

**BEFORE THE HEARINGS PANEL
FOR THE QUEENSTOWN LAKES PROPOSED DISTRICT PLAN**

IN THE MATTER of the Resource
Management Act 1991

AND

IN THE MATTER of Hearing Stream 13
– Queenstown Mapping
Annotations and
Rezoning Requests

**REPLY OF KIM BANKS
ON BEHALF OF QUEENSTOWN LAKES DISTRICT COUNCIL**

**STRATEGIC OVERVIEW AND COMMON THEMES
GROUP 1B QUEENSTOWN URBAN – FRANKTON AND SOUTH**

6 October 2017

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APPENDIX 1: UPDATED TABLE OF RECOMMENDATIONS TO GROUP 1B SUBMISSIONS

APPENDIX 2: TABLE OF GROUP 1B SUBMISSIONS RECOMMENDED TO BE ACCEPTED OR ACCEPTED IN PART THAT REQUIRE CHANGES TO THE PDP MAPS

APPENDIX 3: REVISED RECOMMENDED PROVISIONS FOR CHAPTER 7, CHAPTER 8, CHAPTER 9, CHAPTER 16 AND CHAPTER 27

APPENDIX 4: SECTION 32AA EVALUATION

APPENDIX 5: MEMORANDUM FROM MS JEANNIE GALAVAZI (COUNCIL'S SENIOR PARKS AND RESERVES PLANNER)

1. INTRODUCTION

- 1.1 My full name is Kimberley Anne Banks. I am employed by the Queenstown Lakes District Council (**Council**) as a senior planner and I have been employed by the Council since 2015.
- 1.2 My qualifications and experience are set out in my first, strategic statement of evidence dated 25 May 2017. I have also filed the following evidence in this hearing:
- (a) Section 42A Report / Statement of Evidence for Group 1B Queenstown Urban – Frankton and South dated 25 May 2017;
 - (b) Supplementary Statement of Evidence on Dwelling Capacity dated 19 June 2017;
 - (c) Rebuttal Evidence for Strategic overview and common themes, and Group 1 B Queenstown Urban – Frankton and South dated 7 July 2017;
 - (d) Supplementary Rebuttal Evidence for Group 1B Queenstown Urban – Frankton and South dated 11 July 2017;
 - (e) Summary of Evidence for Group 1B dated 21 July 2017; and
 - (f) Summary of Evidence for Strategic and Dwelling Capacity dated 21 July 2017.
- 1.3 I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2014 and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within my area of expertise except where I state that I am relying on the evidence of another person.
- 1.4 The Council, as my employer, has agreed for me to give expert evidence on its behalf in accordance with my duties under the Code of Conduct.

- 1.5** I have reviewed the supplementary evidence filed by other expert witnesses on behalf of submitters, attended part of the hearing and have been provided with information from submitters and counsel at the hearing, including reports and recordings of what has taken place at the hearing each day that relates to my evidence and recommendations.
- 1.6** In terms of providing an update on the information and any changes to the overall recommendations, **Appendix 1** provides an updated table of recommendations to all Group 1B submissions. **Appendix 2** provides an updated table of submissions recommended to be accepted or accepted in part that require changes to the Proposed District Plan (**PDP**) Maps.
- 1.7** The following information is attached as Appendices:
- (a) **Appendix 1:** Updated Table of recommendations to Group 1B submissions;
 - (b) **Appendix 2:** Table of Group 1B submissions recommended to be accepted or accepted in part that require changes to the PDP Maps;
 - (c) **Appendix 3:** Revised Recommended Provisions for:
 - (i) Chapter 7;
 - (ii) Chapter 8;
 - (iii) Chapter 9;
 - (iv) Chapter 16;
 - (v) Chapter 27;
 - (d) **Appendix 4:** Section 32AA Evaluation; and
 - (e) **Appendix 5:** Memorandum from Ms Jeannie Galavazi (Council's Senior Parks and Reserves Planner) detailing the overall objectives and methods of this Open Space and Recreation Zone Chapter, including a draft of the provisions.
- 1.8** This Reply should be read in conjunction with the statements of evidence referred to in paragraph 1.2 above.

2. STRATEGIC MATTERS

Landscape Boundaries and Classifications on land other than Rural

- 2.1** In my Strategic EIC I made recommendations on the submission of Universal Developments Limited (177) who sought that the planning maps be amended so that the ONL lines are only shown on land that is zoned Rural. Since making these recommendations I am aware that my EIC did not address Planning Map 39, which shows an ONL incorporating land at Arthurs Point notified as Rural, as well as LDR on both sides of the Shotover River. It also includes land that is operative Rural Visitor, and therefore not part of this stage of the review.
- 2.2** I understand that the Panel questioned Dr Read as to whether this was a 'mapping error'. Dr Read responded verbally at the hearing, that a line was not drawn around the LDRZ at Arthurs Point because it was not needed, as the planning framework under the PDP does not provide for the assessment of landscape matters within urban zones. This is in recognition of notified Policy 6.4.1.3 and the purpose statement of Chapter 6 (Landscape). The landscape assessment matters apply only to the Rural Zone and are contained in Chapter 21. Dr Read addresses this matter in more detail in her reply and is of the view that the Arthurs Point LDRZ and (operative) Rural Visitor zone are part of the wider ONL.
- 2.3** This matter is also addressed in the legal submissions and I note that there is no scope to change the underlying zone of this land. This LDRZ is historical and has existed under the operative plan for some time. No changes were made to this zoning by council under the PDP and I understand there is no intention of 'down zoning' the land to rural, given current development rights.
- 2.4** I acknowledge the opinion of Dr Read as expressed in her reply. However, in considering the most efficient and effective way to give effect to the relevant objectives (in particular those of Chapter 4 and 6); and the need for a coherent, consistent and robust plan, I consider on balance that historic urban zones (ie. from the operative plan)

should be identified as being outside of the ONL. There is no scope to amend the zoning at Arthurs Point, and if the LDRZ was to remain within the ONL, the existing developed and low natural character of the urban areas would allow development that in my view would compromise the provisions of Chapter 6.

- 2.5** Therefore, I consider that it would be appropriate to draw the ONL around the edge of the LDRZ and RVZ at Arthurs Point. As set out in the legal submissions, this may either be resolved by accepting the submission point of Universal Developments Limit (177), or via a Clause 16 process.

Proposed UGB extension north of Jacks Point - Submission 501

- 2.6** The Panel questioned whether there was a risk that land between the Kawarau Bridge and Jacks Point would be developed to Rural Residential (**RR**) or Rural Lifestyle (**RL**) densities due to being within the Rural Landscape Classification (**RLC**), thereby preventing urban development opportunities, in the future. I understand the question from the Panel to be whether the landscape provisions that apply to the RLC under Chapters 6 (Landscape) and 21 (Rural) are strong enough to ensure it is preserved for efficient use/development of a LDR or higher density, in the future. This question was framed in the context of submission 501,¹ which seeks an extension of the urban growth boundary (**UGB**) to include the rural land within the UGB. There was no additional submission from the landowner or other party seeking to change the underlying zone away from the notified Rural zone. Therefore, if the UGB were extended it would appear as an anomalous island of rural land not seen elsewhere within the Queenstown UGB.

- 2.7** My s42A recommendation for submission 501 was that it be rejected.

- 2.8** In summary, I do consider there is some risk of this outcome, largely because the land is not ONL and the provisions of the RLC (as compared to the ONL) could provide less certainty in terms of

¹ See my Strategic section 42A Report dated 25 May 2017, at section 20.

protecting the land from urban development, but I also consider that extending the UGB around this land might increase that risk.

- 2.9** In an ONL, the policy direction is that subdivision and development is “*inappropriate in almost all instances*” (Policy 6.3.1.2). By comparison, the policy for the land, as RLC, is not as strong. Policy 6.3.1.3 states subdivision and development for the RLC is “*unsuitable in many locations*”. This policy also requires that subdivision and development proposals will (in the RLC) be “*on balance*” consistent with the assessment matters, providing some scope for breaches of the assessment matters.
- 2.10** Under the Rural Zone the land owner could seek (by Discretionary consent) to develop this land to low densities (such as similar to that of RR or RL zoning).
- 2.11** Putting the UGB around this land, although signalling a more ‘urban’ future through the policies in Chapter 4 (Urban Development), may result in the opposite outcome by further incentivising the establishment of building platforms under its current Rural zoning. This in my view would be detrimental and would not necessarily protect the land from being developed for housing at low densities. A UGB applied over rural land also would not specifically incentivise more LDR type development.
- 2.12** I consider that the relatively unique characteristics of this location (it is one of few areas of flat rural land, not within the Outstanding Natural Landscape (**ONL**), with high amenity and in close proximity to urban areas) are likely to strongly favour a higher density development (e.g. Low Density Residential (**LDRZ**) or greater). This is because it is a significant area of flat land, which is relatively unconstrained, and in close proximity to services.
- 2.13** Given the scope of submissions before the Council that don’t allow this land to be rezoned, and the Council’s evidence on dwelling capacity, it would in my view be more appropriate to review this land comprehensively, along with other possible greenfield sites in the Queenstown basin, as part of the District’s Future Development

Strategy, which is required to be completed by December 2018 under the National Policy Statement on Urban Development Capacity 2016 (**NPS-UDC**). This strategy is also required to be publicly notified with input from infrastructure providers and the community. Therefore, I do not recommend extending the UGB in this area.

Rural Zone Matters

2.14 The Panel questioned myself and Mr Robert Buxton (Council's reporting officer for Group 2 – Rural) on strategic matters related to rural land and management of the landscape. The first related to the extent to which the PDP enables other activities within the ONL, given that approximately 97% of the district is identified as ONL; and the second was the degree to which the rural resource is protected for its productive value. I address these matters separately.

Farming and non-farming activities in the ONL

2.15 The issue of the extent to which the PDP provides for 'other' non-farming activities within the ONL, and that rely on the rural resource has been canvassed several times through the course of the Stage 1 hearings on text, and I revisit this by way of background for the current Panel.

