

**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 3 (Strategic Direction) and  
Chapter 4 (Urban Development)

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**EXPERT WITNESS CONFERENCING STATEMENT**

**(22 MARCH 2016)**

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## **1. INTRODUCTION**

- 1.1 This signed expert witness conferencing statement is written in response to the Hearing Panel's Minute dated 16<sup>th</sup> March 2016.
- 1.2 The Minute directed the planning experts representing the Queenstown Airport Corporation (QAC) and the Queenstown Lakes District Council (QLDC) to undertake expert witness conferencing with respect to the relief sought by QAC on Chapters 3 and 4 of the Proposed District Plan.
- 1.3 Expert witness conferencing took place via teleconference on Friday 18<sup>th</sup> March, commencing at 11.30am. The following planning experts were in attendance:
- Matthew Paetz, The Property Group
  - John Kyle, Mitchell Partnerships Limited
  - Kirsty O'Sullivan, Mitchell Partnerships Limited
  - Chris Ferguson, Boffa Miskell (attended only insofar as conferencing related to existing Policies 4.2.2.4, 4.2.3.8, 4.2.4.3 and the proposed new Objectives 4.2.7 and 4.2.8 and new Policies 4.2.7.1 to 4.2.7.2 and Policy 4.2.8.1 to 4.2.8.2).
- 1.4 A fully marked up suite of the provisions resulting from expert witness conferencing is attached as Appendix 1. Where expert witnesses did not agree, this has been noted.
- 1.5 A section 32AA evaluation with respect to the changes is attached as Appendix 2. Where agreement was not reached, this has been noted in the evaluation.

## **2 AREAS OF AGREEMENT**

- 2.1 All parties reached agreement with respect to the following provisions (as identified in Appendix 1):

### **Chapter 3 Strategic Directions**

- The inclusion of new Goal 3.2.8;
- The inclusion of new Objective 3.2.8.1 and attendant Policies 3.2.8.1.1 and 3.2.8.1.2; and,

- The inclusion of new Objective 3.2.8.2 and attendant Policies 3.2.8.2.1 to 3.2.8.2.3.

#### **Chapter 4 Urban Development**

- The deletion of Policy 4.2.3.8;
- The deletion of Policy 4.2.4.3;
- The deletion of Policy 4.2.4.4;
- The inclusion of new Objective 4.2.7 and associated Policies 4.2.7.1 and 4.2.7.2; and,
- The inclusion of new Objective 4.2.8 and associated Policies 4.2.8.1 and 4.2.8.2.

### **3 AREAS OF DISAGREEMENT**

- 3.1 The provisions where agreement was not reached, including the reasons for the disagreement include:

#### **Chapter 3**

- Objective 3.2.1.2 and associated Policies 3.2.1.2.1 to 3.2.1.2.3.  
Mr Paetz noted his agreement, in principle, to the amendments to Objective 3.2.1.1 and Policies 3.2.1.2.1 to 3.2.1.2.4. Mr Paetz noted however, that a revised set of provisions were being prepared for the Panel which were not available at the time of conferencing. For this reason, Mr Paetz noted that he agreed with the general direction of the provisions, but could not agree on the specific wording at this time.
- Objective 3.2.5.1  
Mr Paetz could not comment with respect to Objective 3.2.5.1 due to the number of submitters with an interest in this objective and the wider considerations beyond the Queenstown Airport Corporation's interests that need to be weighed up.

Mr Kyle and Mrs O'Sullivan maintained that the objective requires in the inclusion of the term 'inappropriate' to ensure that all activity within Outstanding Natural Landscapes and Outstanding Natural Features are not unduly constrained from establishing within such landscapes, particularly where there are operational,

technical, functional and safety related requirements that may necessitate such a location.

#### **Chapter 4**

- Amendments to Policy 4.2.2.4.

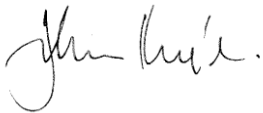
Mr Ferguson did not agree with the amendments to this policy. Mr Ferguson considered that the amendments were already provided for by proposed new Policy 4.2.8.1.

Mr Paetz, Mr Kyle and Mrs O'Sullivan considered that the amendments were appropriate as they specially identify the areas within which urban development or intensification may not be appropriate.

#### **4 SIGNED**

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**Matthew Paetz**



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**John Kyle**



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**Kirsty O'Sullivan**

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**Chris Ferguson**

technical, functional and safety related requirements that may necessitate such a location.

#### **Chapter 4**

- Amendments to Policy 4.2.2.4.

Mr Ferguson did not agree with the amendments to this policy. Mr Ferguson considered that the amendments were already provided for by proposed new Policy 4.2.8.1.

Mr Paetz, Mr Kyle and Mrs O'Sullivan considered that the amendments were appropriate as they specially identify the areas within which urban development or intensification may not be appropriate.

#### **4 SIGNED**



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**Matthew Paetz**

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**John Kyle**

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**Kirsty O'Sullivan**

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**Chris Ferguson**

technical, functional and safety related requirements that may necessitate such a location.

#### **Chapter 4**

- Amendments to Policy 4.2.2.4.

Mr Ferguson did not agree with the amendments to this policy. Mr Ferguson considered that the amendments were already provided for by proposed new Policy 4.2.8.1.

Mr Paetz, Mr Kyle and Mrs O'Sullivan considered that the amendments were appropriate as they specially identify the areas within which urban development or intensification may not be appropriate.

#### **4 SIGNED**

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**Matthew Paetz**

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**John Kyle**

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**Kirsty O'Sullivan**



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**Chris Ferguson**

# APPENDIX 1

## STRATEGIC DIRECTION 3

### 3 Strategic Direction

Note: Changes recommended to the notified Strategic Direction provisions of the Proposed Plan.

~~Green underlines and strikeouts~~ show changes recommended by the section 42A report dated 19<sup>th</sup> February 2016.

~~Red underlines and strikeouts~~ show changes agreed to during expert conferencing between the following expert witnesses on Friday 18<sup>th</sup> March 2016:

- ~~Matthew Paetz, the Property Group (on behalf of the Queenstown Lakes District Council)~~
- ~~John Kyle, Mitchell Partnerships Limited (on behalf of the Queenstown Airport Corporation)~~
- ~~Kirsty O'Sullivan, Mitchell Partnerships Limited (on behalf of the Queenstown Airport Corporation)~~

#### 3.1 Purpose

This chapter sets out the over-arching strategic direction for the management of growth, land use and development in a manner that ensures sustainable management of the Queenstown Lakes District's special qualities:

- Dramatic alpine landscapes free of inappropriate development
- Clean air and pristine water
- Vibrant and compact town centres
- Compact and connected settlements that encourage public transport, biking and walking
- Diverse, resilient, inclusive and connected communities
- A district providing a variety of lifestyle choices
- An innovative and diversifying economy based around a strong visitor industry
- A unique and distinctive heritage
- Distinctive Ngai Tahu values, rights and interests

This direction is provided through a set of Strategic Goals, Objectives and Policies which provide the direction for the more detailed provisions related to zones and specific topics contained elsewhere in the District Plan.

#### 3.2 Goals, Objectives and Policies

##### 3.2.1 Goal - Develop a prosperous, resilient and equitable economy.

**3.2.1.1 Objective** - Recognise, develop and sustain the Queenstown and Wanaka ~~central business areas town centres~~ as the hubs of New Zealand's premier alpine resorts and the District's economy.

##### Policies

- 3.2.1.1.1 Provide a planning framework for the Queenstown and Wanaka ~~central business areas town centres~~ that enables quality development and enhancement of the centres



## STRATEGIC DIRECTION 3

as the key commercial, civic and cultural hubs of the District, building on their existing functions and strengths.

3.2.1.1.2 Avoid commercial rezoning that could fundamentally undermine the role of the Queenstown and Wanaka central-business-areas-town centres as the primary focus for the District's economic activity.

3.2.1.1.3 Promote growth in the visitor industry and encourage investment in lifting the scope and quality of attractions, facilities and services within the Queenstown and Wanaka central-business-areas-town centres.

**3.2.1.2** Objective – Recognise, develop, sustain and integrate the key mixed use function of the wider Frankton commercial area, comprising Remarkables Park, Queenstown Airport and Five Mile.

The Key mixed use function of the wider Frankton commercial area, comprising Remarkables Park, Queenstown Airport and Five Mile, are recognised and provided for.

3.2.1.2.1 Provide a planning framework for the wider Frankton commercial area that facilitates the integrated development of the various mixed use development nodes.

3.2.1.2.2 Recognise and provide for the varying complementary functions and characteristics of the various mixed use development nodes within the Frankton commercial area.

3.2.1.2.3 Avoid additional future commercial rezoning that will undermine the function and viability of the Frankton commercial area, or which will undermine increasing integration between the nodes in the area.

**Commented [K01]:** John Kyle / Kirsty O'Sullivan agree to the provisions as shown.

Matthew Paetz agrees, in principle, with the general direction of the changes shown.

