

**BEFORE THE INDEPENDENT HEARING PANEL FOR THE PROPOSED QUEENSTOWN  
LAKES DISTRICT PLAN**

**Under**

the Resource Management Act 1991

**In the Matter**

of the Urban intensification  
Variation to the Proposed  
Queenstown Lakes District Plan

**QUEENSTOWN                      AIRPORT  
CORPORATION LIMITED**

Submitter 822      and      Further  
Submitter 1355

**Memorandum for Queenstown Airport  
Corporation Limited (Submitter 822 and  
Further Submitter 1355) on BMUZ building  
heights**

Dated: 4 September 2025

---

## MAY IT PLEASE THE PANEL

1. Queenstown Airport Corporation Limited (**QAC**) presented to the Hearings Panel on 27 August 2025, in Wanaka, in respect of the issues raised in its submission and further submissions on the Variation.
2. One of the issues raised by and of concern to QAC is the notified proposal to increase permitted building heights in the Business Mixed Use Zone at Frankton North (**Frankton BMUZ**) from 12m to 16.5m.
3. QAC is concerned with the proposed building height increases because part of the Frankton North BMUZ lies under the Obstacle Limitation Surfaces (**OLS**) for the crosswind runway at Queenstown Airport.
4. The OLS are a civil aviation requirement. Their purpose is to ensure the safe operation of aircraft approaching and departing Queenstown Airport. This is done by means of height controls based on a series of geometric surfaces projecting up from the edges of the strips which surround the Airport runways, the intention being to prevent objects such as structures and trees from penetrating these surfaces in areas critical to operational safety and efficiency.
5. Buildings of increased height risk penetrating the OLS, as does the use of cranes required during building construction. This poses a safety risk to aircraft approaching and departing Queenstown Airport, and to buildings/persons on the ground.
6. The OLS are recognised and protected under Designation 4 of the District Plan, for which QAC is the requiring authority. No obstacle, permanent or temporary, may penetrate the OLS at any time without QAC's prior written approval.
7. While designated, the OLS are complex, poorly understood by plan users, and often overlooked at the time of consenting. Plan administration and consenting requires diligent oversight by QAC. It is therefore preferable and appropriate to recognise the presence of the OLS at a rule level, and to ensure that the rule framework is consistent with the requirements of the Designation.
8. As discussed with the Hearings Panel, QAC's concerns with regards to the OLS would be addressed if the increased building height that is proposed in the Frankton North BMUZ is accompanied by a policy and rule framework that

recognises and accounts for the OLS and the risk to aircraft safety that increased buildings heights may pose. An appropriate rule framework would include:

- (a) recognition of the issue and risk at a zone policy level (new Policy 16.2.2.x)
  - (b) new note to Policy 16.2.2.x, explaining the risk
  - (c) express consideration of the risk at a rule level (new matters of discretion at Rule 16.5.8)
  - (d) a notification requirement to QAC, as the requiring authority for the OLS Designation, of any application that risks encroaching into the OLS, including during construction (new clause 16.7).
9. QAC's suggested drafting is set out in **Attachment A**, where QAC's drafting is shown by underlined and strike through red text. The proposed drafting draws from the drafting approach adopted in Chapter 16 and elsewhere in the PDP.
  10. QAC advances the drafting in Attachment A on the proviso that ASAN remain prohibited in the Frankton North BMUZ OCB.
  11. QAC maintains its opposition to submitter relief that seeks to increase building height in the Frankton North BMUZ to anything beyond the notified proposal, as buildings of further increased height would likely or inevitably penetrate the OLS, if located under it.

**R Wolt**

Counsel for Queenstown Airport Corporation Limited



## ATTACHMENT A: Chapter 16 PDP

### Objective

16.2.2 Objective – New development achieves high quality building and urban design outcomes that minimises impacts on infrastructure and roading networks and minimises adverse effects on adjoining residential areas and public spaces.

### Policies

16.2.2.x Only allow buildings between 12 and 20m heights in the Frankton North business mixed use zone where the height of the building, including any mast or other structure or object, equipment used to construct the building, including any crane or other structure or object, does not penetrate the obstacle limitation surfaces for Queenstown Airport as contained in Designation 4 Airport Approach and Land Use Controls (transitional slopes and surfaces) in Chapter 37, D.3 of this District Plan.

Note: Obstacle limitation surfaces are a civil aviation requirement to ensure the safe operation of aircraft approaching and departing an airport. This is done by means of height controls based on a series of geometric surfaces projecting up from the edges of the strips which surround the airport runways, the intention being to prevent objects such as structures and trees from penetrating these surfaces in areas critical to operational safety and efficiency. The obstacle limitation surfaces for Queenstown Airport are prescribed by Designation 4 Airport Approach and Land Use Controls (transitional slopes and surfaces) contained in Chapter 37, D.3 of this District Plan. Attention is drawn to the requirement under section 176 of the Resource Management Act 1991 to obtain written approval from the requiring authority for Queenstown Airport, Queenstown Airport Corporation Limited, for any activity that will penetrate the designated obstacle limitation surfaces for Queenstown Airport. This requirement applies to any temporary or permanent penetration and includes but is not limited to any temporary or permanent penetration by a building, mast, crane, or any other structure or object.