2.16 Stream 1B (Chapter 6 - Landscape) addressed a common issue raised by submitters that the Landscape Chapter 6 was too stringent and did not acknowledge the opportunities for other activities that rely on the rural resource. The s42A evidence of Mr Barr noted that "*The importance of the District's landscapes as an intrinsic and economic resource to the region and nation cannot be underestimated*" and that "*the opportunity for rural living and development has merit, but this must be tempered with the realisation of the finite capacity for rural living and development and the QLDC's important functions in respect of the tests set out in sections 6 and 7 of the RMA*". An amendment was recommended by Mr Barr within the Purpose statement of Chapter 6, which sought to provide suitable recognition for other

“sensitive and sympathetic” activities where the landscape has the ability to absorb development.²

2.17 Through Stream 2, the issue of farming versus non-farming activities was addressed further. Farming was recognised as the predominant land use in the Rural Zone, and significant areas of the District continue to be managed for productive use although at varying intensities. At paragraph 8.12 of the s42A report for Chapter 21³ Mr Barr states:

... farming is the principal land use contemplated in the Rural Zone that needs to be protected from other land uses, often these ‘other uses’ are sensitive and could have the potential to constrain farming activities.

2.18 Submitters sought to enable other activities such as tourism within the objective and policy framework, at the same level as provisions that recognise and provide for farming, due to the opinion of submitters that the productivity of farming is uncertain. Whilst some minor changes were recommended to provide greater recognition of these ‘other’ activities, Mr Barr did not support elevating tourism or other commercial activities to the same status as farming. His evidence was that Objectives 21.2.9, 21.2.10, 21.2.11, 21.2.12, 21.2.13 and related policies are balanced and contemplate the potential for non-farming activities.

2.19 Mr Barr did however acknowledge that a wide range of activities have already established within the zone and there will be the desire for more over time. He noted that the strategic chapters inherently reflected this reality, but recommended a number of amendments within the Reply chapter to more explicitly refer to other ‘appropriate’ activities that rely on the rural resource.⁴ I agree with the evidence, and amendments recommended by Mr Barr.

2.20 In summary, having regard to these previously canvassed issues and recommended changes, my view is that the Rural Zone enables and

² Reply Evidence of Mr Barr for Hearing Stream 1A and 1B.

³ Section 42A Hearing Report for Hearing Stream 2, Chapter 21 Rural Zone, dated 7 April 2016.

⁴ Council's Bundle of Documents dated 10 March 2017 (CB) Tab 42, [CB42] at paragraph 4.17.

provides for farming as the predominant land use, yet also provides for adequate opportunities for other activities to locate within the zone. This is to the extent that other activities are appropriate for the landscape context, and the landscape has the ability to absorb development. It is not a case of identifying locations or circumstances in which one land use type will be more appropriate within the ONL than another. Rather, the onus is on the market and / or individual to pursue such alternative land uses; and whether this is appropriate within the ONL will be a case by case assessment within the provisions of the Strategic and Rural chapters.

Preservation of farming

- 2.21** The Panel questioned how the PDP ‘preserves’ the activity of farming. While this question was not directly addressed in previous hearing streams, I consider that it has been addressed in relation to the above consideration of providing for farming and non-farming activities within the ONL (and therefore within the Rural Zone). The purpose of the Rural Zone is primarily to enable farming, and this is evident through the provisions of Chapter 21.
- 2.22** It is relevant that there remain large areas of the District managed as productive farms, at varying scales of intensity and at varying degrees of productive value. However, the provisions of the Reply version of Chapter 21 also provide opportunities for other appropriate activities that rely on or are directly related to the rural resource, to be considered via discretionary assessment pathways.
- 2.23** The relevance of productive rural use versus other alternatives becomes a question of managing competing interests or demands on the rural resource; and avoiding, remedying, or mitigating any adverse effects of activities on the environment. This inevitably becomes a balancing exercise and a case by case assessment, which will inherently be partly linked to the landscape context by virtue of its setting and the landscape provisions applying to the Rural Zone.

2.24 The PDP achieves Part 2 of the RMA and gives effect to the Otago Regional Policy Statement 1998 (**ORPS**), and has regard to the proposed Regional Policy Statement for Otago, decisions version (**PRPS**) in relation to the protection of the life supporting capacity of soils. This is reflected through Objective 21.2.2, and Policy 21.2.2.2 of the Rural Chapter. I note that it is the ambit of the Regional Council to identify regionally significant soils, and none have currently been identified within this District.

2.25 The Rural Zone also contains some scope to consider matters that affect the productive potential of soil, and enabling activities that support the long term sustainability of farming (through Policy 21.2.2.2, Policy 21.2.10.1 included below).

Policy 21.2.2.2 Maintain the productive potential and soil resource of Rural Zoned land and encourage land management practices and activities that benefit soil and vegetation cover.

Policy 21.2.10.1 Encourage revenue producing activities that can support the long term sustainability of farming and rural areas of the district.

2.26 Overall, it is acknowledged that the PDP does not explicitly 'protect' or 'preserve' land for farming, but it inherently does so by the activity framework that enables farming (and viticulture in the case of the Gibbston Character Zone) as a permitted activity; and elevating rural activities as the predominant land use in the Rural Zone within the policy framework.

2.27 The ability of rural land to be used for activities other than farming 'is a secondary consideration, and is likely to involve consideration of a range of resource management effects; including the possible effects on the long term sustainability of farming.

The Queenstown UGB

2.28 The Panel asked the following questions in relation to the UGBs:

- (a) how the UGBs in the PDP are considered to provide a defensible urban edge;
- (b) to what extent the UGBs relate to infrastructure, and can the infrastructure boundaries be moved; and
- (c) should a 'transition' between urban and rural areas be provided in Queenstown, and whether this 'transition' should occur within or outside the infrastructure boundaries.

2.29 I wish to refer the current Panel to the previous evidence and context relating to the purpose of UGBs in this PDP. I note that the purpose of UGBs has been discussed through various hearing streams, including:

- (a) Stream 1B – Chapter 3 Strategic Directions, and Chapter 4 Urban Development;
- (b) Stream 12 – Upper Clutha Mapping; and
- (c) Stream 13 – Queenstown Mapping.

2.30 I have also discussed the benefits of the Queenstown UGB within my strategic s42A at Section 19 and I maintain these views.

How the UGBs in the PDP are considered to provide a defensible urban edge

2.31 The Queenstown, Arrowtown and Wanaka UGBs are multi-purpose and provide for the management of growth and spatial layout of urban form, in an environment in which there is high demand and pressure for the ongoing 'carving up' of the highly valued and nationally important landscape. Landscape values perhaps distinguish this District from others where UGBs may be used as purely a limit on urban growth.

2.32 For this District, having approximately 97% of the land categorised as ONL and ONF, and where the landscape creates an environment that

attracts an estimated \$2.5 billion in tourism spending to the district (over 8% of the national tourism spend), I consider that the UGBs are vitally important in providing an extra layer of protection to these landscapes, through:

- (a) identifying the spatial extent of urban growth that it is considered to be appropriate;
- (b) discouraging the piecemeal development of land outside these boundaries through private plan changes;
- (c) encouraging the productive use of rural land by providing certainty of the intention that land will remain rural and relatively free of encroachment by sensitive urban activities; and
- (d) encouraging efficient use of the scarce supply of developable land within the district; and
- (e) encouraging a coordinated and focussed approach to the provision of infrastructure and services that support urban development and community wellbeing.

2.33 The Queenstown UGB provides an important mechanism to achieve Goal 3.2.2 of Strategic Direction, sending a clear message that a compact and integrated urban form is desired; and the ongoing creation of isolated 'patches' of special zones is not efficient or effective. I consider that this strategic direction, in addition to the remaining provisions of strategic Chapters 3, 4 and 6, provides strength to the boundaries, and favours the protection and intensification of the existing urban environment before other locations.

2.34 It is however necessary for there to be an ability to amend the boundaries in a carefully considered way through a plan review change process to enable the growth of the community over time. Whilst this may be perceived as limiting the long term defensibility of the edges, on balance it is nonetheless considered necessary to limit the potential adverse effects associated with permanent and immovable boundaries (such as a UK style greenbelt), such as an inability for communities to grow and develop and increasing house prices due to an inadequate supply of zoned land. Proposals to

extend urban boundaries will need to provide consideration of the strategic provisions, in addition to those of the NPS-UDC (i.e. that the expansion is necessary for Council to give effect to the NPS-UDC and amended s31 of the Act). I consider this to be a high evidential threshold which will enable the defence of the edges.

Can the infrastructure boundaries be moved, and to what extent do the UGBs relate to infrastructure?

2.35 These two questions were directed at Mr Glasner during the Council's opening. I note that infrastructure boundaries are not shown on the PDP maps, however these were available to be viewed at the hearing. Mr Glasner responded verbally to the Panel that infrastructure boundaries can be moved. They reflect the physical boundaries of servicing, and therefore can and are updated depending on the Council's program of works and in particular, the Long Term Plan.

2.36 In his evidence presented for Hearing Stream 2,⁵ Mr Glasner discusses the relationship between planning processes under the LTP and RMA. He states "*It would be extremely difficult, if not impossible, to carry out prudent and accurate financial and infrastructural planning in growth areas without relating that to RMA planning, and vice versa*". As discussed in my strategic s42A and in the evidence of Mr Glasner for Stream 2, the UGB provides a transparent tool identifying the locations that should receive priority in terms of infrastructure planning. Mr Glasner stated that:⁶

the implementation of the proposed UGBs around existing urban areas is an effective way to support infrastructure provision. Having clear, definitive and long-term provision for urban development provides the certainty to QLDC, other infrastructure providers, and developers. It also provides certainty to plan, fund and implement infrastructure and development.

5 Statement of Evidence of Ulrich Wilhelm Glasner on behalf of Queenstown Lakes District Council, Infrastructure, 19 February 2016.