**3.2.1.3** **Objective** - Recognise, develop and sustain the key local service and employment functions served by commercial centres and industrial areas outside of the Queenstown and Wanaka central-business-areas-town centres and Frankton in the District.

### Policies

3.2.1.3.1 Avoid commercial rezoning that would fundamentally undermine the key local service and employment function role that the larger-urban centres outside of the Queenstown, and Wanaka central-business-areas-town centres and Frankton fulfil.

3.2.1.3.2 Reinforce and support the role that township commercial precincts and local shopping centres fulfil in serving local needs.

3.2.1.3.3 Avoid non-industrial activities not related to or supporting industrial activities occurring within areas zoned for Industrial activities.

**3.2.1.4** **Objective** – Recognise and provide for the significant socioeconomic benefits of tourism activities across the District.

### Policies

3.2.1.4.1 Enable the use and development of natural and physical resources for tourism activity where adverse effects are avoided, remedied or mitigated.

**3.2.1.5** **Objective** - Enable the development of innovative and sustainable enterprises that contribute to diversification of the District's economic base and create employment opportunities.

## STRATEGIC DIRECTION 3

### Policies

3.2.1.5.1 Provide for a wide variety of activities and sufficient capacity within commercially zoned land to accommodate business growth and diversification.

3.2.1.5.2 Encourage economic activity to adapt to and recognise opportunities and risks associated with climate change and energy and fuel pressures.

**3.2.1.6 Objective** - Recognise the potential for rural areas to diversify their land use beyond the strong productive value of farming, provided ~~a sensitive approach is taken to adverse effects on~~ rural amenity, landscape character, healthy ecosystems, and Ngai Tahu values, rights and interests are ~~avoided, remedied or mitigated.~~

**3.2.1.7 Objective** - ~~Maintain and promote the efficient operation of the District's infrastructure, including designated Airports, key roading and communication technology networks.~~

### Policies

3.2.1.7.1 ~~Safeguard the efficient and effective operation of regionally significant infrastructure from new incompatible activities.~~

**Commented [K02]:** All expert witnesses agree with the changes as shown.

**3.2.2 Goal - The strategic and integrated management of urban growth**

**3.2.2.1 Objective** - Ensure urban development occurs in a logical manner:

- to promote a compact, well designed and integrated urban form;
- to manage the cost of Council infrastructure; and
- to protect the District's rural landscapes from sporadic and sprawling development.

### Policies

3.2.2.1.1 ~~Apply Urban Growth Boundaries (UGBs) around the urban areas in the Wakatipu Basin (including Jack's Point), Arrowtown and Wanaka.~~

3.2.2.1.2 ~~Apply provisions that enable urban development within the UGBs and avoid urban development outside of the UGBs.~~

3.2.2.1.3 ~~Manage the form of urban development within the UGBs ensuring:~~

- ~~Connectivity and integration with existing urban development;~~
- ~~Sustainable provision of Council infrastructure; and~~
- ~~Facilitation of an efficient transport network, with particular regard to integration with public and active transport systems~~

3.2.2.1.4 ~~Encourage a higher density of residential development in locations close to town centres, local shopping zones, activity centres, public transport routes and non-vehicular trails.~~

3.2.2.1.5 ~~Ensure UGBs contain sufficient suitably zoned land to provide for future growth and a diversity of housing choice.~~

3.2.2.1.6 ~~Ensure that zoning enables effective market competition through distribution of potential housing supply across a large number and range of ownerships, to reduce the incentive for land banking in order to address housing supply and affordability.~~

3.2.2.1.7 ~~That further urban development of the District's small rural settlements be located within and immediately adjoining these settlements.~~

**3.2.2.2 Objective** - Manage development in areas affected by natural hazards.

## STRATEGIC DIRECTION 3

### Policies

- 3.2.2.2.1 Ensure a balanced approach between enabling higher density development within the District's scarce urban land resource and addressing the risks posed by natural hazards to life and property.

### 3.2.3 Goal - A quality built environment taking into account the character of individual communities

- 3.2.3.1 **Objective** - Achieve a built environment that ensures our urban areas are desirable and safe places to live, work and play.

### Policies

- 3.2.3.1.1 Ensure development responds to the character of its site, the street, open space and surrounding area, whilst acknowledging the necessity of increased densities and some change in character in certain locations.
- 3.2.3.1.2 That larger scale development is comprehensively designed with an integrated and sustainable approach to infrastructure, buildings, street, trail and open space design.
- 3.2.3.1.3 Promote energy and water efficiency opportunities, waste reduction and sustainable building and subdivision design.

- 3.2.3.2 **Objective** - Protect the District's cultural heritage values and ensure development is sympathetic to them.

### Policies

- 3.2.3.2.1 Identify heritage items and ensure they are protected from inappropriate development.

### 3.2.4 Goal - The protection of our natural environment and ecosystems

- 3.2.4.1 **Objective** - ~~Promote development and activities that sustain or enhance the life-supporting capacity of air, water, soil and ecosystems. Ensure that development and activities maintain indigenous biodiversity, and sustain or enhance the life-supporting capacity of air, water, soil and ecosystems.~~

- 3.2.4.2 **Objective** - Protect areas with significant Nature Conservation Values.

### Policies

- 3.2.4.2.1 Identify areas of significant indigenous vegetation and significant habitats of indigenous fauna, referred to as Significant Natural Areas on the District Plan maps and ensure their protection.
- 3.2.4.2.2 ~~Where adverse effects on nature conservation values cannot be avoided, remedied or mitigated, consider environmental compensation as an alternative.~~

- 3.2.4.3 **Objective** - Maintain or enhance the survival chances of rare, endangered, or vulnerable species of indigenous plant or animal communities.

### Policies

- 3.2.4.3.1 That development does not adversely affect the survival chances of rare, endangered, or vulnerable species of indigenous plant or animal communities

- 3.2.4.4 **Objective** – Avoid ~~the spread of wilding~~ exotic vegetation ~~with the potential to spread and naturalise to protect nature conservation values.~~

## STRATEGIC DIRECTION 3

### Policies

- 3.2.4.4.1 ~~That Prohibit~~ the planting of identified exotic vegetation with the potential to spread and naturalise. ~~is banned.~~

- 3.2.4.5 Objective** - Preserve or enhance the natural character of the beds and margins of the District's lakes, rivers and wetlands.

### Policies

- 3.2.4.5.1 That subdivision and / or development which may have adverse effects on the natural character and nature conservation values of the District's lakes, rivers, wetlands and their beds and margins be carefully managed so that life-supporting capacity and natural character is maintained or enhanced.

- 3.2.4.6 Objective** - Maintain or enhance the water quality and function of our lakes, rivers and wetlands..

### Policies

- 3.2.4.6.1 That subdivision and / or development be designed so as to avoid adverse effects on the water quality of lakes, rivers and wetlands in the District.

- 3.2.4.7 Objective** - Facilitate public access to the natural environment.

### Policies

- 3.2.4.7.1 Opportunities to provide public access to the natural environment are sought at the time of plan change, subdivision or development.

- 3.2.4.8 Objective** - Respond positively to Climate Change.

### Policies

- 3.2.4.8.1 Concentrate development within existing urban areas, promoting higher density development that is more energy efficient and supports public transport, to limit increases in greenhouse gas emissions in the District.

- 3.2.5 Goal** - Our distinctive landscapes are protected from inappropriate development.

- 3.2.5.1 Objective** - Protect the natural character quality of the Outstanding Natural Landscapes and Outstanding Natural Features from inappropriate subdivision, use and development.

### Policies

- 3.2.5.1.1 ~~Identify the district's Outstanding Natural Landscapes and Outstanding Natural Features on the District Plan maps, and protect them from the adverse effects of subdivision and development.~~

- 3.2.5.2 Objective** - ~~Minimise the adverse landscape effects of subdivision, use or development in specified Rural Landscapes. Maintain and enhance the landscape character of the Rural Landscape Classification, whilst acknowledging the potential for managed and low impact change.~~

### Policies

- 3.2.5.2.1 ~~Identify the district's Rural Landscape Classification on the district plan maps, and minimise the effects of subdivision, use and development on these landscapes.~~

- 3.2.5.3 Objective** - Direct new urban subdivision, use or development to occur in those areas which have potential to absorb change without detracting from landscape and visual amenity values.

**Commented [K03]:** John Kyle and Kirsty O'Sullivan maintain that this change is appropriate.

Matthew Paetz was not comfortable commenting on this given the number of submitters with an interest in this provision and wider considerations beyond QAC's interests that need to be weighed up.

## STRATEGIC DIRECTION 3

### Policies

- 3.2.5.3.1 ~~Direct urban development to be within Urban Growth Boundaries (UGB's) where these apply, or within the existing rural townships.~~

- 3.2.5.4 Objective** - Recognise there is a finite capacity for residential activity in rural areas if the qualities of our landscape are to be maintained.

