

## Appendix A - Relief sought

Provision (PDP decision version)	Reason for appeal	Relief sought
<b>Planning Map 31a and Frankton North specific issues</b>		
Planning Map 31a	The current Zoning of the Site and the adjacent Frankton North land is an inefficient and ineffective zoning regime, taking into account current and projected shortfalls in commercial zoned land and housing affordability and supply issues in the District.	<p>Rezone the Site and the adjacent Frankton North land coloured orange and dark red, as indicated in Appendix B to either of the following zones (or a combination thereof);</p> <ul style="list-style-type: none"> <li>• Mixed Business Use;</li> <li>• Or other similar zoning to achieve the above outcomes</li> </ul> <p>Provide for site-specific provisions for the rezoned Frankton North Land.</p>
Chapter 27 – Rules 27.2., 27.7.1 and Chapter 16, Structure Plan	The access rules for the Frankton North land are unclear and are not facilitated by the agreed Structure Plan as presented in the hearing and included in this appeal as Appendix C.	<p>Amend Chapter 27 and Chapter 16 to provide for the Frankton North Structure Plan (included as Appendix C) and associated provisions, as necessary, including:</p> <p><u>16..x.xx Structure Plan</u></p> <ul style="list-style-type: none"> <li>• <u>Internal road access shall be provided in accordance with the Structure Plan in Rule 16.7 as follows:</u></li> <li>• <u>Road access into the zone from State Highway 6 shall be via the fourth (northern) leg of the Hawthorn Drive/State Highway 6 roundabout (Designation #370), unless otherwise approved by the NZ Transport Agency;</u></li> </ul>

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		<p><u>Subject to compliance with a. above, Required Primary Road Access shall be provided as shown on the Structure Plan except that the exact location of such roading may vary by up to 50 metres.</u></p> <p>Consequentially amend Rule 16.2.3.8 and 16.2.3.9 and Chapter 27</p>
Alternative Relief – MBU Zone site specific provisions as required	In the instance that the Site and the adjacent Frankton North land is rezoned to Mixed Business Use, FII seeks a suite of consequential amendments, including to objectives, policies, and rules, which are required to give effect to site-specific planning issues of the Frankton North land as a consequence of extending the zoning. Such relief could include, but is not limited to, similar matters to those specifically provided for currently in Chapter 16.	Amend Chapter 16 MBU to provide a site specific suite of objectives, policies, and rules relevant to the Frankton North land, including but not limited to matters currently contained in Chapter 16.
Alternative Relief – Chapter 27 subdivision site specific provisions as required	In the instance that the Site and the adjacent Frankton North land is rezoned to Mixed Business Use, FII seeks a suite of consequential amendments, including to objectives, policies, and rules, which are required to give effect to site-specific planning issues of the Frankton North land. Such relief could include, but is not limited to, similar matters to those	Amend Chapter 27 Subdivision to provide a site specific suite of objectives, policies, and rules relevant to the Frankton North land, including but not limited to matters currently contained in Chapter 16.

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	specifically provided for in respect of the range of MBU Frankton North provisions, currently contained in Chapter 16.	
<b>Chapter 3</b>		
<p>Strategic objective 3.2.1.3</p> <p>The Frankton urban area functions as a commercial and industrial service centre, and provides community facilities, for the people of the Wakatipu Basin.</p>	<p>This objective should also recognise the important contribution of mixed business use and residential housing in the Frankton area</p>	<p>Amend Strategic Objective 3.2.1.3 to also recognise the mixed business use and residential contributions of Frankton</p>
<p>Strategic policy 3.3.6</p> <p>Avoid additional commercial zoning that will undermine the function and viability of the Frankton commercial areas as the key service centre for the Wakatipu Basin, or which will undermine increasing integration between those areas and the industrial and residential areas of Frankton. (relevant to S.O. 3.2.1.3)</p>	<p>This objective does not recognise the projected shortfall of commercial zoned land in the District over the medium – long terms, and as required to be provided for through the NPS-Urban Development Capacity</p>	<p>Amend strategic policy 3.3.6 as follows:</p> <p><del>Avoid-Manage</del> additional commercial zoning that <del>will</del> <u>may</u> undermine the function and viability of the Frankton commercial areas as the key service centre for the Wakatipu Basin, or which <u>may</u> <del>will</del> undermine increasing integration between those areas and the industrial and residential areas of Frankton, <u>while ensuring sufficient development capacity for commercial and residential land is provided for over the short, medium, and long term.</u> (relevant to S.O. 3.2.1.3)</p>

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<b>Chapter 4</b>		
<p>Policy 4.2.2.12</p> <p>Ensure that any transition to rural areas is contained within the relevant urban Growth boundary</p>	<p>This policy undermines the ability for land within UGBs to develop and achieve the purpose of Chapters 3 and 4. Protection of adjacent rural amenity values should not impact on the viability of residential and business zoned land within UGBs. There is no RMA reason not to provide for a hard urban boundary.</p>	<p>Delete Policy 4.2.2.12</p>
<b>Chapter 27</b>		
<p>Rule 27.5.7 all subdivision defaults to RDA activity status</p>	<p>Subdivision within urban zones is anticipated and should be enabled through chapter 27, subject to appropriate matters of reserved control. Requiring RDA subdivision rather than controlled will result in a disconnect between the rules applicable to the Zone and the purpose of the Zone.</p>	<p>Amend Rule 27.5.7 to a default controlled activity status for all zones unless otherwise specified.</p> <p>Zones to be included in a controlled activity status include;</p> <ol style="list-style-type: none"> <li>1. Lower Density Suburban Residential Zone;</li> <li>2. Medium Density Residential Zone;</li> <li>3. High Density Residential Zone;</li> <li>4. Town Centre Zones;</li> <li>5. Arrowtown Residential Historic Management Zone;</li> <li>6. Large Lot Residential Zone;</li> <li>7. Local Shopping Centre;</li> <li>8. Business Mixed Use Zone;</li> </ol>

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Frankton North – Structure Plan	The mechanisms for the creation of access to and within the BMUZ at Frankton are unclear and uncertain. FII consider that adherence to a Structure Plan would remedy such problems.	9. Airport Zone – Queenstown.  Insert a new rule within Chapter 27 (Subdivision), requiring that subdivision be undertaken in accordance with the Structure Plan for the Frankton North Business Mixed Use Zone.
<p>Rule 27.10</p> <p>Applications for all controlled and restricted discretionary activities shall not require the written approval of other persons and shall not be notified or limited notified except:</p> <p>a. where the site adjoins or has access onto a State Highway;</p>	The protection of the State Highway is adequately achieved through separate policies which assure its efficient and safe functioning. The application of this policy could be broader for notification than just to NZTA.	<p>Amend Rule 27.10 as follows:</p> <p>Applications for all controlled and restricted discretionary activities shall not require the written approval of other persons and shall not be notified or limited notified except:</p> <p><del>a. where the site adjoins or has access onto a State Highway;</del></p>