6 Evidence of Mr Glasner dated 19 February 2016 at paragraphs 5.6 and 5.7.

Conversely, without the certainty which the proposed UGBs provide, urban development could occur with less control, which makes it very difficult to plan for a pattern of growth that maximises the efficient and effective use of existing infrastructure, and/or enables the timely and cost effective provision of new infrastructure.

2.37 The Queenstown UGB is based on Council's position as to where urban growth is appropriate, and which can achieve efficient and effective infrastructure provision and funding.

2.38 As Mr Glasner's evidence confirmed, infrastructure forward planning and funding becomes more challenging if there is a lack of clear direction as to where urban development may occur. I consider that effective infrastructure planning may be compromised if it was to rely only on the zoning pattern, which does not in all instances paint a full picture. For example, there may be uncertainty over servicing priorities for Rural Residential and Rural Lifestyle zones or Special Zones within the basin. Relying only on zoning also potentially gives further weight to private plan changes in remote or un-serviced locations which may have the consequence that Council's networks must be extended. Without the UGB there would be no transparent mechanism in the PDP giving effect to Objectives 3.2.2.1 (to manage the cost of council infrastructure), 4.2.1 (integrating urban development with infrastructure); and 4.2.3 (urban development that maximises the efficiency of infrastructure provision and operation).

Should a 'transition' between urban and rural areas be provided in Queenstown (like in Wanaka), and if so, should this 'transition' occur within or outside the boundaries?

2.39 I understand the Panel's question relates to the following policy in Chapter 4, which applies to UGBs generally across the District:

4.2.3.7 The edges of Urban Growth Boundaries are managed to provide a sensitive transition to rural areas, with the transition addressed within Urban Growth Boundaries.

2.40 In my response to questioning during Council's opening I noted that the UGB in Wanaka is perhaps distinct from the Queenstown UGB in

regards to this transition. I note that for the Wanaka UGB, the following additional policy below applies, and this same policy has intentionally not been included for the Queenstown UGB:

4.2.8.2 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*

2.41 This policy is perhaps reflective of the fact that there is currently a considerable amount of vacant greenfield land within the Wanaka UGB, due to the boundary having its basis as the ‘outer’ boundary identified in the Wanaka 2020 Community Plan.⁷ The edges of the Wanaka urban environment are also not so topographically constrained or defined, and therefore require an approach to manage the interface of urban with rural land.

2.42 This flat land in Wanaka is also where RR and RL type zonings are demanded (partly attributed to its openness) and there are also a number of greenfield development opportunities for higher intensity urban use in closer proximity to the town centre.

2.43 In my view there are a number of reasons why the Queenstown UGB should provide a ‘hard’ urban edge and without this same ‘transition’. First, as I have discussed, the UGB provides a mechanism to achieve coordinated and connected settlements and infrastructure delivery, and ensure efficient use of urban land and protection of the landscape.

2.44 The Queenstown UGB and urban areas are predominantly within mountainous areas and on topographically constrained land. This

⁷ Section 32 Evaluation Report Urban Development, refer to Page 19.

land is also under high demand for urban use. In such a topographically constrained environment, for land to be used efficiently I consider it is generally appropriate to be zoned for its 'highest and best use'. If the Council was to provide for a similar transition within the Queenstown UGB, this would either reduce infill development opportunities (and affect the capacity estimated in the UGB within the Dwelling Capacity Model (**DCM**)); or, have the effect of providing an expanded edge to the urban environment.

2.45 I question whether RR or RL zonings would be appropriate, for example at the top of Queenstown Hill or Kelvin Heights, and also whether this type of density would serve the market/needs of the community, because these types of zonings on steep land at high elevation would not provide the same 'rural' character. Demand for such housing densities tends to exist on flat land, due to its amenity and openness, and this is evident within the current development pattern of the Wakatipu Basin.

2.46 Also recognising the demand for development experienced in Queenstown, providing for this transition may not be defensible within the UGB where such land is likely to be subject to increasing demand to further subdivide and develop. Due to the current spatial pattern of the Queenstown urban environment being comprised of a number of separate and discrete urban settlements, I consider that there would be poor legibility of such a transition (as compared to that in Wanaka which is experienced upon entering or exiting the town from either Cardrona Valley Road or the Wanaka-Luggate Highway).

2.47 Therefore, I do not consider that the Queenstown UGB should provide a 'transition' to rural areas, either inside or outside of the Queenstown UGB. In my view it should provide for a 'hard' urban edge.

Submissions relating to the rezoning of QLDC Designated Reserves (790)

2.48 During the appearance of the witnesses for QLDC (790) the Panel questioned whether the Council should be undertaking a broader

review of the appropriate zoning of reserve land, alongside the Open Space chapter which is being developed in Stage 2 of the review.

- 2.49** I can confirm that the Council will be notifying the Open Space and Recreation Zone Chapter, alongside other Stage 2 chapters in November. Ms Jeannie Galavazi (Council's Senior Parks and Reserves Planner) has provided a memorandum detailing the overall objectives and methods of this draft Open Space and Recreation Zone Chapter, including a draft of the provisions, and this is attached within **Appendix 5** of this reply. I understand that Council intends to provide further detail on the components of Stage 2 to the Panel by way of memorandum of counsel, but this cannot be filed until after full Council has signed off all Stage 2 chapters, for notification, which will be November 2017. I also understand that any submissions on land that is notified by way of variation, with one of the open space and recreation chapters, will be transferred over to Stage 2, and therefore this Panel will not make a recommendation on them. This will also be addressed in the memorandum of counsel that will be filed after full Council has signed off all Stage 2 chapters and any consequential variations to Stage 1.
- 2.50** The Panel also questioned whether the rezoning of current reserve land now for residential use was pre-empting the outcome of the revocation process.
- 2.51** The Panel is required to make a decision on “the most appropriate” zoning of land against the statutory requirements of the RMA (as outlined in section 9 of my Strategic s42A). I do not consider that land should be prevented from being rezoned now, simply because there is a separate and quite different revocation process required under the Reserves Act. The PDP review is active, and the rezoning requests in submissions have been made ‘on’ land within the scope of Stage 1. It is therefore efficient to consider the rezonings now, as opposed to requiring a separate variation sometime in the future.
- 2.52** For reference, QLDC (790) sought the following rezonings of reserve land during Stage 1 of the review:

- (a) Kelly's Flat (addressed in stream 12, recommended to be accepted);
- (b) Scurr Heights (addressed in stream 12, recommended to be accepted);
- (c) Kerry Drive (recommended to be accepted by Ms Rosalind Devlin);
- (d) Commonage (Vancouver Drive) (recommended to be accepted by Ms Rosalind Devlin); and
- (e) Boyes Crescent (recommended to be accepted by me).

2.53 Ms Devlin addresses proposed rezonings at Kerry Drive and the Commonage in her 1C Reply.

2.54 In terms of Boyes Crescent, I note that QLDC has now withdrawn the submission to rezone this land.

Definition of "Site"

2.55 In relation to the definition of "site" in the PDP, the Panel questioned whether they could recommend the rezoning of part of a site, or if it must be the whole site; and how this definition was considered to apply to split zonings.

2.56 Regarding the first part of this question, the ability of the Panel to recommend a rezoning is governed by the scope of relief sought. The Panel can recommend any combination of zones for the land subject to the submission, provided each of those zone types is within the scope of the overall, primary relief. Therefore, split zones are in principle, available for the Panel to recommend, and this is not affected by the definition of 'site'.

2.57 The effect of a split zoning, in terms of the notified definition of the PDP, is that the land parcel/s subject to each zone type would be considered as separate "sites", with each "site" applying to each separate zone type.

2.58 I note that the definition of "site" has been discussed several times over the course of the Stage 1 hearings for different reasons, including the below:

- (a) Stream 4 – Subdivision and Development (Chapter 27) – The Panel requested that Mr Nigel Bryce review the definition of 'site', in particular clauses b) and c). Mr Bryce deferred consideration of 'site' until the hearing on Chapter 2 – Definitions;
- (b) Stream 6 – High Density Residential (Chapter 9) – Right of reply of Ms Banks for the Council. Discussion on the application of the definition to cross lease, company lease, unit titles, and strata titles;⁸ and
- (c) Stream 10 – Definitions – s42A report of Ms Leith for the Council. Discussion on the definition as a whole, including its application to zone types.⁹

2.59 The scope of relief to change the definition is limited to the submission of Patterson Pitts Group (370) who sought amendments to reflect "replacement legislation. i.e. for now, the Unit Titles Act 2010". Therefore, any fundamental changes to the definition, other than referenced above, will need to be made through a variation, rather than the Council's decision on Stage 1.

2.60 The issues related to cross lease, company lease, unit titles, and strata titles are similar; in that the notified definition considers cross lease, company lease, and unit titles as separate "sites" and therefore each unit could effectively have its own rules and its own site coverage. The same scenario would apply to split zonings as per the notified definition.

2.61 In terms of cross lease, company lease, unit titles, and strata titles, my evidence in Stream 6 was that it was not the intention that separate rules would apply to each of these different tenure types. However, in the case of split zonings, I consider that there is merit in each zone type having separate rules, regardless of whether they are part of the same title, land or site on which development is proposed.

⁸ Reply Evidence of Ms Banks for Hearing Stream 6, refer to paragraphs 12.6 to 12.13.

⁹ Section 42A report of Ms Leith for Hearing Stream 10, refer to paragraphs 19.1 to 19.8.

This is because, if a development site has a split zoning, then there has been a conscious decision to apply different zone types to different spatial land areas (based on the rules and activity framework that applies to each) and therefore the application of rules (such as height, site coverage and recession planes) should be applied on the land specific to each zone that applies to it, irrespective for example, of lot boundaries.