### Policies

- 3.2.5.4.1 Give careful consideration to cumulative effects in terms of character and environmental impact when considering residential activity in rural areas.

- 3.2.5.4.2 Provide for rural living opportunities in appropriate locations.

- 3.2.5.5 Objective** - Recognise that agricultural land use is fundamental to the character of our landscapes.

### Policies

- 3.2.5.5.1 Give preference to farming activity in rural areas except where it conflicts with significant nature conservation values.

- 3.2.5.5.2 Recognise that the retention of the character of rural areas is often dependent on the ongoing viability of farming and that evolving forms of agricultural land use which may change the landscape are anticipated.

- 3.2.6 Goal** - Enable a safe and healthy community that is strong, diverse and inclusive for all people.

- 3.2.6.1 Objective** - Provide Enable access to housing that is more affordable.

### Policies

- 3.2.6.1.1 Provide Enable opportunities for low and moderate income Households to live in the District in a range of accommodation appropriate for their needs.

- 3.2.6.1.2 In applying plan provisions, have regard to the extent to which minimum site size, density, height, building coverage and other controls influence Residential Activity affordability.

- 3.2.6.2 Objective** - Ensure a mix of housing opportunities.

### Policies

- 3.2.6.2.1 Promote mixed densities of housing in new and existing urban communities.

- 3.2.6.2.2 Enable high density housing adjacent or close to the larger commercial centres in the District.

- 3.2.6.2.3 Explore and encourage innovative approaches to design to Provide help enable access to affordable housing.

- 3.2.6.3 Objective** - Provide a high quality network of open spaces and community facilities.

### Policies

- 3.2.6.3.1 Ensure that open spaces and community facilities are accessible for all people.

- 3.2.6.3.2 That open spaces and community facilities are located and designed to be desirable, safe, accessible places.

## STRATEGIC DIRECTION 3

**3.2.6.4 Objective** - Ensure planning and development maximises opportunities to create safe and healthy communities through subdivision and building design.

### Policies

- 3.2.6.4.1 Ensure Council-led and private design and development of public spaces and built development maximises public safety by adopting "Crime Prevention Through Environmental Design".
- 3.2.6.4.2 Ensure Council-led and private design and development of public spaces and built development maximises the opportunity for recreational and commuting walking and cycling.

**3.2.7 Goal - Council will act in accordance with the principles of the Treaty of Waitangi and in partnership with Ngai Tahu.**

**3.2.7.1 Objective** – Recognise and provide for ~~Protect~~ Ngai Tahu values, rights and interests, including taonga species and habitats, and wahi tupuna.

**3.2.7.2 Objective** – Enable the expression of kaitiakitanga by providing for meaningful collaboration with Ngai Tahu in resource management decision making and implementation.

**3.2.8 Goal – Provide for the ongoing operation and growth of infrastructure**

**3.2.8.1 Objective** – Recognise that the functional or operational requirements of regionally or nationally significant infrastructure can necessitate a particular location.

**Commented [K04]:** All witnesses agree to the inclusion of this goal and its attendant objectives and policies.

### Policies

3.2.8.1.1 Enable the continued operation, maintenance and upgrading of nationally or regionally significant infrastructure and associated activities.

3.2.8.1.2 Where practicable, mitigate the impacts of nationally or regionally significant infrastructure on outstanding natural landscapes and outstanding natural features.

**3.2.8.2 Objective** - Maintain and promote the efficient and effective operation, maintenance, development and upgrading of the District's infrastructure, including **designated Queenstown and Wanaka Airports, key roading and communication technology networks.**

3.2.8.2.1 Safeguard the efficient and effective operation of regionally significant infrastructure from new incompatible activities.

Ensure that the efficient and effective operation of infrastructure, including Queenstown and Wanaka Airports, is safeguarded and not compromised, now or into the future, by incompatible development.

3.2.8.2.2 ~~To~~ Recognise that Queenstown Airport is an essential lifeline utility.

3.2.8.2.3 Recognise that infrastructure, including the district's nationally or regionally significant airports, makes an essential contribution to the prosperity and economic resilience of the District.

# URBAN DEVELOPMENT 4

## 4 URBAN DEVELOPMENT

Note: Changes recommended to the notified Urban Development provisions of the Proposed Plan.

Green underlines and ~~strikeouts~~ show changes recommended by the section 42A report dated 19<sup>th</sup> February 2016.

Red underlines and ~~strikeouts~~ show changes agreed to during expert conferencing between the following expert witnesses on Friday 18<sup>th</sup> March 2016:

- Matthew Paetz, the Property Group (on behalf of the Queenstown Lakes District Council)
- John Kyle, Mitchell Partnerships Limited (on behalf of the Queenstown Airport Corporation)
- Kirsty O'Sullivan, Mitchell Partnerships Limited (on behalf of the Queenstown Airport Corporation).
- Chris Ferguson, Boffa Miskell (on behalf of the Hansen Family Partnership)

### 4.1 Purpose

The purpose of this Chapter is to set out the objectives and policies for managing the spatial location and layout of urban development within the District. This chapter forms part of the strategic intentions of this District Plan and will guide planning and decision making for the District's major urban settlements and smaller urban townships. This chapter does not address site or location specific physical aspects of urban development (such as built form) - reference to zone and District wide chapters is required for these matters.

The District experiences considerable growth pressures. Urban growth within the District occurs within an environment that is revered for its natural amenity values, and the District relies, in large part for its social and economic wellbeing on the quality of the landscape, open spaces and environmental image. If not properly controlled, urban growth can result in adverse effects on the quality of the built environment, with flow on effects to the impression and enjoyment of the District by residents and visitors. Uncontrolled urban development can result in the fragmentation of rural land; and poses risks of urban sprawl, disconnected urban settlements and a poorly coordinated infrastructure network. The roading network of the District is under some pressure and more low density residential development located remote from employment and service centres has the potential to exacerbate such problems.

The objectives and policies for Urban Development provide a framework for a managed approach to urban development that utilises land and resources in an efficient manner, and preserves and enhances natural amenity values. The approach seeks to achieve integration between land use, transportation, services, open space networks, community facilities and education; and increases the viability and vibrancy of urban areas.

Urban Growth Boundaries are established for the key urban centres of Queenstown, Wanaka and Arrowtown, providing a tool to manage anticipated growth while protecting the individual roles, heritage and character of these areas. Specific policy is provided for these areas, including provision for increased density to contribute to a more compact and connected urban form.

### 4.2 Objectives and Policies

- 4.2.1 Objective - Urban development is coordinated with infrastructure and services and is undertaken in a manner that protects the environment, rural amenity and outstanding natural landscapes and features.**

## URBAN DEVELOPMENT 4

### Policies

- 4.2.1.1 Land within and adjacent to the major urban settlements will provide the focus for urban development, with a lesser extent accommodated within smaller rural townships.
- 4.2.1.2 Urban development is integrated with existing public infrastructure, and is designed and located in a manner consistent with the capacity of existing networks.
- 4.2.1.3 Encourage a higher density of residential development in locations that have convenient access to public transport routes, cycleways or are in close proximity to community and education facilities.
- 4.2.1.4 Development enhances connections to public recreation facilities, reserves, open space and active transport networks.
- 4.2.1.5 Urban development is contained within or immediately adjacent to existing settlements.
- 4.2.1.6 Avoid sporadic urban development that would adversely affect the natural environment, rural amenity or landscape values; or compromise the viability of a nearby township.
- 4.2.1.7 Urban development is located so as to maintains the productive potential and soil resource of rural land.
- 4.2.2 Objective - Urban Growth Boundaries are established as a tool to manage the growth of major centres within distinct and defensible urban edges.**

### Policies

- 4.2.2.1 Urban Growth Boundaries define the limits of urban growth, ensuring that urban development is contained within those identified boundaries, and urban development is avoided outside of those identified boundaries.
- 4.2.2.2 Urban Growth Boundaries are of a scale and form which is consistent with the anticipated demand for urban development over the planning period, and the appropriateness of the land to accommodate growth.
- 4.2.2.3 Within Urban Growth Boundaries, land is allocated into various zones which are reflective of the appropriate land use.
- 4.2.2.4 Not all land within Urban Growth Boundaries will be suitable for urban development or intensification, such as (but not limited to) land with ecological, heritage or landscape significance; or land subject to natural hazards or within the Outer Control Boundary. The form and location of urban development shall take account of site specific features or constraints to protect public health and safety.
- 4.2.2.5 Urban Growth Boundaries may need to be reviewed and amended over time to address changing community needs.
- 4.2.3 Objective – Within Urban Growth Boundaries, provide for a compact and integrated urban form that limits the lateral spread of urban areas, and maximises the efficiency of infrastructure operation and provision.**

### Policies

- 4.2.3.1 Provide for a compact urban form that utilises land and infrastructure in an efficient and sustainable manner, ensuring:
- connectivity and integration;
  - the sustainable use of public infrastructure;

**Commented [K01]:** John Kyle, Kirsty O'Sullivan and Matthew Paetz all agree to these changes.

Chris Ferguson does not agree to this change.



