 50dBA L10 and 70dBA Lmax
- Noise levels shall be measured and assessed in accordance with NZS 6801:1991 and NZS 6802:1991.

- (a) Activities conducted in adjoining zones shall not exceed Remarkables Park Zone noise limits at any point within the boundary of any site within the Remarkables Park Zone.
- (b) Construction noise shall comply with and be measured and assessed in accordance with the relevant New Zealand Standard.
- (c) Noise from aircraft operations at Queenstown Airport is exempt from the above standards.

**Frankton Flats A**

Part of Stage 2 of the Proposed District Plan.

> Chapter 17 and 36 night-time period is the same as that specified for the Frankton Flats A Zone (i.e. both at 2200hrs).

**Zone Standard 12.18.5.2(ii)**

- (a) Sound from 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 other site in this zone:
  - (i) daytime (0800 to 2200 hrs) 60 dB LAeq(15 min)
  - (ii) night-time (2200 to 0800 hrs) 50 dB LAeq(15 min)
  - (iii) night-time (2200 to 0800 hrs) 70 dB LAFmax
- (b) Sound from activities which is received in another zone shall comply with the noise limits set in the zone standards for that zone.
- (c) The noise limits in (a) shall not apply to construction sound which shall be assessed in accordance and comply with NZS 6803:1999.
- (d) The noise limits in (a) shall not apply to sound associated with airports or windfarms. Sound from these sources shall be assessed in accordance and comply with the relevant New Zealand Standard, either NZS 6805:1992, or NZS 6808:1998. For the avoidance of doubt the reference to airports in this clause does not include helipads other than helipads located within any land designated for Aerodrome Purposes in this Plan.
- (e) The noise limits in (a) shall not apply to sound from aircraft operations at Queenstown Airport.

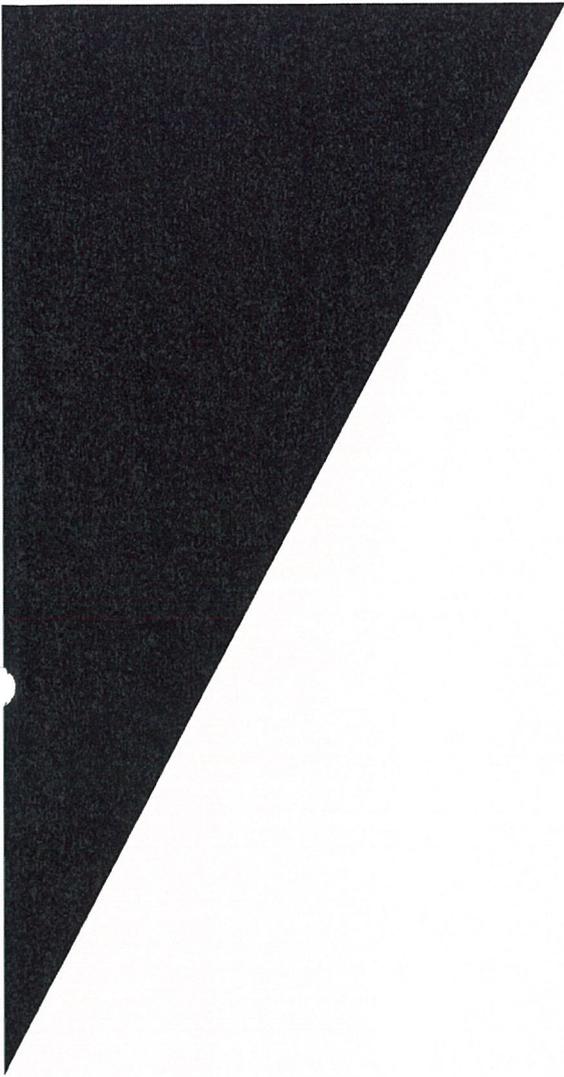
**Frankton Flats B**

Not part of the Proposed District Plan Review.

> Chapter 17 and 36 night-time period is the same as that specified for the Frankton Flats A Zone (i.e. both at 2200hrs).

**Site Standard 12.26.6. f(xvii)**

- (a) In Activity Areas A, C1, and C2 activities shall be conducted so that the following noise limits are not exceeded at any point within the boundary of any other site within the zone or Activity Area:
  - (i) Daytime (0800 - 2200 hrs) 65dBA L10
  - (ii) Night-time (2200 - 0800 hrs) 65dBA L10 and 75dBA Lmax
- (b) In Activity Areas D, E1, and E2 activities shall be so conducted that the following noise limits are not exceeded at the boundary with Activity Area C2:
  - (i) Daytime (0800 - 2000 hrs) 65dBA L10
  - (ii) Night-time (2000-0800 hrs) 65dBA L10 and 70dBA Lmax



## **APPENDIX D**

Visitor Accommodation Rule

**Revised Airport Zone Visitor Accommodation**

**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 further recommended changes in light of the pre-circulated evidence are shown in green underlined text for additions and ~~strikethrough text~~ for deletions.

|                                   |   |           |
|-----------------------------------|---|-----------|
| <p><u>17.5.8</u><u>17.5.7</u></p> | <p><b>Visitor Accommodation– Queenstown Airport</b></p> <p>17.5.8<u>7.1</u> 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 Noise Contours. Compliance shall be demonstrated <u>by either adhering to the sound insulation requirements in Table 1 of Appendix 13 Table 4 of Chapter 36 of the Operative this District Plan and installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13 Table 5 Rule 36.6.3 of Chapter 36, or by</u> 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>17.5.8<u>7.2</u> 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 <u>by either installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13 Table 5 Rule 36.6.3 of Chapter 36 of the Operative this District Plan or by</u> 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><u>17.5.7.3 The maximum length of stay for any visitor / guest shall be three nights;</u></p> <p><u>17.5.7.4 No outdoor amenity space shall be provided.</u></p> | <p>NC</p> |
|-----------------------------------|---|-----------|