2.62 I acknowledge that this may result in some impracticalities in applying setbacks, for example for a development that crosses both zone boundaries. However, I consider these technicalities could be easily overcome where a large scale development (that may be affected by this type of technicality) is likely to require resource consent; and also that there are probably instances where different setbacks applying to split zones are beneficial due to the different land uses or activities they may accommodate.

2.63 This specific matter was also discussed by Ms Leith for Stream 10 – Definitions at paragraph 19.6 of her s42A report. She similarly considers that *“the zone (or District) rules that are applied should be those that apply where the development is located. If it is located across two zones, two sets of rules may apply”*. Notwithstanding this, she concludes that it is not necessary for it to be specified in the definition of “site” that different zones would be considered as separate “sites”, as the zone provisions otherwise cover the application of rules to different land areas. I partly agree with her analysis; however it is otherwise necessary for the definition of “site” to determine how it applies to the site subject to development (which may be one or a number of separate land parcels). This is because other district wide provisions of the PDP are structured around their application to a “site”. I do not believe the amendment to the definition recommended by Ms Leith addresses this particular matter; her recommended changes nonetheless would still require a variation.

2.64 Therefore, if clause (b) was removed from the definition of "site" I do not believe it would result in any adverse consequences. However, I also do not consider this change to be material as it would not change

the process of applying different zone chapter provisions on land subject to a split zoning.

3. THE DWELLING CAPACITY MODEL

Dwelling Capacity

- 3.1** When presenting my summary of evidence on dwelling capacity, I made some corrections at the hearing. For the avoidance of any doubt I wish to present a brief summary of the key results of the DCM update containing these amendments, and taking into account questions from the Panel during the hearing, and the reply evidence of Mr Osborne and Mr Heath.
- 3.2** At the hearing the Panel questioned the method of providing for, or calculating, the 'over supply' buffers required by PC1 of the NPS-UDC, specifically whether the additional 20% in the short and medium term, and 15% in the long term, should be added onto feasible development capacity or projected demand. I note that the evidence of Mr Osborne was somewhat unclear, as different approaches were taken to residential and to industrial land.¹⁰ This is clarified in Mr Osborne's reply evidence.
- 3.3** I refer to Council's legal submissions confirming the interpretation that the additional margins are to be added to demand, and not capacity. This is the approach I took in my evidence in chief, and is supported by MfE's Guidance Manual, which was released after my evidence in chief was filed. Mr Osborne in his reply has provided an updated table which applies to correct interpretation of PC1. This is replicated below for reference.

¹⁰ Dwelling Capacity Evidence of Mr Osborne, at paragraph 7.6.

needs to provide for a dwelling demand for Queenstown of 4,711 (based on a 2018 base year);

- (c) with a projected dwelling demand of 4,711, the estimated feasible development capacity of 20,494 is more than sufficient to meet the PA1 and PC1 requirements for the short term (to 2021) and medium term (to 2028);
- (d) the estimated dwelling demand of 4,711 is also more than sufficient to meet the PA1 and PC1 requirements for the long term, where estimated demand (including the NPS 15% margin) is 10,273.;

3.5 Mr Osborne's reply evidence also demonstrates that if a more conservative margin is applied through PC2 (even though the NPS strictly requires consideration of, following completion of the full Housing and Business Development Capacity Assessment thought PB1), that there is still sufficient feasible capacity at the Wakatipu Ward level, the Upper Clutha level, and at a District level.

Business and Industrial Capacity

3.6 Evidence was provided by Philip Osborne and Timothy Heath regarding Business and Industrial Capacity. No detailed modelling has been undertaken by Council under the NPS-UDC for these land uses because the Industrial Zones are being reviewed in Stage 3 of the plan review.

3.7 I wish to present a summary of the outputs of this evidence. In doing so, I acknowledge an error in my statements of evidence¹¹ in which I stated that there was sufficient commercial land to 2048. This is not correct. Mr Heath's evidence reflects the correct analysis on this matter and he has updated Table 4, which sets out the District's Commercial land requirements, in his reply.

3.8 The information below reflects the accurate situation, as also presented in the replies of Mr Heath and Mr Osborne.

11 My Summary of Evidence at page 5, and my Rebuttal Evidence for Group 1B, at paragraph 5.11.

- 3.9** The Wakatipu Ward has sufficient *commercial* zoned land for the short and medium terms (to 2038). A shortage of 18.6ha in the Wakatipu ward is however predicted to occur in the long term between 2038 and 2048. While I acknowledge that identifying business land only gets harder over time in a high growth environment like Queenstown, addressing this future shortfall is not required at this point in time, in the life of the current district plan, and the rate of 'take up' of commercial capacity is a matter that must be monitored over time in response to PB6 and PB7. The Future Development Strategy required under the NPS-UDC also provides for a strategic and comprehensive analysis of the way and the rate that this capacity should be provided.¹² The NPS PC3 requires the Council to respond if a shortfall is initiated and one way to do this is through a plan change. Mr Heath in his reply also discusses that zoning additional commercial land now, for what is estimated demand in 30 years' time, is getting into the realms of speculation for retail activities.
- 3.10** The Wakatipu Ward has sufficient *industrial* zoned land in the short and medium terms (to 2028). However, a shortage is predicted by 2030.¹³
- 3.11** I note that the figures presented by Mr Heath in his EIC on commercial land incorporate 15% 'over supply' buffers on long term demand as required by the NPS. Mr Osborne applied this same 15% buffer to the industrial demand figure in his summary of evidence.

Land banking and the NPS - residential

- 3.12** I wish to address the question of land banking, which has been raised several times through the course of submitters' evidence and questioning.¹⁴
- 3.13** The PDP alone cannot solve the issue of land banking; nor does rezoning more land prevent the potential for this phenomenon to occur. While statements can be made by submitters that land, if re-

¹² Tim Heath for QLDC – Summary of Evidence, 21 July 2017.

¹³ Mr Osborne for QLDC – Summary of Evidence, 21 July 2017, Dwelling Capacity.

¹⁴ 336/338 Middleton Family Trust; 494/527/1281 Gertrude's Saddlery Larchmont Developments Ltd.

zoned, will be brought to market, there is no certainty that this will occur and no statutory mechanism to require that it happens.

3.14 Technically, to comply with PC1 the PDP need only be concerned with providing 10 years' capacity, to meet 10 years of demand. (inclusive of the 20% oversupply buffer). As presented above, this is the equivalent of the dwelling demand of 4,711 (at 2028, based on a 2018 base year). Therefore, to meet the minimum obligations under PA1 (and PC1), 4,711 dwellings of the 20,494 estimated feasible capacity, need to be made available to the market by 2028 (acknowledging the need for continual monitoring and any responses to change, under the NPS). I consider that even if land banking does occur, there is more than sufficient zoned and feasible capacity to meet these numbers of dwellings, which equates to 471 per year.

3.15 The current DCM evidence provides a snapshot in time, and does not consider the timing within the 30 year period in which land is released to market, nor can it make assumptions about this. As I have stated in my dwelling capacity evidence,¹⁵ a more detailed analysis of the likely rate of take up of development capacity (as specified in PB3) and the market's response to planning decisions is underway as part of the first Housing and Business Assessment (to be completed by the end of 2017), and through the monitoring requirements of PB6 and PB7, which are also a key aspect of the NPS. There is also a specific 'land concentration measure' being developed by MBIE under PB7. These monitoring requirements and the ongoing analysis of the sufficiency of zoned capacity are key considerations for implementing the responsive planning provisions (PC1 – PC4), such as the Future Development Strategy and the reflection of targets in the PDP. In my view, the more appropriate mechanism is to monitor and respond to land banking if it is identified to be affecting the sufficiency of housing.

3.16 Therefore, I do not accept the arguments put forward by submitters that the occurrence of land banking compromises the DCM evidence, and is a reason that more zoned capacity should be provided now. Without the NPS-UDC analysis, it would be presumptuous to assume that the 20,494 *zoned and feasible* capacity could not realise 4,711

15 Supplementary Dwelling Capacity Statement of Ms Kim Banks dated 19 June 2017 at paragraph 10.27.

dwellings. I also note that the rezonings supported through this hearing stream, in addition to SHAs, will further supplement this capacity.¹⁶

- 3.17** I note that QLDC has established short term housing targets under the Housing Accord that are between the Government and QLDC. Although I accept this is a separate matter to the PDP, the MBIE monitoring reports are useful in identifying the numbers of consented dwellings and sections since 2015 and will inform ongoing monitoring requirements under PB6. The April 2017¹⁷ report identifies that for Years 1 and 2 the total numbers of consented dwellings and sections were 557 and 760 respectively, and for Year 3 (2017) almost half of the target of 750 was achieved by April 2017. These reports also identify the portion of the targets provided by SHAs; and for Year 3, only 66 SHA sections have contributed to the 317 dwellings which have been consented this year alone. The results from these 3 years of the accord indicate results in excess of the annual requirements of the PDP for 2018-2028 (i.e. the 471 dwellings per year based on Mr Osborne's evidence).
- 3.18** The land banking effect has been partly accounted for in discounting the feasible capacity to realisable capacity via Mr Osborne's method. Mr Osborne has referred to this as 'development chance'.
- 3.19** With regard to "special development zones", I acknowledge that these capacities have not been discounted because such developer driven zones (and with integrated ownership arrangements) are expected to realise all of the plan enabled capacity, based on the Council's previous experience within a market experiencing increasing demand for higher density housing typologies. Again, there is no way of predicting the timing at which 'special development zones' will be released, and neither is there a mechanism to require it. It is however worth considering that there is understood to be no major infrastructure constraints upon the development of this land (e.g. at Frankton Flats and Remarkables Park) and therefore it is

16 SHAs are not included in the overall capacity of the Queenstown ward. If they were included it would add an additional 885 potential dwellings to capacity. See the Dwelling Capacity evidence of Mr Osborne, at paragraph 7.11.

17 Queenstown Lakes Housing Accord Monitoring Report (April 2017).

reasonable to assume that this land is feasible and could be readily brought to market if desired by the developer.