## URBAN DEVELOPMENT 4

- convenient linkages to the public and active transport network; and
- housing development does not compromise opportunities for commercial or community facilities in close proximity to centres.

4.2.3.2 Enable an increased density of residential development in close proximity to town centres, public transport routes, community and education facilities.

4.2.3.3 ~~Low density development does not compromise opportunities for future urban development~~

4.2.3.4 Urban development occurs in locations that are adequately serviced by existing public infrastructure, or where infrastructure can be efficiently upgraded.

4.2.3.5 For urban centres where Urban Growth Boundaries apply, new public infrastructure networks are limited exclusively to land within defined Urban Growth Boundaries.

4.2.3.6 Development improves connections to recreational and community facilities, and enhances the amenity and vibrancy of urban areas.

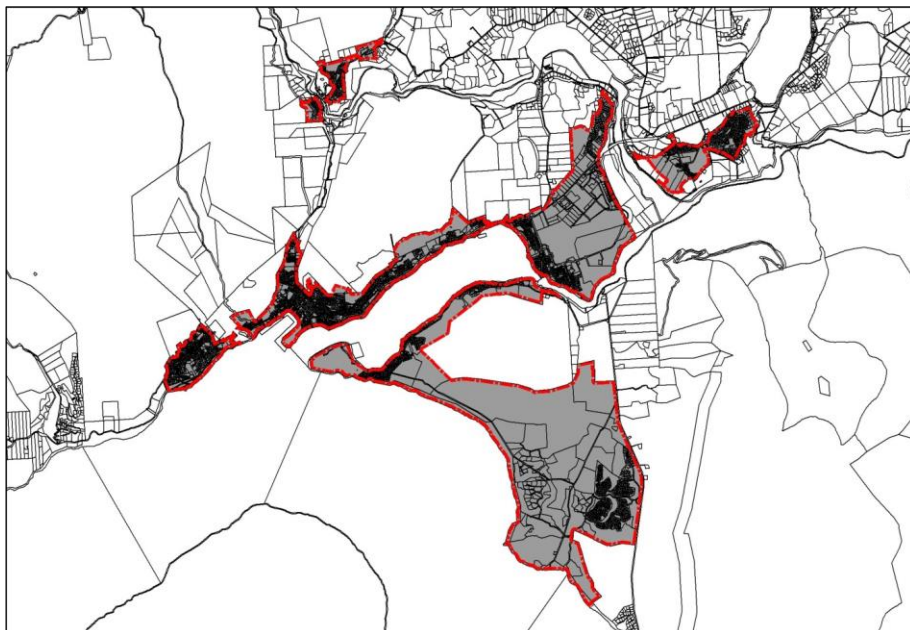
4.2.3.7 The edges of Urban Growth Boundaries are managed to provide a sensitive transition to rural areas.

4.2.3.8 ~~Land use within the Air Noise Boundary or Outer Control Boundary of the Queenstown Airport is managed to prohibit or limit the establishment of Activities Sensitive to Aircraft Noise.~~

Commented [K02]: All expert witnesses agreed that this policy can be deleted.

### Queenstown

4.2.4 **Objective - Manage the scale and location of urban growth in the Queenstown Urban Growth Boundary.**



# URBAN DEVELOPMENT 4

## Policies

- 4.2.4.1 Limit the spatial growth of Queenstown so that:
- the natural environment is protected from encroachment by urban development
  - sprawling of residential settlements into rural areas is avoided
  - residential settlements become better connected through the coordinated delivery of infrastructure and community facilities
  - transport networks are integrated and the viability of public and active transport is improved
  - the provision of infrastructure occurs in a logical and sequenced manner
  - the role of Queenstown Town Centre as a key tourism and employment hub is strengthened
  - the role of Frankton in providing local commercial and industrial services is strengthened
- 4.2.4.2 Ensure that development within the Queenstown Urban Growth Boundary:
- Provides a diverse supply of residential development to cater for the needs of residents and visitors
  - Provides increased density in locations close to key public transport routes and with convenient access to the Queenstown Town Centre
  - Provides an urban form that is sympathetic to the natural setting and enhances the quality of the built environment
  - Provides infill development as a means to address future housing demand
  - Provides a range of urban land uses that cater for the foreseeable needs of the community
  - Maximises the efficiency of existing infrastructure networks and avoids expansion of networks before it is needed for urban development
  - Supports the coordinated planning for transport, public open space, walkways and cycleways and community facilities
  - Does not diminish the qualities of significant landscape features
- 4.2.4.3 ~~Protect the Queenstown airport from reverse sensitivity effects, and maintain residential amenity, through managing the effects of aircraft noise within critical listening environments of new or altered buildings within the Air Noise Boundary or Outer Control Boundary.~~
- 4.2.4.4 ~~Manage the adverse effects of noise from Queenstown Airport by conditions in Designation 2 including a requirement for a Noise Management Plan and a Queenstown Airport Liaison Committee.~~

## Arrowtown

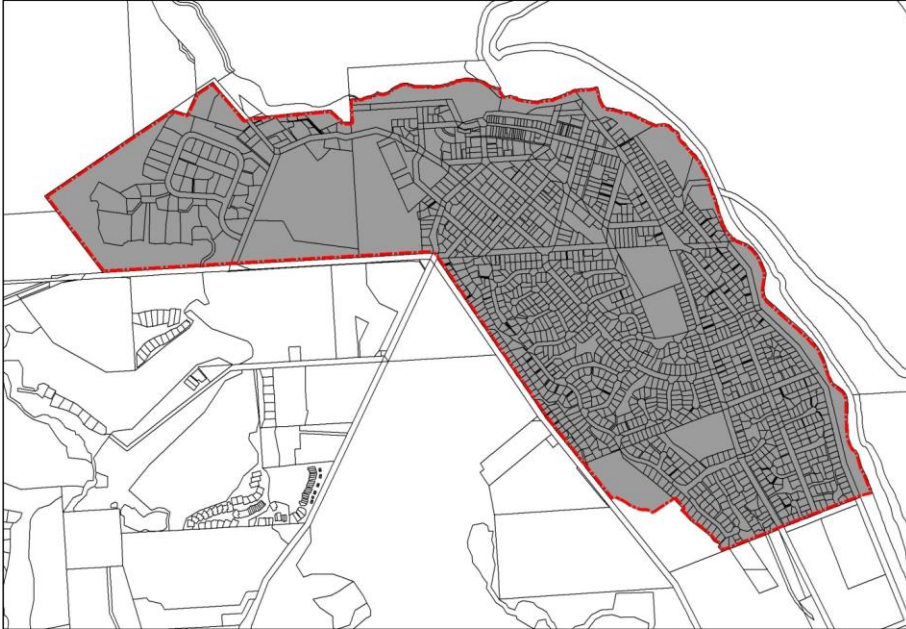
- 4.2.5 **Objective - Manage the scale and location of urban growth in the Arrowtown Urban Growth Boundary.**

**Commented [K03]:** All expert witnesses agree to the deletion of this policy.

**Commented [K04]:** John Kyle, Kirsty O'Sullivan and Matthew Paetz all agree that this policy can be deleted.

Note: Chris Ferguson's client did not further submit on QAC's submission on this policy.

## URBAN DEVELOPMENT 4



### Policies

4.2.5.1 Limit the spatial growth of Arrowtown so that:

- Adverse effects of development outside the Arrowtown Urban Growth Boundary are avoided.
- the character and identity of the settlement, and its setting within the landscape is preserved or enhanced.

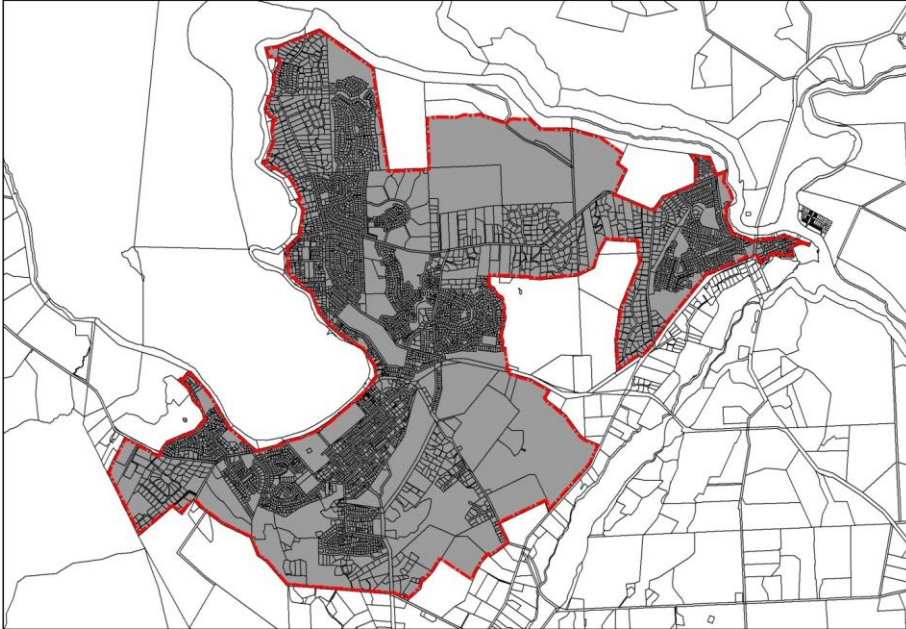
4.2.5.2 Ensure that development within the Arrowtown Urban Growth Boundary provides:

- an urban form that is sympathetic to the character of Arrowtown, including its scale, density, layout and legibility in accordance with the *Arrowtown Design Guidelines 2006* (and any adopted updates).
- opportunity for sensitively designed medium density infill development in a contained area closer to the town centre, so as to provide more housing diversity and choice and to help reduce future pressure for urban development adjacent or close to Arrowtown's Urban Growth Boundary.
- a designed urban edge with landscaped gateways that promote or enhance the containment of the town within the landscape, where the development abuts the urban boundary for Arrowtown
- for Feehley's Hill and land along the margins of Bush Creek and the Arrow River to be retained as reserve areas as part of Arrowtown's recreation and amenity resource.
- ~~To recognise~~ the importance of the open space pattern that is created by the inter-connections between the golf courses and other Rural General land

### Wanaka

4.2.6 **Objective - Manage the scale and location of urban growth in the Wanaka Urban Growth Boundary.**

## URBAN DEVELOPMENT 4



### Policies

#### 4.2.6.1 Limit the spatial growth of Wanaka so that:

- The rural character of key entrances to the town is retained and protected, as provided by the natural boundaries of the Clutha River and Cardrona River
- A distinction between urban and rural areas is maintained to protect the quality and character of the environment and visual amenity
- Ad hoc development of rural land is avoided
- Outstanding Natural Landscapes and Outstanding Natural Features are protected from encroachment by urban development

#### 4.2.6.2 Ensure that development within the Wanaka Urban Growth Boundary:

- Supports increased density through greenfield and infill development, in appropriate locations, to avoid sprawling into surrounding rural areas
- Provides a sensitive transition to rural land at the edge of the Urban Growth Boundaries through the use of: appropriate zoning and density controls; setbacks to maintain amenity and open space; and design standards that limit the visual prominence of buildings
- Facilitates a diversity of housing supply to accommodate future growth in permanent residents and visitors
- Maximises the efficiency of existing infrastructure networks and avoids expansion of networks before it is needed for urban development
- Supports the coordinated planning for transport, public open space, walkways and cycleways and community facilities
- Does not diminish the qualities of significant landscape features

## URBAN DEVELOPMENT 4

- Rural land outside of the Urban Growth Boundary is not developed until further investigations indicate that more land is needed to meet demand.

**4.2.7** Objective - Maintain and promote the efficient operation of Queenstown Airport and set appropriate noise limits in order to protect airport operations and to manage the adverse effects of aircraft noise on any Activity Sensitive to Aircraft Noise.

**Commented [K05]:** All expert witnesses agree to the inclusion of this objective.

**4.2.7.1** To ensure appropriate noise boundaries are established and maintained to enable operations at Queenstown Airport to continue and to expand over time.

**Commented [K06]:** All expert witnesses agree to the inclusion of this policy.

**4.2.7.2** To manage the adverse effects of noise from aircraft on any Activity Sensitive to Aircraft Noise within the airport noise boundaries whilst at the same time providing for the efficient operation of Queenstown Airport.

**Commented [K07]:** All expert witnesses agree to the inclusion of this policy.

**4.2.8** Objective - Manage urban growth issues on land in proximity to Queenstown Airport to ensure that the operational capacity and integrity of the Airport is not significantly compromised now or in the future.

**Commented [K08]:** All expert witnesses agree to the inclusion of this policy.

**4.2.8.1** To protect the airport from reverse sensitivity effects of Activity Sensitive to Aircraft Noise via a range of zoning methods, including where appropriate the use of prohibited activity status.

**Commented [K09]:** All expert witnesses agree to the inclusion of this policy.

**4.2.8.2** Ensure that Critical Listening Environments of all new and alterations and additions to existing buildings containing Activity Sensitive to Aircraft Noise within the Queenstown Airport Air Noise Boundary or Outer Control Boundary are designed and built to achieve appropriate Indoor Design Sound Levels.

**Commented [K010]:** All experts agree to the inclusion of this policy.

## **APPENDIX 2**

### CHAPTER 3 – STRATEGIC DIRECTIONS - AMENDMENTS AND SECTION 32AA EVALUATION FOLLOWING EXPERT CONFERENCING

- Note: (1) Expert (planning) witness conferencing occurred on Friday 18<sup>th</sup> March between Matthew Paetz, John Kyle and Kirsty O’Sullivan.  
 (2) The agreement or otherwise of the witnesses is noted in the General Comments section.  
 (3) The Section 32AA evaluation relates to the provisions that the greatest number of witnesses agreed to.

Proposed Provisions (as per the Section 42A report, dated 19 <sup>th</sup> February 2016)	Proposed Provisions (deleted text struck through added text underlined) as agreed to during expert witness conferencing held 18 <sup>th</sup> March 2016.	General Comments and the appropriateness of achieving the purpose of the Act / purpose of the Objective			
<p>Objective 3.2.1.2 Recognise and provide for, develop, sustain and integrate the key mixed use function of the wider Frankton commercial area, comprising Remarkables Park, Queenstown Airport and Five Mile.</p> <p>Policy 3.2.1.2.1 Provide a planning framework for the wider Frankton commercial area that facilitates the integrated development of the various mixed use development nodes.</p> <p>Policy 3.2.1.2.1 Recognise and provide for the varying complementary functions and characteristics of the various mixed use development nodes within the Frankton commercial area.</p> <p>Policy 3.2.1.2.3 Avoid additional commercial rezoning that will undermine the function and viability of the Frankton commercial area, or which will undermine increasing integration between the nodes in the area.</p>	<p>Objective 3.2.1.2 <del>Recognise and provide for, develop, sustain and integrate the key mixed use function of the wider Frankton commercial area, comprising Remarkables Park, Queenstown Airport and Five Mile.</del></p> <p><u>The Key mixed use function of the wider Frankton commercial area, comprising Remarkables Park, Queenstown Airport and Five Mile, are recognised and provided for.</u></p> <p>Policy 3.2.1.2.1 Provide a planning framework for the wider Frankton commercial area that facilitates the integrated development of the various mixed use development nodes.</p> <p>Policy 3.2.1.2.1 Recognise and provide for the varying complementary functions and characteristics of the various mixed use development nodes within the Frankton commercial area.</p> <p>Policy 3.2.1.2.3 Avoid additional <u>future</u> commercial rezoning that will undermine the function and viability of the Frankton commercial area, or which will undermine increasing integration between the nodes in the area.</p>	<ul style="list-style-type: none"> <li>John Kyle and Kirsty O’Sullivan agree to the amendments to the provisions as shown. Matthew Paetz agrees with the general direction of the amendments shown (noting that a slightly amended set of provisions have been provided to the Panel).</li> <li>The amended drafting of Objective 3.2.1.2 provides greater certainty for plan uses while maintaining recognition of the economic importance of the Frankton commercial area. The amended drafting also recognises that the nature and scale of activities occurring at Queenstown Airport are distinctly different and at times, incompatible with more sensitive activities occurring within adjacent mixed use zones so integration may not always be achievable or appropriate.</li> <li>The amended drafting of Objective 3.2.1.2 seeks to ensure the objective reads as an objective.</li> <li>Section 7(b) of the Act requires particular regard to be had to the efficient use and development of natural and physical resources. The objective provides an appropriate means for achieving this outcome, with the Frankton commercial area comprising an existing physical resource. The objective is therefore the most appropriate in achieving the purpose of the Act, particularly section 7(b).</li> <li>The amendments to Policy 3.2.1.2.3 seek to clarify that the policy only relates to future commercial rezoning that will undermine the function and viability of the Frankton commercial area, not those currently before the Council, including any rezoning contained within the Proposed District Plan.</li> </ul>	<b>Environmental, Cultural, Economic, Social and Cultural Benefits</b>	<b>Environmental, Economic, Social and Cultural Costs</b>	<b>Effectiveness &amp; Efficiency</b>
<ul style="list-style-type: none"> <li>Enabling the economic growth of Queenstown Airport without inappropriate restrictions due to seeking to “integrate” potentially incompatible development will contribute to ongoing social and economic wellbeing of the community.</li> <li>The amendments to Policy 3.2.1.2.3 will ensure that current commercial rezoning proposals contained within the Proposed Plan will not be inadvertently captured by this policy. This is appropriate to ensure that the objective is given effect to.</li> </ul>	<ul style="list-style-type: none"> <li>Future commercial rezoning may be restricted if found to undermine the function and viability of the Frankton commercial area.</li> </ul>		<ul style="list-style-type: none"> <li>The amendments to the policy are more efficient as they reduce ambiguity in drafting and interpretation.</li> </ul>		