16.2.2.9 Subject to 16.2.2.x, Allow buildings between 16.52m and 20m heights in the Queenstown (Gorge Road) and Frankton North business mixed use Zone in situations when:

- a. the outcome is of high quality design;
- b. the additional height would not result in shading that would adversely impact on adjoining Residential zoned land and/or public space; and
- c. the increase in height would facilitate the provision of residential activity;

## 16.4 Rules – Activities

	Activities located in the Business Mixed Use Zone	Activity Status
16.4.4	<p>Buildings</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> <li>a. building materials;</li> <li>b. glazing treatment;</li> <li>c. symmetry;</li> <li>d. vertical and horizontal emphasis;</li> <li>e. location of storage;</li> <li>f. signage platforms;</li> <li>g. landscaping;</li> <li>h. where residential units are proposed as part of a development, provision <del>made</del> for <u>outlook space and</u> open space on site whether private or communal;</li> <li>i. <u>the adequate provision and screening of loading and servicing areas, including waste and recycling storage and collection space;</u></li> <li>j. <u>low impact stormwater design;</u></li> <li>k. where applicable, integration of the development with Horne Creek, including site layout and landscaping; and</li> <li>l. where a site is subject to any natural hazard and the proposal results in an increase in gross floor area: <ul style="list-style-type: none"> <li>i. the nature and degree of risk the hazard(s) pose to people and property;</li> <li>ii. whether the proposal will alter the risk to any site; and</li> <li>iii. the extent to which such risk can be avoided or sufficiently mitigated.</li> </ul> </li> <li>m. Where Electricity Sub-transmission Infrastructure or Significant Electricity Distribution Infrastructure as shown on the District Plan web mapping application is located within the adjacent road and any proposed building is located within</li> </ul>	RD

	<p>9.5m of that road boundary, any adverse effects on that infrastructure.</p> <p>Assessment matters relating to buildings:</p> <ol style="list-style-type: none"> <li>the impact of the building on the streetscape including whether it contributes positively to the visual quality, vitality, safety and interest of streets and public places by providing active and articulated street frontages and avoids large expanses of blank walls fronting public spaces;</li> <li>whether the design of the building blends well with and contributes to an integrated built form and is sympathetic to the surrounding natural environment.</li> </ol>	
--	---	--

## 16.5 Rules - Standards

	Standards for activities located in the Business Mixed Use Zone	Non-compliance status
16.5.8	<p>Discretionary building Height (Queenstown, Frankton Marina (Sugar Lane) and Frankton North Only)</p> <p><b>16.5.8.x Frankton North – 12m</b></p> <p><b><u>16.5.8.xx Frankton North - between 12m and 16.5m</u></b></p> <p><b><u>16.5.8.1 Queenstown and Frankton North – 16.5m.</u></b></p> <p><b><u>16.5.8.2 Frankton Marina (Sugar Lane) – 12m</u></b>  <b>Building height of 12m.</b></p>	<p>RD</p> <p>Discretion is restricted to:</p> <p><b><u>x. Measures to ensure that, including during construction, no structure or object, whether temporary or permanent, penetrates the obstacle limitation surfaces for Queenstown Airport as contained in Designation 4 Airport Approach and Land Use Control (transitional slopes and surfaces) located in Chapter 37 under D.3 of this District Plan.</u></b></p> <ol style="list-style-type: none"> <li>the design and quality of the building, including the use of articulated facades, active street frontages and the treatment of corner sites;</li> </ol>

		<ul style="list-style-type: none"> <li>b. modulated roof forms, including screening of plant and services;</li> <li>c. material use and quality;</li> <li>d. the avoidance of large monolithic buildings;</li> <li>e. the impact on the street scene;</li> <li>f. privacy and outlook for residential uses;</li> <li>g. sunlight access to adjoining Residential zoned land and/or public space;</li> <li>h. Crime Prevention Through Environmental Design (CPTED) considerations;</li> <li>i. where appropriate, the integration of Horne Creek into the development and landscaping; <del>and</del></li> <li>j. facilitation of the provision of residential activities; <del>and</del>;</li> <li>k. <u>For Frankton North, measures to ensure that, including during construction, no structure or object, whether temporary or permanent, penetrates the obstacle limitation surfaces for Queenstown Airport as contained in Designation 4 Airport Approach and Land Use Control (transitional slopes and surfaces) located in Chapter 37 under D.3 of this District Plan.</u></li> </ul>
--	--	---



16.5.9	<p>Maximum building height</p> <p>16.5.9.1 Maximum building height shall be:</p> <ul style="list-style-type: none"> <li>a. Queenstown – 20m</li> <li>b. Wanaka – <u>16.52m</u></li> <li>c. Frankton Marina – <u>16.5m</u></li> <li>d. Frankton North – 20m</li> </ul> <p>16.5.9.2 Any forth storey (excluding basements) and above shall be set back a minimum of 3m from the building frontage.</p>	NC
--------	--	----

## **16.7 Rule – Notification of Applications**

16.7.1 The following Restricted Discretionary and Non-Complying activities shall be limited- notified to Queenstown Airport Corporation:

a. applications for buildings in the Business Mixed Use Zone at Frankton North greater than 12m in height pursuant to Rules 16.5.8.x, 16.5.8.xx, and 16.5.9.