Corrections

- 3.20** I also noted that there are some further corrections required to my dwelling capacity evidence to ensure clarity. Specifically, that the words 'and realisable' should be deleted from paragraphs 8.5(c) and (d).

1B – QUEENSTOWN URBAN (FRANKTON AND SOUTH)

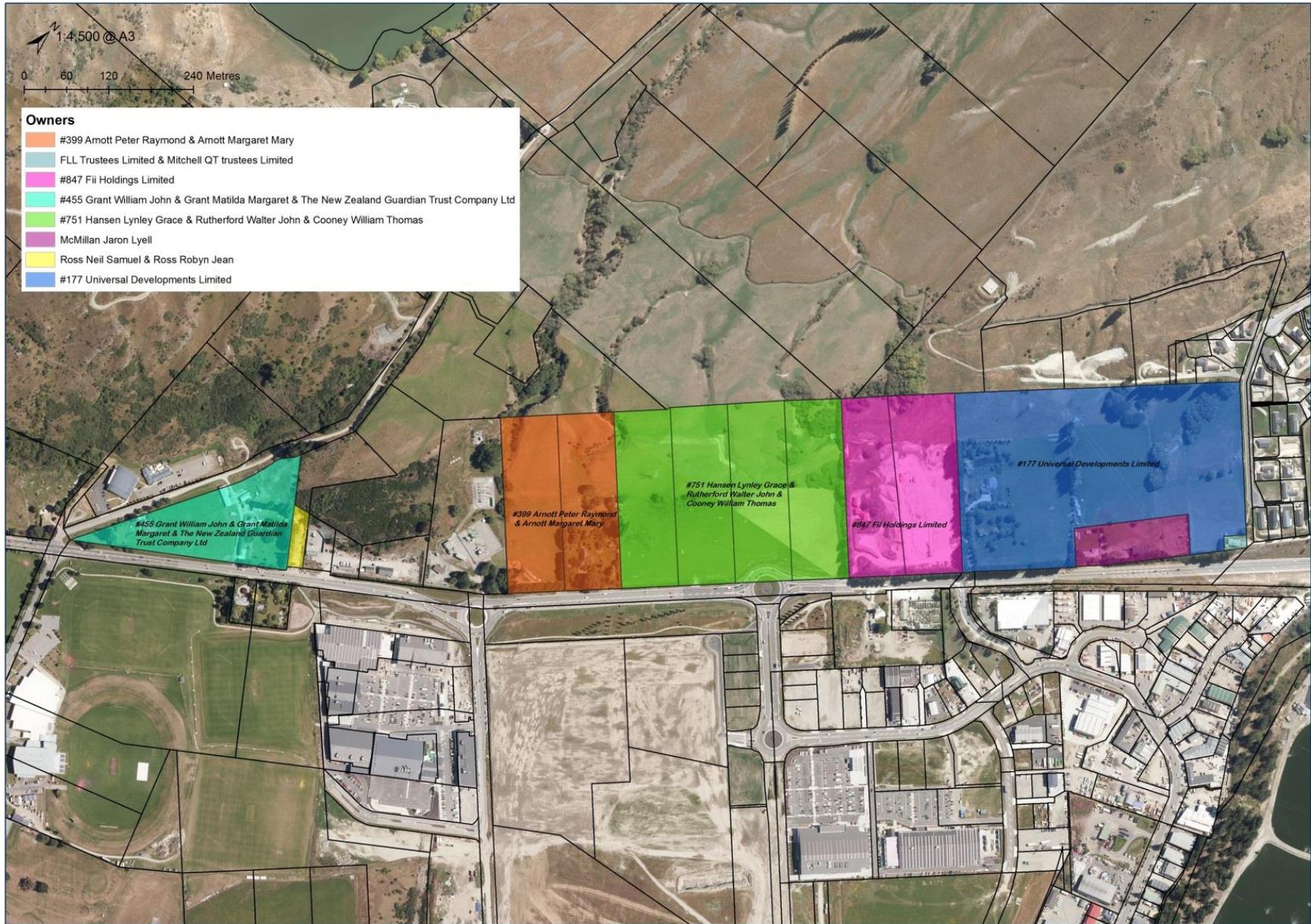
4. GENERAL

- 4.1** For clarity, unless a submission is otherwise discussed below, then I confirm that my recommendation is unchanged from that expressed in the most recent of my evidence in chief (**EIC**), rebuttal, and/or supplementary rebuttal, as relevant.

5. FRANKTON NORTH¹⁸

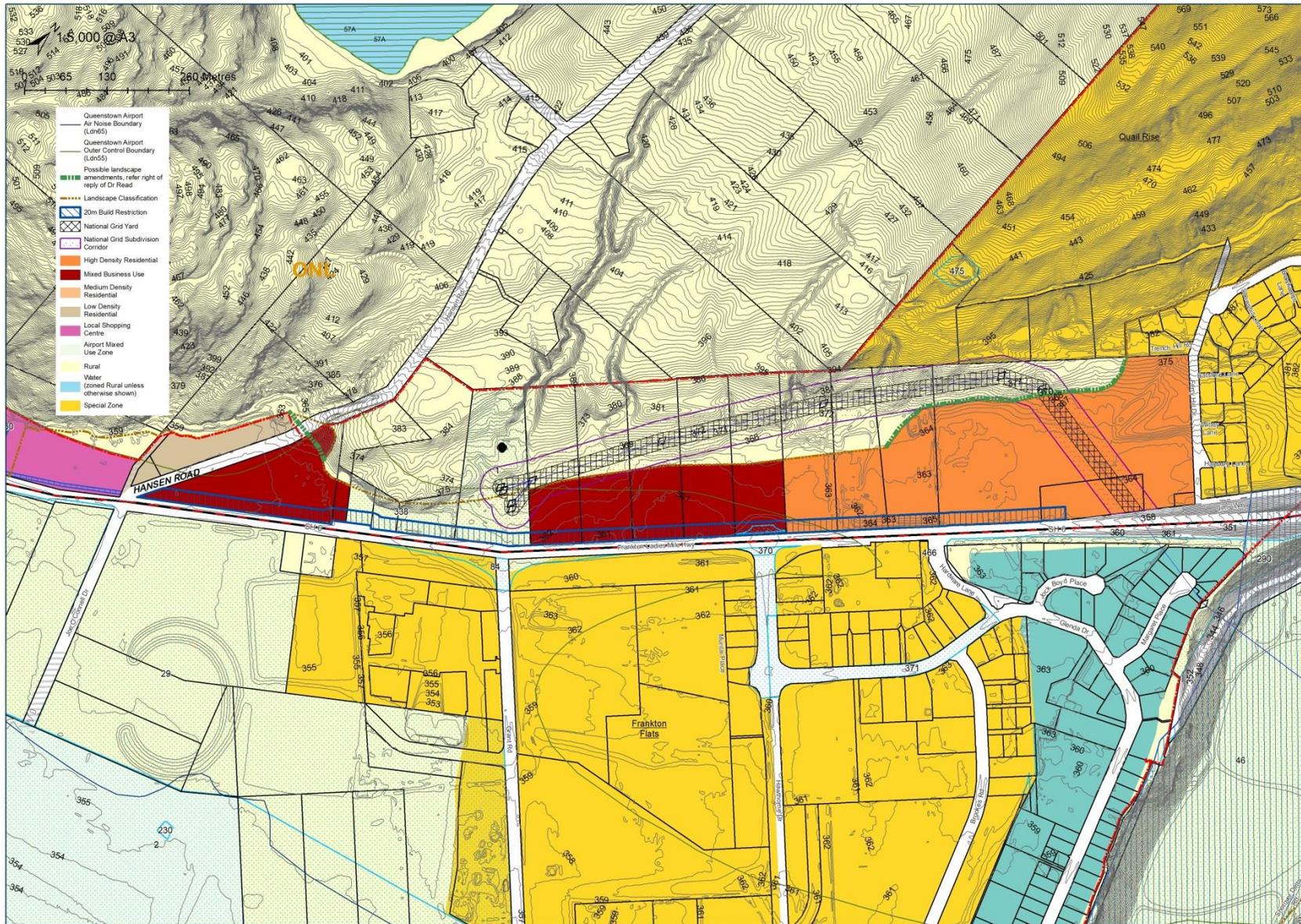
- 5.1** During the course of the hearing, the land between Hansen Road and Quail Rise has been referred to by the Panel and submitters as 'Frankton North' (whereas my evidence in chief referred to this area as 'Hansen Road/Frankton-Ladies Mile'). In this reply, I adopt the reference of 'Frankton North'. For context, on the next page is an image detailing the land ownership arrangement and submitter details for this 'Frankton North' area.

¹⁸ W & M Grant (455), Hansen Family Partnership (751) FII Holdings (847) Peter and Margaret Arnott, Fernlea Trust (399) The Jandel Trust (717) Universal Developments (177).



- 5.2** I have listened to the questions of the Panel, and witnesses for each of the submitters across this area. I have reconsidered my position on these rezoning submissions, and I now recommend that the Panel adopt a modified Business Mixed Use Zone (**BMUZ**) for some of these land parcels, in addition to the High Density Residential Zone (**HDRZ**) that was recommended in my EIC.
- 5.3** The BMUZ is the zone type that was sought by submitters 717 and 847 for their land, and the wider area, and I note draft provisions for Chapter 16 and 27 have been provided on behalf of submitters 751/1270, 177/1029, 847, 717 and 399.¹⁹
- 5.4** The extent of the BMUZ zoning that I recommend is reduced in size to that put forward by the submitters, and is shown in the Figure below. I also consider that a number of bespoke provisions will be necessary in both Chapter 27 and Chapter 16 for this area and these are discussed and evaluated in more detail below.

¹⁹ Memorandum of Counsel for Hansen Family Partnership (#751) FII Holdings (#847) Peter and Margaret Arnott, Fernlea Trust (#399) The Jandel Trust (#717) Universal Developments (#177) dated 22 August 2017, at Appendix 1.