<p>Objective 3.2.5.1 Protect the quality of the Outstanding Natural Landscapes and Outstanding Natural Features from subdivision, use and development.</p>	<p>Objective 3.2.5.1 Protect the quality of Outstanding Natural Landscapes and Outstanding Natural Features from <u>inappropriate</u> subdivision, use and development.</p>	<p><b>General Comments and the appropriateness of achieving the purpose of the Act / purpose of the Objective</b></p>		
		<ul style="list-style-type: none"> <li>• John Kyle and Kirsty O’Sullivan agree to the proposed amendments to the provisions as shown.</li> <li>• Matthew Paetz was not in a position to comment on this objective given the number of submitters with an interest in this provision and wider considerations beyond QAC’s interests that need to be weighed up.</li> <li>• John Kyle and Kirsty O’Sullivan consider that the strategic provisions do not currently recognise that the operational, technical, functional and safety related requirements of infrastructure may necessitate a particular location.</li> <li>• John Kyle and Kirsty O’Sullivan consider that the higher order landscape provisions may have a trumping effect. As currently drafted, the presumption is that no development will be appropriate in ONLs and ONFs.</li> <li>• John Kyle and Kirsty O’Sullivan consider that the amendments to the objective are necessary to provide the framework for the lower order chapters of the Proposed Plan.</li> <li>• John Kyle and Kirsty O’Sullivan consider that the amendments are consistent with section 6(b) of the Act, which seeks to protect outstanding natural features and landscapes from inappropriate subdivision, use and development. The amendments will also provide for the efficient use and development of physical resources (section 7(b) of the Act), which may not otherwise be achievable if the premise is maintained that no development is appropriate within Outstanding Natural Landscapes and Outstanding Natural Features.</li> </ul>		
		<p><b>Environmental, Cultural, Economic, Social and Cultural Benefits</b></p>	<p><b>Environmental, Economic, Social and Cultural Costs</b></p>	<p><b>Effectiveness &amp; Efficiency</b></p>
	<p><b><u>Goal 3.2.8</u></b> <b><u>Provide for the ongoing operation and growth of infrastructure</u></b></p> <p><u>Objective 3.2.8.1</u> <u>Recognise that the functional or operational requirements of regionally or nationally significant infrastructure can necessitate a particular location.</u></p> <p><u>Policy 3.2.8.1.1</u> <u>Enable the continued operation, maintenance and upgrading of nationally or</u></p>	<p><b>General Comments and the appropriateness of achieving the purpose of the Act / purpose of the Objective</b></p>		
		<ul style="list-style-type: none"> <li>• Matthew Paetz, John Kyle and Kirsty O’Sullivan all agree to inclusion of the new Goal and attendant objectives and policies and shown.</li> <li>• There are currently no provisions in the Strategic Directions chapter that adequately provide for the ongoing development and use of infrastructure.</li> <li>• In the absence of these provisions, it is difficult to justify the lower order provisions contained in Chapters 6, 21 and 30 which recognise these constraints.</li> <li>• The continued and future operation of regionally significant infrastructure is consistent with sustaining the potential of a physical resource to meet the reasonably foreseeable needs of future generations</li> <li>• The objective has regard to regionally significant infrastructure as a physical resource under section 7(b) of the Act.</li> </ul>		
		<p><b>Environmental, Cultural, Economic, Social and Cultural Benefits</b></p>	<p><b>Environmental, Economic, Social and Cultural Costs</b></p>	<p><b>Effectiveness &amp; Efficiency</b></p>



	<p><u>regionally significant infrastructure and associated activities.</u></p> <p><u>Policy 3.2.8.1.1</u></p> <p><u>Where practicable, mitigate the impacts of nationally or regionally significant infrastructure on outstanding natural landscapes and outstanding natural features.</u></p>	<ul style="list-style-type: none"> <li>The policies recognise and provide for the ongoing growth and development of regionally significant infrastructure, contributing to the social and economic wellbeing of the community.</li> <li>These provisions provide the policy framework for the subsequent provisions of the Proposed Plan that recognise the functional and operational requirements of regionally significant infrastructure and their need to expand in response to the rapid growth being experienced in the District.</li> <li>Population projections undertaken by Insight Economic predict a permanent district population of 55,000 by 2031. The policies will ensure that regionally significant infrastructure can develop and expand, as necessary, to meet the demands associated with this growth.</li> <li>Tourism is a crucially important industry to the New Zealand economy as a whole. Queenstown Airport serves as an important link to the economies of Queenstown and facilitates tourism spending (VA) of between \$592m and \$638m<sup>1</sup>, sustaining between 14,855 and 15,948 jobs. It is evident that the ongoing ability of Queenstown Airport to function and grow is essential to the tourism industry, both regionally and nationally.</li> </ul>	<ul style="list-style-type: none"> <li>The provisions may result in some development within Outstanding Natural Landscapes and Outstanding Natural Features, however the effects of these will be mitigated where practicable.</li> </ul>	<ul style="list-style-type: none"> <li>The new policies acknowledge the strategic significance of infrastructure and provide an effective policy framework for the lower order chapters of the plan.</li> <li>The proposed policies are effective at achieving the objective and its overarching goal.</li> </ul>
<p><b>3.3.2</b></p> <p>Objective 3.2.1.7</p> <p>Maintain and promote the efficient and effective operation, maintenance, development an upgrading of the District's infrastructure, including designated</p>	<p><u>Objective 3.2.8.2</u></p> <p>Maintain and promote the efficient and effective operation, maintenance, development an upgrading of the District's infrastructure, including <u>designated Queenstown and Wanaka</u> Airports, key roading and communication technology networks.</p>	<p><b>General Comments and the appropriateness of achieving the purpose of the Act / purpose of the Objective</b></p> <ul style="list-style-type: none"> <li>Matthew Paetz, John Kyle and Kirsty O'Sullivan all agree to the relocation and amendment of Objective 3.2.1.7, the relocation and amendment of Policy 3.2.1.7.1 and the inclusion the new policies as shown.</li> <li>The "cluster" of objectives within which the provisions (Objective 3.2.1.7 and Policy 3.2.1.7.1) were originally located was focused on a "prosperous, resilient and equitable economy". The objective and attendant policy do not achieve this outcome.</li> <li>As currently drafted, the Strategic Directions chapter fails to recognise the role of infrastructure in supporting the communities social and economic wellbeing.</li> </ul>		

<sup>1</sup> Market Economics Report titled "Queenstown Airport: Mixed Use Zone, Economic Assessment November 2014".

<p>Airports, key roading and communication technology networks.</p> <p>Policy 3.2.1.7.1</p> <p>Safeguard the efficient and effective operation of regionally significant infrastructure from new incompatible activities.</p>	<p><u>Policy 3.2.8.2.1</u> <del>Safeguard the efficient and effective operation of regionally significant infrastructure from new incompatible activities.</del></p> <p><u>Ensure that the efficient and effective operation of infrastructure, including Queenstown and Wanaka Airports, is safeguarded and not compromised, now or into the future, by incompatible development.</u></p> <p><u>Policy 3.2.8.2.2</u> <del>For</del> <u>Recognise that Queenstown Airport is an essential lifeline utility.</u></p> <p><u>Policy 3.2.8.2.3</u> <u>Recognise that infrastructure, including the district's nationally or regionally significant airports, makes an essential contribution to the prosperity and economic resilience of the District.</u></p>	<ul style="list-style-type: none"> <li>The continued and future operation of the District's infrastructure is consistent with sustaining the potential of a physical resource to meet the reasonably foreseeable needs of future generations</li> <li>The new goal and its attendant objectives and policies are appropriate and have regard to infrastructure, as a physical resource, in accordance with section 7(b) of the Act.</li> </ul>		
		<p><b>Environmental, Cultural, Economic, Social and Cultural Benefits</b></p> <ul style="list-style-type: none"> <li>The new policies recognise the importance of infrastructure as a strategic matter.</li> <li>The policies recognise the contribution that infrastructure makes to the economic wellbeing of the community.</li> <li>With respect to Queenstown Airport, the airport serves as an important link to the economies of Queenstown and facilitates tourism spending (VA) of between \$592m and \$638m, sustaining between 14,855 and 15,948 jobs.<sup>2</sup></li> <li>The policies recognise airports (and potentially other infrastructure) as lifeline assets that require protection and provide for the social wellbeing and health and safety of the community.</li> <li>As set out above with respect to regionally significant infrastructure, population projections undertaken by Insight Economic predict a permanent district population of 55,000 by 2031. These policies will ensure that the District's infrastructure can develop and expand, as necessary, to meet the demands associated with this growth.</li> </ul>	<p><b>Environmental, Economic, Social and Cultural Costs</b></p> <ul style="list-style-type: none"> <li>There are no costs associated with the proposed provisions. The intent of these policies is similar to those found in other chapters in the Proposed Plan, however it elevates the provisions to a strategic level.</li> </ul>	<p><b>Effectiveness &amp; Efficiency</b></p> <ul style="list-style-type: none"> <li>The new policies acknowledge the strategic significance of the District's infrastructure and provides an effective policy framework for the lower order chapters of the plan.</li> <li>The proposed policies are effective at achieving the overall goal within which the provisions are located.</li> </ul>

<sup>2</sup> Market Economics Report titled "Queenstown Airport: Mixed Use Zone, Economic Assessment November 2014".

## CHAPTER 4 – URBAN DEVELOPMENT - AMENDMENTS AND SECTION 32AA EVALUATION FOLLOWING EXPERT CONFERENCING

- Note: (1) Expert (planning) witness conferencing occurred on Friday 18<sup>th</sup> March between Matthew Paetz, John Kyle and Kirsty O’Sullivan.  
 (2) The agreement or otherwise of the witnesses is noted in the General Comments section.  
 (3) The Section 32AA evaluation relates to the provisions that the greatest number of witnesses agreed to.

Proposed Provisions (as per the Section 42A report, dated 19 <sup>th</sup> February 2016)	Proposed Provisions (deleted text struck through added text underlined) as agreed during expert witness conferencing held 18 <sup>th</sup> March 2016.	General Comments and the appropriateness of achieving the purpose of the Act / purpose of the Objective		
<p>Policy 4.2.2.4</p> <p>Not all land within Urban Growth Boundaries will be suitable for urban development, such as (but not limited to) land with ecological, heritage or landscape significance; or land subject to natural hazards. The form and location of urban development shall take account of site specific features or constraints to protect public health and safety.</p>	<p>Policy 4.2.2.4</p> <p>Not all land within Urban Growth Boundaries will be suitable for urban development <u>or intensification</u>, such as (but not limited to) land with ecological, heritage or landscape significance; or land subject to natural hazards <u>or within the Outer Control Boundary</u>. The form and location of urban development shall take account of site specific features or constraints to protect public health and safety.</p>	<ul style="list-style-type: none"> <li>Matthew Paetz, John Kyle and Kirsty O’Sullivan all agree to the amendments to the policy as shown. Chris Ferguson does not agree to the amendments.</li> <li>The witnesses in agreement consider that the amendments are appropriate as they specifically identify areas within which urban development or intensification may not be appropriate in all locations.</li> <li>The witness in disagreement considers that the Airport’s position is already well catered for by proposed Policy 4.2.8.1.</li> </ul>		
		<b>Environmental, Cultural, Economic, Social and Cultural Benefits</b>	<b>Environmental, Economic, Social and Cultural Costs</b>	<b>Effectiveness &amp; Efficiency</b>
		<ul style="list-style-type: none"> <li>The amendments recognise that reverse sensitivity effects can occur within close proximity to airport.</li> </ul>	<ul style="list-style-type: none"> <li>There is a potential cost for developers wanting to intensify land uses within close proximity to the Airport. When read with subsequent provisions of the plan (relating to PC35), it becomes apparent however, that some intensification is appropriate, such as development of activities that are not noise sensitive.</li> </ul>	<ul style="list-style-type: none"> <li>The objective that this policy gives effect to states that “Urban Growth Boundaries are established as tool to manage the growth of major centres within distinct and defensible urban edges”.</li> <li>The amended policy is effective as it provides a guide around where future development or intensification may not be appropriate.</li> </ul>
<p>Policy 4.2.3.8</p> <p>Land use within the Air Noise Boundary or Outer Control Boundary of the Queenstown Airport is managed to prohibit or limit the establishment of Activities Sensitive to Aircraft Noise.</p>	<p><del>Policy 4.2.3.8</del></p> <p><del>Land use within the Air Noise Boundary or Outer Control Boundary of the Queenstown Airport is managed to prohibit or limit the establishment of Activities Sensitive to Aircraft Noise.</del></p>	<ul style="list-style-type: none"> <li>Matthew Paetz, John Kyle, Kirsty O’Sullivan and Chris Ferguson all agree to the deletion of this policy if the new objectives and policies set out below are incorporated into the Proposed Plan.</li> <li>The new objectives and policies described below will achieve a similar outcome therefore this policy becomes superfluous.</li> </ul>		
		<b>Environmental, Cultural, Economic, Social and Cultural Benefits</b>	<b>Environmental, Economic, Social and Cultural Costs</b>	<b>Effectiveness &amp; Efficiency</b>
		<ul style="list-style-type: none"> <li>The removal of this policy will provide greater certainty to plan uses.</li> </ul>	<ul style="list-style-type: none"> <li>No costs associated with deleting this policy have been identified.</li> </ul>	<ul style="list-style-type: none"> <li>The deletion of this policy is efficient as the outcome is achieved via other objectives and policies in the plan.</li> </ul>
<p>Policy 4.2.4.3</p> <p>Protect the Queenstown airport from reverse sensitivity effects, and maintain residential amenity, through managing the effects of aircraft noise within critical listening environments of new or altered buildings within the Air Noise Boundary or Outer Control Boundary.</p>	<p><del>Policy 4.2.4.3</del></p> <p><del>Protect the Queenstown airport from reverse sensitivity effects, and maintain residential amenity, through managing the effects of aircraft noise within critical listening environments of new or altered buildings within the Air Noise Boundary or Outer Control Boundary.</del></p>	<ul style="list-style-type: none"> <li>Matthew Paetz, John Kyle, Kirsty O’Sullivan and Chris Ferguson all agree to the deletion of this policy.</li> <li>The policy is ineffective and is not appropriate in managing the effects of reverse sensitivity.</li> <li>The policy does not give effect to its corresponding objective and is therefore not appropriate.</li> </ul>		
		<b>Environmental, Cultural, Economic, Social and Cultural Benefits</b>	<b>Environmental, Economic, Social and Cultural Costs</b>	<b>Effectiveness &amp; Efficiency</b>
		<ul style="list-style-type: none"> <li>Deleting this policy will provide for the ongoing growth and development of Queenstown Airport.</li> </ul>	<ul style="list-style-type: none"> <li>If retained, the policy will not manage the reverse sensitivity effects on QAC as intended.</li> </ul>	<ul style="list-style-type: none"> <li>The policy, if retained, is ineffective and inefficient as it requires QAC to manage its own effects in order to protect itself from reverse sensitivity effects.</li> </ul>

			<ul style="list-style-type: none"> <li>If the policy is read literally, it requires QAC to manage its own effects in order to protect itself from reverse sensitivity effects.</li> <li>The policy does not specify that it relates to ASAN. If retained, it could potentially extend its application to all new and altered buildings within the Air Noise Boundary and Outer Control Boundary.</li> </ul>	<ul style="list-style-type: none"> <li>The PC35 provisions are more effective and efficient at addressing reverse sensitivity effects.</li> </ul>
<p><b>Policy 4.2.4.4</b> Manage the adverse effects of noise from Queenstown Airport by conditions in Designation 2 including a requirement for a Noise Management Plan and a Queenstown Airport Liaison Committee.</p>	<p><del>Policy 4.2.4.4</del> <del>Manage the adverse effects of noise from Queenstown Airport by conditions in Designation 2 including a requirement for a Noise Management Plan and a Queenstown Airport Liaison Committee.</del></p>	<ul style="list-style-type: none"> <li>Matthew Paetz, John Kyle and Kirsty O’Sullivan all agree to the amendments to the policy as shown.</li> <li>The policy is not the most appropriate at achieving its corresponding objective which seeks to “Manage the scale and location of urban growth in the Queenstown Urban Growth Boundary”.</li> </ul>	<p><b>Environmental, Cultural, Economic, Social and Cultural Benefits</b></p> <ul style="list-style-type: none"> <li>The deletion of this policy will remove the duplication arising from this policy.</li> </ul>	<p><b>Environmental, Economic, Social and Cultural Costs</b></p> <ul style="list-style-type: none"> <li>As the conditions in Designation 2 are already being implemented, including the Noise Management Plan and the Queenstown Airport Liaison Committee, no costs are anticipated from deleting this requirement.</li> </ul> <p><b>Effectiveness &amp; Efficiency</b></p> <ul style="list-style-type: none"> <li>The policy is not effective at achieving its corresponding objective which is to “Manage the scale and location of urban growth in the Queenstown Urban Growth Boundary”.</li> <li>The policy is inefficient, as the effects it seeks to manage are provided for by proposed Objective 4.2.7 and its attendant policies.</li> <li>The outcomes sought by this policy are implemented by way of the Aerodrome Purposes designation. It is therefore inefficient to duplicate that requirement here.</li> </ul>
	<p><u>Objective 4.2.7</u> <u>Maintain and promote the efficient operation of Queenstown Airport and set appropriate noise limits in order to protect airport operations and to manage the adverse effects of aircraft noise on any Activity Sensitive to Aircraft Noise.</u></p> <p><u>Policy 4.2.7.1</u> <u>To ensure appropriate noise boundaries are established and maintained to enable operations at Queenstown Airport to continue and to expand over time.</u></p>	<p><b>General Comments and the appropriateness of achieving the purpose of the Act / purpose of the Objective</b></p> <ul style="list-style-type: none"> <li>Matthew Paetz, John Kyle, Kirsty O’Sullivan and Chris Ferguson<sup>3</sup> all agree to inclusion of the new objectives and policies as shown.</li> <li>The objective seeks to provide for the continued operation of Queenstown Airport within managed noise limits. The noise limits have been generated using projected future aircraft operations at Queenstown Airport.</li> <li>The continued and future operation of Queenstown Airport is consistent with sustaining the potential of a physical resource (the Airport) to meet the reasonably foreseeable needs of future generations</li> <li>The noise limits are set both to enable the on-going operation of the Airport and to manage the adverse effects of noise on the environment. Associated policies and rules ensure any adverse effects are avoided or mitigated, as required by section 5(2)c of the Act.</li> <li>The wording of each objective and its attendant policies and rules have been thoroughly evaluated by the Environment Court.</li> <li>The Queenstown Airport Corporation have already commenced with noise mitigation works on those properties likely to be affected by aircraft noise.</li> </ul>		