My recommendation for Frankton North. Dark red = BMUZ. Orange = HDRZ. Light Pink – Local Shopping Centre Zone (LSCZ) at 1 Hansen Road (discussed in the 1A reply of Ms Evans).

5.5 In terms of the HDRZ extent (shown as orange in the recommended rezoning figure), I generally maintain the views expressed in my EIC and Rebuttal evidence for this area (except to the extent that minor changes are necessary to Chapter 9 to ensure consistency with the recommended BMUZ). I consider that this land should be HDRZ (and not BMUZ as sought by the submitters) for the reasons expressed in my EIC and Rebuttal. Zoning this area will ensure its efficient use for residential purposes as this land is unconstrained by the Outer Control Boundary (**OCB**) (unlike the area I recommend to be rezoned to BMUZ). Additionally, the traffic evidence of Ms Wendy Banks and economic evidence of Mr Tim Health has identified concerns with providing a larger extent of BMUZ.

5.6 I do however recommend changes to Chapter 9 that are necessary to ensure consistency with the recommended BMUZ, and also to address constraints that would have applied to a recently subdivided lot at 72 Jims Way (Lot 1 DP 497316 under RM160120) under the recommendations of my EIC. The setbacks to Ferry Hill Drive, in addition to those of the Building Restriction Area (**BRA**) recommended in my EIC and Rebuttal, would have significantly constrained this land parcel. I discuss these changes later on in this evidence.

Zoning framework

5.7 In my evidence in chief I identified a number of key outcomes for Frankton North, and I maintain these views, being:

- (a) land within the ONL should be zoned Rural;
- (b) ASAN, as defined in the PDP, should be prohibited within the OCB;
- (c) no new access should be created to the State Highway with the exception of the planned 'fourth leg' to the EAR;
- (d) an appropriate integrated internal road access should be available at the time of subdivision or development;

- (e) safe pedestrian and cycle connections are needed between the northern side of SH6 and the southern side of SH6 at the time of subdivision or development;
- (f) connections to three waters infrastructure should be available at the time of development; and
- (g) sound insulation and mechanical ventilation should be provided for residential buildings within 80m of the state highway (Policy 8.2.13.1).

The location of the ONL

5.8 In terms of the location of the ONL, I have listened to and considered the evidence and questioning of both Dr Read and Mr Skelton. I prefer Dr Read's view as to the location of the line, and in particular, her comments that:

- (a) the water race provides no legitimate landscape basis for the definition of the line; and
- (b) if Dr Read's view is not accepted and the Panel is of a minded to consider an alternative location for the line, there is no clear distinction between the remaining Rural land between this point and Lake Johnson, up to the lower margins of Ferry Hill.

5.9 The reduced extent of the BMUZ that I recommend (compared to the relief sought by submitters) therefore relies on the Reply of Dr Read, in which she maintains that the ONL should remain at the base of the terraces. I therefore consider that rezoning is not appropriate on this land above Dr Read's ONL line.

5.10 I note that Dr Read has recommended a modification of the landscape line in the location of 60 Frankton-Ladies Mile Highway (subject to submission #455); and has also identified an area adjacent to Quail Rise in which she considers that "*the principles of considering adjacent development and the practicality of the location become relevant*" in determining the ONL boundary (within the land subject to submissions #847 and #177). To clarify, the extent of BMUZ and HDRZ that I have recommended aligns with the boundary

of the notified ONL, and therefore if the ONL is amended in these locations then I would also support consequential amendments to the rezoning extent.

Recommended modified BMUZ provisions

- 5.11** In my EIC and Rebuttal, I opined that the BMUZ was inappropriate for this land as it is only suited to a narrow range of uses and this would conflict with the 'mixed use' purpose of the zone. I still hold this concern. However, I have reflected on the questioning by the Panel as to whether a rural zoning in this location would render the land incapable of 'reasonable use' and whether this would be contrary to s85 of the RMA, in terms of the provisions making the land incapable of reasonable use or placing an unfair and unreasonable burden on a person with an interest in the land.
- 5.12** I do not believe that maintaining the Rural zoning is rendering the land incapable of reasonable use, because this maintains the operative zoning and constraints that have applied to the land for some time. There are also development opportunities that are possible under a Rural zoning (with consent). However, taking a pragmatic approach and considering the range of competing constraints on this land, I have considered that it would be appropriate to apply a zoning to this land which can better enable the landowners to utilise the somewhat limited development opportunities on land affected by the OCB.
- 5.13** The modified BMUZ I recommend would not technically provide a mixed use environment within the OCB, and would therefore not incentivise residential development in this location (as it does in others such as Gorge Road). However, the extent of the zone I recommend *could* provide a mixed use environment, if considering the zone and wider area as a whole - i.e. residential use is able to be located in the part of the zone that is outside of the OCB. The zone would also adjoin the recommended HDRZ, and viewed collectively, this 'Frankton North' area could be considered as a mixed use environment.

- 5.14** As discussed, my recommended BMUZ has been based on the position of the landscape line confirmed by Dr Read and this includes some land both within and outside the OCB (Refer **Appendix 5**).
- 5.15** In his reply, Mr Heath provides further comment on commercial zoning in this location, discussing both LSCZ and BMUZ as possible options. While recognising that the BMUZ may come with some commercial risks to the centres network, he acknowledges other factors that need to be considered for this land (such as the OCB), and the context that a shortage of commercial land is predicted to begin to occur between 2038-2048. In light of these matters, Mr Heath favours a BMUZ (as opposed to a LSCZ) with site specific rules that manage the development potential of retail and office activity, and limit the opportunity for industrial activity. He considers that the BMUZ in this location would have the ability to function as a wider and integrated destination.
- 5.16** In relation to the long term commercial land shortage that is predicted to begin to occur between 2038 and 2048, I note that PC1 of the NPS does not require this long term capacity to be zoned in the plan. Mr Heath also reiterates the uncertainties of this time frame. However, I also consider that there are a number of hurdles to be overcome before commercial land can be developed, which may affect the lead in time to the realisation of this capacity. For example, at Frankton North the required design and construction of the internal road network and fourth leg off the Hawthorne Drive roundabout, and the provision of safe pedestrian crossing facilities across the state highway. Zoning this land at Frankton North now will allow for the planning process for these matters to commence based on an increased certainty over future land use.
- 5.17** I consider that the BMUZ is also distinct from other commercial zones in that its provisions anticipate high quality urban design outcomes, which provides the basis for the regulation of all buildings as restricted discretionary activities in this zone (Rule 16.4.2). I also note that in Stream 8, the reply of Ms Bowbyes (and the recommendations of Tim Church²⁰ in his evidence for that hearing

20 Statement of Mr Timothy Church (Urban design), Hearing Stream 8, dated 2 November 2016 at section 28.

stream) indicated the Council's desire to develop design guidelines for this zone. This is consistent with the recommended HDRZ, which also places a strong focus on urban design, and for which the Council has also indicated a desire to develop design guidelines. Therefore, I consider that the two zones adjoining each other will be compatible with and benefit each other in terms of design outcomes and functionality.

5.18 I consider that the BMUZ in this location would be consistent with the following strategic provisions of the PDP:

- (a) **Objective 3.2.1.2 and Policies 3.2.1.2.1 to 3.2.1.2.4** – in particular, I refer to the reply evidence of Mr Heath that this location, although with some commercial risk, could integrate with the existing Frankton commercial area. The zoning may also serve to 'facilitate the integrated development of the various mixed use nodes' (Policy 3.2.1.2.1);
- (b) **Objective 4.2.3** relating to the efficiency of infrastructure use and provision;
- (c) **Objective 4.2.5 and 4.2.6** relating to the Queenstown airport; and
- (d) **Objective 3.2.3.1 and Policies 3.2.3.1.1 to 3.2.3.1.3** in terms of achieving a quality urban environment.

5.19 To provide further context around these strategic provisions, a BMUZ in this location could be considered to be part of (and not separate or distinct to) the Frankton commercial area (which is referenced in Policy 3.2.1.2.3) and enables compatible commercial uses to be integrated, such that it would not undermine the function and viability of the Frankton commercial area.

5.20 Providing for commercial activities on this northern side of the highway, adjoining the recommended HDRZ, will also enable the co-location of compatible residential and commercial uses and may support a reduction in the need for future residents to travel by car or the need to cross the highway to access convenience goods (for example).

The 'Deferred Zone' option

- 5.21** The Panel questioned Mr Goldsmith²¹ about the potential of a deferred urban zoning for this land. I note that the opening legal submissions confirm that Council is not, in principle, opposed to a deferred or future urban zone.
- 5.22** Mr Goldsmith rejected this concept in his response because in his view there was no specific evidence before the Panel that there would be adverse effects from rezoning this land, such that it should be 'deferred'.
- 5.23** Irrespective of Mr Goldsmith's legal submissions, I consider that it would be inappropriate to apply a deferred urban zone over this land in the PDP. In my view such a zone is not supported by the necessary strategic framework to ensure it is clear in its purpose, scope and is sufficiently robust. I consider the inclusion of such a zone type would first require consideration to its strategic function within the zoning approach of the PDP.

Traffic

- 5.24** In terms of traffic effects, I have listened to and considered the evidence of the NZ Transport Agency (**Agency**), Ms Wendy Banks, and Mr Carr. I note that the Agency remains opposed to any commercial or industrial zoning on this side of the highway based on the potential traffic generation of these activities and its likely impact on the State Highway, and they consider that a residential zone will better support the efficiency of public transport. I am aware that a public transport hub is being investigated in Frankton, however I understand that the location is not confirmed. The Agency also confirmed this verbally at the hearing.
- 5.25** Whilst I accept that there are traffic constraints affecting this land, at this time I do not consider this should prevent its rezoning for commercial use. I take this approach having reflected on the

21 On behalf of 751/1270 177/1029 847 717 399.

comments of the Panel, noting that the predicted population and tourism growth (including the predicted intensification of the Queenstown Airport) is likely to have a considerable effect on the highway in this area, and also the evidence of the Agency which seeks to enable greater density to improve the viability and accessibility of public transport.