<sup>3</sup> Note that Chris Ferguson’s client only further submitted on aspects of the QAC submission affecting provisions preventing establishment of Activities Sensitive to Aircraft Noise within the OCB north of State Highway 6 and this includes existing Policies 4.2.2.4, 4.2.3.8, 4.2.4.3 and the proposed new Objectives 4.2.7 and 4.2.8 and new Policies 4.2.7.1 to 4.2.7.2 and Policies 4.2.8.1 to 4.2.8.2.

	<p><u>Policy 4.2.7.2</u>  <u>To manage the adverse effects of noise from aircraft on any Activity Sensitive to Aircraft Noise within the airport noise boundaries whilst at the same time providing for the efficient operation of Queenstown Airport.</u></p>	<ul style="list-style-type: none"> <li>The Environment Court confirmed provisions (albeit with minor amendment to fit the plan) are the most appropriate way to ensure that Queenstown Airport, as resource under section 7(b), is adequately protected against reverse sensitivity effects.</li> </ul>		
		<p><b>Environmental, Cultural, Economic, Social and Cultural Benefits</b></p> <ul style="list-style-type: none"> <li>The policies promote the use of noise boundaries, which is an already accepted method of setting aircraft noise limits in the Queenstown Lakes District.</li> <li>The noise boundaries clearly identify those areas that may be affected by aircraft noise.</li> <li>The policies promote management of the adverse effects of aircraft noise within the noise boundaries, which is beneficial for the health and welfare of the community by ensuring activity sensitive to aircraft noise is appropriately located and/or insulated to mitigate the effects of aircraft noise.</li> <li>The policies provide for on-going operation and future predicted growth and expansion of the Airport, which will result in an increased economic benefit brought to the Region by the Airport. As set out by a 2014 Market Economics<sup>4</sup>, Queenstown Airport is experiencing rapid passenger growth, with passenger numbers projected to rise from 1.25m the year ending June 2014 to 1.78m by 2025 and 2.57m by 2037. Based on Ministry of Business, Innovation and Employment tourism forecasts and passenger growth rates, total tourism spending in projected to increase by between 3.4 and 3.9 percent per annum. This is expected to take the total tourism spending facilitated by Queenstown Airport to between \$1.1bn and \$1.4bn.</li> </ul>	<p><b>Environmental, Economic, Social and Cultural Costs</b></p> <ul style="list-style-type: none"> <li>The policies seek to impose a management regime that may restrict the ability to establish new activities sensitive to aircraft noise within the noise boundaries.</li> <li>There will be costs for some landowners included in the new, extended boundaries i.e. construction costs to achieve certain acoustic and insulation standards in new homes or alterations to existing residential dwellings.</li> <li>In managing the adverse effects QAC will offer to fund noise mitigation works on existing properties affected by the ANB. This incurs construction and instalment costs for QAC.</li> </ul>	<p><b>Effectiveness &amp; Efficiency</b></p> <ul style="list-style-type: none"> <li>The noise boundaries are an efficient and effective tool to identify the locations where the effects of aircraft noise need to be managed, which is in line with the aim of the objective.</li> <li>The wording each policy has been thoroughly evaluated by the Environment Court.</li> <li>The Queenstown Airport Corporation has already commenced with noise mitigation works on those properties likely to be affected by aircraft noise.</li> <li>The policies have already been found to be the most efficient and effective at achieving the objective. It would therefore be efficient to include these in the Proposed Plan.</li> <li>To not include these provisions would be inefficient, particularly in light of the extensive public process that has already occurred.</li> <li>The policies effectively implement the current provisions of Plan Change 35, which have full legal effect.</li> </ul>

<sup>4</sup> Market Economics Report titled "Queenstown Airport: Mixed Use Zone, Economic Assessment November 2014".

		<ul style="list-style-type: none"> <li>QAC will offer to fund the sound insulation building works over time to existing properties within the certain noise boundaries as part of a package to be developed in consultation with the affected property owners.</li> </ul>		
<p><u>Objective 4.2.8</u>  <u>Manage urban growth issues on land in proximity to Queenstown Airport to ensure that the operational capacity and integrity of the Airport is not significantly compromised now or in the future.</u></p> <p><u>Policy 4.2.8.1</u>  <u>To protect the airport from reverse sensitivity effects of Activity Sensitive to Aircraft Noise via a range of zoning methods, including where appropriate the use of prohibited activity status.</u></p> <p><u>Policy 4.2.8.2</u>  <u>Ensure that Critical Listening Environments of all new and alterations and additions to existing buildings containing Activity Sensitive to Aircraft Noise within the Queenstown Airport Air Noise Boundary or Outer Control Boundary are designed and built to achieve appropriate Indoor Design Sound Levels.</u></p>		<p><b>General Comments and the appropriateness of achieving the purpose of the Act / purpose of the Objective</b></p>	<ul style="list-style-type: none"> <li>Matthew Paetz, John Kyle, Kirsty O’Sullivan and Chris Ferguson<sup>5</sup> all agree to inclusion of the new objectives and policies as shown.</li> <li>This objective is intended to sustain the potential of the Airport to meet the reasonably foreseeable needs of future generations through ensuring only appropriate development takes place in the immediate vicinity of the Airport and avoiding the potential for reverse sensitivity effects that would compromise Airport operations.</li> <li>This objective also works to avoid adverse effects of the Airport on the built environment and ensure the well-being of the local community.</li> <li>The wording of each objective and its attendant policies and rules have been thoroughly evaluated by the Environment Court.</li> <li>The Environment Court confirmed provisions (as shown here) are the most appropriate to ensure that Queenstown Airport is adequately protected against reverse sensitivity effects.</li> </ul>	
		<p><b>Environmental, Cultural, Economic, Social and Cultural Benefits</b></p>	<p><b>Environmental, Economic, Social and Cultural Costs</b></p>	<p><b>Effectiveness &amp; Efficiency</b></p>
		<ul style="list-style-type: none"> <li>The policies will ensure that inappropriate development within the Airport noise boundaries will be avoided or mitigated, which will ensure the health and welfare of the community is protected.</li> <li>The policies provide guidance for people considering plan changes within the Airport boundaries.</li> <li>The policies and methods will ensure the operation of Queenstown Airport is not affected by reverse-sensitivity issues and will consequently provide for the on-going operation of the airport. This will result in a positive economic benefit brought to the Region by the Airport.</li> <li>The noise boundaries clearly identify those areas that may be affected by aircraft noise.</li> <li>the policies will serve to protect the health and wellbeing of the community by protecting the</li> </ul>	<ul style="list-style-type: none"> <li>The policies may restrict the ability to establish new activities sensitive to aircraft noise within the noise boundaries.</li> <li>The policies will require that any new development or alteration or extension of an activity sensitive to aircraft noise in the Residential Zone must be acoustically insulated to an appropriate standard at the developer/property owners cost.</li> <li>Within the OCB, the policies establish a framework that prohibits activities sensitive to aircraft noise within the Rural Zone and Industrial Zone. The policies also establish a framework for limiting some activities sensitive to aircraft noise within the Frankton Flats Zone.</li> </ul>	<ul style="list-style-type: none"> <li>The policies set out effective ways to manage activity sensitive to aircraft noise in the Airport noise boundaries to ensure reverse sensitivity issues do not arise. Such reverse sensitivity issues may have the potential to affect the operational capacity of the airport now or in the future.</li> <li>The policies prohibit activity sensitive to aircraft noise where appropriate and require sound insulation of buildings for activity sensitive to aircraft noise in other areas.</li> <li>The policies effectively implement the current provisions of Plan Change 35, which have full legal effect.</li> </ul>

<sup>5</sup> Ibid.

		community from the adverse effects of aircraft noise.		
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