- 5.26** This land is within close proximity to public and active transport routes which is likely to only improve over time with a proposed new public transport hub in Frankton. Therefore, there are sufficient opportunities for both employees and customers to access this land by means other than a private vehicle. I consider that traffic demand management should also be a priority for its development, and that the means of assessing the effects of development on this land (and the parking rates or reductions to) may also be adequately provided for within a future transport chapter which is being shortly notified in Stage 2.
- 5.27** I now support the commercial (mixed use rezoning) of some of Frankton North in principle, provided the BMUZ provisions apply sufficient opportunity to enable the assessment of effects at the time of development.
- 5.28** The reduced extent (size/boundaries) of the zone that I have recommended is likely to have a practical effect on the reduction of vehicle movements and this reduced area has been considered in the reply of Ms W Banks. A possible further option has also been proposed to the Panel, by the submitters, to create a rule that limits the numbers of peak hour vehicle movements (submitters' proposed Rule 16.5.11.3). Ms W Banks supports this rule subject to amendments to the vehicle movements to reflect the reduced zone extent and achieve a greater level of service (**LOS**), as outlined in her reply evidence. In addition, Ms W Banks has also considered a possible alternative option that limits the gross floor area (**GFA**) of commercial and retail use. I consider that a cap on GFA goes some way to achieving a consistent outcome, and is likely to be easier to administer and enforce. Such an approach ensures certainty in built form as it relates to traffic effects, and this method would not

necessarily require input from a traffic engineer to (thus reducing costs for applicants). I discuss this rule in further detail within my recommendations on provisions below.

- 5.29** In terms of pedestrian connections across the highway, I understand that the Panel questioned Mr Glasner as to whether this was an element of the Housing Infrastructure Fund (**HIF**) process. In my view a safe pedestrian connection should be in place before the land is further intensified, and I can confirm that the provision of a cycle way/walkway and underpass has been included and costed in the HIF business case for 'Quail Rise South'. Regardless, if this land is rezoned, Council is willing to work with landowners to identify an appropriate solution to cross highway connections and funding mechanisms (such as through targeted development contributions).

Approach to activities sensitive to airport and road noise

- 5.30** As previously discussed, I recommend that ASAN, as defined in the PDP, should be prohibited within the OCB. This has also been agreed by the submitter, and a rule to this effect was included in the draft provisions provided after the hearing.²² This prohibited status would remain consistent with the framework that currently applies under Plan Change 35 and the Rural General zone (noting that the prohibited status has legal effect, but is yet to be made operative because the Environment Court has not issued a final decision on the plan change), and would apply the same 'grandfathering' approach to PC35, which has been applied to the Frankton LDRZ and 1 Hansen Road. Therefore, as discussed again below, I have recommended this prohibited status rule for ASAN remain within the recommended BMUZ chapter for this land.

- 5.31** It is worthwhile to bear in mind the different land use context of this land, compared to 1 Hansen Road which allows for 50 residential units within the OCB. As was discussed at the hearing, 1 Hansen Road was zoned LDRZ at the time of PC35, and therefore the notified LSCZ in the PDP reflected the 'grandfathering' of the development rights on this land. By comparison, the Frankton North land in

22 Warwick Goldsmith on behalf of submitters 751/1270, 177/1029, 847, 717 and 399.

question was zoned Rural General at the time of PC35, in which ASAN is prohibited.

- 5.32** In terms of road noise, my evidence in chief recommended a rule be incorporated within the recommended HDRZ (adjacent to Quail Rise) to require sound insulation and mechanical ventilation to be provided for 'Activities Sensitive to Road Noise' located within 80m of the State Highway (recommended Rule 9.5.11). The definition of 'Activities Sensitive to Road Noise' is the same as for ASAN, which I have recommended be prohibited in the OCB. Therefore, this same rule for road noise is largely irrelevant for the BMUZ, as ASAN (and therefore also Activities Sensitive to Road Noise') are prohibited in the OCB, and this accommodates the entire distance 80m from the highway at these properties. Therefore, I do not consider any provisions to manage road noise are needed in Chapter 16.

Recommended HDRZ

- 5.33** As previously discussed I maintain my views on the extent of the recommended HDRZ adjacent to Quail Rise. However, upon reflection of the rezoning approach and provisions applied to this area, I have identified that the setbacks to Ferry Hill Drive and the BRA, which were recommended in my EIC, would inappropriately constrain the use of a recently subdivided lot at 72 Jims Way (Lot 1 DP 497316) under RM160120). Specifically, my EIC recommended a 6m setback to Ferry Hill Drive, and a 50m BRA.
- 5.34** I now recommend an amendment to the BRA generally, so that it terminates in the location in which the current land form begins to rise in elevation approximately at LOT 1 DP 308784. Therefore, this BRA would no longer apply to 72 Jims Way (Lot 1 DP 497316) and I consider that the setbacks from the road boundary should remain as 2m (which applies to the HDRZ generally). I have therefore recommended this lot be excluded from the setback rule which applies to Ferry Hill Drive.
- 5.35** These changes are identified in **Appendix 3** and a s32AA analysis is contained within **Appendix 4**.

6. FRANKTON NORTH – PROVISIONS²³

General provisions

- 6.1** My EIC for this hearing stream outlined proposed changes to Chapter 9 and Chapter 27. My view is that the provisions I have recommended should be replicated in any zone type that the Panel may be of a mind to apply over this land. In my view provisions ensuring that safe pedestrian and cycle connections are provided to the southern side of the highway are essential before any land use consent is granted for significant land use intensification. This was the intention of my recommended Rule 9.4.4A that sought to require that any development in this location of four units or more be assessed as a Discretionary activity, as opposed to Restricted Discretionary (**RD**) under Rule 9.4.4.
- 6.2** At the hearing the Panel questioned, in relation to Rule 9.4.4A (Discretionary status for 4 units or more) whether this discretionary status should instead apply at subdivision stage, to enable the strategic chapters to be brought into consideration at the time of subdivision, as opposed to at the time of land use. At the hearing I indicated that I would agree with this approach. Upon further reflection, I note that all urban subdivision activities are RD in Chapter 27. Therefore, although I acknowledge the unique characteristics of this land, I do not believe they warrant a departure from this RD framework under Chapter 27, particularly for urban zoned land located within the UGB – however this is on the proviso that all other rules are adequate to manage the possible range of effects.
- 6.3** It is my understanding (contrary to my statement contained as 11.17(c) of my EIC), that the strategic provisions of the plan (Chapters 3 through Chapter 6) can be considered for RD activities, where they are relevant to the matters of discretion. Therefore, an alternative approach, which I would prefer for Chapter 27, is to ensure that the matters of discretion provide enough scope to consider

²³ W & M Grant (455), Hansen Family Partnership (751) FII Holdings (847) Peter and Margaret Arnott, Fernlea Trust (399) The Jandel Trust (717) and Universal Developments (177).

strategic matters, such as the below provisions of Chapter 3 that relate to pedestrian and cycle connections.

3.2.6.4 **Objective -** ~~Ensure planning and development maximises opportunities to create s~~Safe and healthy communities through good quality 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.

6.4 In my EIC I recommended some additions to the assessment matters for RD subdivision under Rule 27.9.3. Upon review of the matters of discretion for Chapter 27 (Rule 27.5.6) I believe they should be amended to include the following (and shown in the Revised Chapter 27 at **Appendix 3**):

- *For land fronting State Highway 6 between Hansen Road and Ferry Hill Drive:*
 - *safety and effective functioning of the State Highway network;*
 - *Integration with other access points through the zone to link up to Hansen Road, the Hawthorne Drive Roundabout and/or Ferry Hill Drive;*
 - *Integration with public transport networks*
 - *Integration with pedestrian and cycling networks, including to those across the State Highway*

6.5 I note that the above is consistent with the matters of discretion recommended for the adjoining HDRZ under Rule 9.4.4 (matters of discretion for 4 or more residential units).

6.6 I have also reconsidered the intent of Rule 9.4.4A in light of the recommended BMUZ and I now consider that this additional rule 9.4.4A is unnecessary (as shown in Revised Chapter 9 at **Appendix 3**). This is because the additions to the matters of discretion recommended to 9.4.4 for 'Frankton North' allow sufficient consideration to cross highway connections, and this RD status would be also consistent with the approach of the BMUZ Chapter 16, which makes all buildings RD activities.

NZTA submissions

- 6.7** In terms of the relief sought by NZTA on the provisions applying at Frankton North, I have reviewed Mr MacColl's summary of evidence and remaining items of contention. I understand the outstanding issues relate to:
- (a) the notification rules under Rule 8.6 should be amended so they are consistent with 9.6; and
 - (b) Policy 8.2.9.6 should include a note recording the requirement to consult with the Agency, as has been included in Policy 9.2.8.5.
- 6.8** I agree with NZTA regarding both of these provisions. However, the reason I did not make these changes to Chapter 8 is because, as according to my EIC and Rebuttal, Chapter 8 was no longer relevant to this land. As discussed above, any amendments to the provisions for Chapter 9 that I have recommended should be applied to any alternative zone that the Panel may be of a mind to apply over this land, and this would include the MDRZ.
- 6.9** I understand that Policy 8.2.9.6 would not be relevant to the MDRZ Chapter 8, if the land at Frankton North is not zoned as MDRZ. However the non-notification clauses at 8.6 remain applicable generally to the MDRZ, regardless of whether this land is included in the zone or not, as there are other areas of MDRZ that adjoin the state highway (such as at Park Street, Queenstown). Therefore I recommend that the wording of Rule 9.6 is also applied to Rule 8.6. (identified in **Appendix 3** to this reply).
- 6.10** Finally, I note that a rule was recommended within 9.5.13 that states "*there is no new vehicular access directly to the state highway network*". I consider this rule to be unnecessary as NZTA will be required to consider and approve any new access to the state highway under the Government Rooding Powers Act 1989.

Revised Frankton North Provisions – Chapter 16 Business Mixed Use²⁴

- 6.11** I also wish to provide general comments on the ‘*Revised Frankton North Provisions – Chapter 16 Business Mixed Use*’ submitted by Mr Goldsmith following the hearing on the 22 August 2017,²⁵ to assist the Panel in their deliberations. Whether such provisions apply to the BMUZ sought by the submitter, or another zone type, my recommendations on these provisions will remain relevant.
- 6.12** First I address the proposed framework for addressing traffic effects, which includes a structure plan that identifies a possible internal roading layout and proposed Rule 16.5.11.3 (ii) and (iii) to limit vehicle movements to a total of 1,430 movements (two-way) in the evening weekday peak hour; and 55 movements (two way) per ha of land.
- 6.13** I agree with and support including in a structure plan the location of properties required to be serviced by a future internal road network via proposed Rule 16.5.11.6. However, I have a number of reservations about the structure plan provided by the submitters in Appendix C to their Memorandum.
- 6.14** Structure Plans are typically used in the PDP to enable a controlled activity status for subdivision under Chapter 27 (via Rule 27.7.1), and this is the approach advanced by the submitter in their proposed Rule 27.7.13. I note that new Structure Plans have been recommended to be included in the PDP in the Reply for Stream 12 to apply to Orchard Road and West Meadows Drive,²⁶ Wanaka; and subdivision in these areas in compliance with the structure plan is also identified as a controlled activity. However, for this particular location, given the range of constraints, potential effects and fragmented ownership, I consider that a controlled activity status would be inappropriate. The structure plan is useful in identifying the internal road network, however it does not address other site specific constraints such as

24 As provided in the Memorandum of Counsel for Hansen Family Partnership (#751) FII Holdings (#847) Peter and Margaret Arnott, Fernlea Trust (#399) The Jandel Trust (#717) Universal Developments (#177) dated 22 August 2017

25 On behalf of Hansen Family Partnership (751), FII Holdings (847), Peter and Margaret Arnott, Fernlea Trust (399), the Jandel Trust (717) and Universal Developments (177).

26 Reply Evidence of Mr Barr for Hearing Stream 12, Appendices Part 1.

safe pedestrian connections, and integration with existing access points. Therefore, while I am not opposed to the structure plan approach, I consider that the activity status for subdivision should remain as an RD activity under Chapter 27 to enable Council the ability to decline consent and avoid the risk of poor design outcomes.

6.15 In terms of the content of this structure plan, to be of greater value it could identify the recommended 20m BRA²⁷ as an 'amenity corridor' (or similar), with outcomes identified within objectives and policies of Chapter 27 for its possible function to provide quality urban design, pedestrian/cycle routes, landscaping and/or other infrastructure. Akin to the afore-mentioned recommended Orchard Road Structure Plan, in my view it would be appropriate to:

- (a) enable variances to the structure plan roading layout when consistency with the QLDC Subdivision Design Guidelines is achieved and the level of anticipated demand is provided for; and
- (b) enable variances to the 'amenity corridor' when the variance will achieve a higher standard of urban design than would otherwise be achieved such as reducing the visual impact of on-site parking or integrating with adjoining developments;
- (c) require the amenity corridor to provide a public walking/cycling link that integrates with the adjoining HDRZ; and
- (d) discourage fragmentation of the amenity corridor to assist with avoiding a piecemeal approach to its development and ongoing maintenance.

6.16 Regarding the location of the internal road network shown, this appears to be largely aligned under the transmission corridor. Whilst this may be possible, I note that no consultation has occurred with Transpower, and also that this land also rises in elevation and may be less practical (and costlier) for road construction. I understand that a Rule 16.5.11.6 (b) has been proposed to enable the specific location to vary by up to 50m. I consider that this has merit but could be worded differently so that more than 50m variation could be achieved,

27 The recommended 20m is a departure from my s42A report/evidence that stated 50m.

if necessary. The key consideration is that access is provided between the properties identified on the structure plan, and not specifically where this goes. I would recommend the wording of the submitters' proposed Rule 16.5.11.6 is included in my recommended 16.5.11 (as shown in the Revised Chapter 16 at **Appendix 3**) and is worded more broadly to state:

An internal road access is provided connecting those properties identified on the Frankton North Structure Plan in Chapter 27.

6.17 I also note that the location shown does not provide access through the following properties:

- (a) Arnott's (submission 399) (SECS 128-129 BLK I SHOTOVER SD); and
- (b) Universal Developments Limited (LOT 2 DP 497316).

6.18 While I understand the rationale for this discussed at paragraph 10 of the Memorandum, it is possible that the future subdivision of any of these land parcels could render them land locked and not subject to the structure plan provisions. As a minimum I would recommend that the roading network on the structure plan is shown through Section 129 Block I Shotover SD (the Arnott property). I have indicated this on my recommended rezoning map and structure plan in **Appendix 5**.

6.19 Regarding the submitters' proposed Rule 16.5.11.3(i), as I have stated for the adjoining HDRZ, I consider this rule to be unnecessary as the Agency will be required to consider and approve any new access to the state highway under the Government Roding Powers Act 1989.

6.20 Regarding the submitters' proposed Rules 16.5.11.3(ii) to (iv), I echo the concerns expressed by the Agency that practically this rule may be difficult to administer and would be burdensome on the Council to monitor and enforce. In my view these proposed rules present an inefficient method to address the issue of managing the number of vehicle movements to and from the State Highway. The

determination of this as a threshold of effects also assumes the road network remaining in its current state, which is not realistic. I would prefer therefore that the scale of development that is enabled through this zone, is appropriate with regard to the possible traffic effects that may generate through the zone, and provisions which apply to it.

6.21 I take this approach on consideration of the comments of the Panel, noting that the predicted population and tourism growth is likely to have a considerable effect on the highway generally, and also the evidence of the Agency, which seeks to enable greater density to improve the viability and accessibility of public transport. This land is within close proximity to public and active transport routes that is likely to only improve over time with a proposed new public transport hub in Frankton. Therefore, I consider that traffic demand management should be a priority for its development. In my view this can be better achieved by introducing a rule to the BMUZ Chapter that limits the gross floor area (**GFA**) of development within the Frankton North pocket of the zone, which would serve to limit the resultant vehicle movements.

6.22 Ms W Banks has considered both the approach of limiting vehicle movements (as proposed by the submitter); in addition to an alternative method of restricting the GFA of commercial and retail uses. Ms W Banks discusses that if a rule is applied to limit vehicle movements, then this should be based on 1,259 vehicle (two way) movements in the peak hour spread across the entire 4.387ha of BMUZ which reflects the reduced extent of the zone and also achieving a 'Level of Service C'. Alternatively, Ms W Banks states that if a maximum GFA rule is applied then this should be based on either of the below thresholds:

- (a) Maximum of 44,751 m² GFA for office activities
- (b) Maximum of 3,315m² GFA for retail activities

Alternatively:

- (c) Maximum of 20,250m² GFA for office activities
- (d) Maximum of 6,000m² GFA for retail activities

- 6.23** If the Panel is of a mind to accept a rule (either maximum vehicle movements or maximum GFA) to manage traffic effects, this rule should be introduced to my recommended 16.5.11 and should replace the submitters' proposed Rules 16.5.11.3(ii) to (iv). This will also remove the necessity for the Research Report²⁸ to be incorporated by reference, or worked into the rule as suggested as an alternative option proposed by Mr Ferguson and provided in Appendix A and B to the Memorandum.²⁹
- 6.24** No s32 analysis been undertaken to justify the Research Report's inclusion in the provisions. I also do not support the inclusion of these traffic generation tables in a zone chapter, from a plan usability perspective. While I understand the reasoning for specifying trip generation rates, as it would enable consistent application of proposed Rule 16.5.11.3 over time; I consider this approach would not support an accurate assessment of effects. If this document is superseded as a result of updated or more recent information, then I consider it would be inappropriate for the plan to continue to apply out of date information.
- 6.25** In my view it is unclear how the submitters' proposed Rule 16.5.11.3(v) can be effectively implemented as it proposes an immeasurable (and consequently uncertain) consent trigger. On this basis I do not support its inclusion in the BMUZ Chapter.
- 6.26** With regard to the remaining provisions proposed by the NZTA, I have the following comments:
- (a) Objective 16.2.3 – I support the inclusion of this objective in Chapter 16. However, in my view the reverse sensitivity elements of this objective for noise should be separated into a new objective and policy (as shown in Revised Chapter 16 16.2.4 at **Appendix 3**);

28 Douglass, M and S Abley (2011) "Trips and parking related to landuse. NZ Transport Agency Research Report 453" referenced in Appendix A of Mr Goldsmith's evidence.

29 Memorandum of Counsel for Hansen Family Partnership (#751) FII Holdings (#847) Peter and Margaret Arnott, Fernlea Trust (#399) The Jandel Trust (#717) Universal Developments (#177) dated 22 August 2017, at Appendix 1.

- (b) Policy 16.2.3.1 - I support the inclusion of this policy in Chapter 16 (as shown as in Revised Chapter);
- (c) Policy 16.2.3.2 – I support the inclusion of this policy in Chapter 16, however consider that it should state “*provide or retain a planting buffer...*” as was recommended in my EIC³⁰ within Chapter 9 (HDRZ). This is shown in Revised Chapter 16;
- (d) Policies 16.2.3.3 to 16.2.3.5 – I support the inclusion of these policies in Chapter 16. These are shown in Revised Chapter 16;
- (e) Policy 16.2.3.6 – should be retained. However, I disagree with the words “*...and enables full development of the zone*” and therefore have deleted them from the policy as shown in Revised Chapter 16. This is not a matter relevant to the achievement of the objective to achieve a high quality environment. I also have concerns that this wording may provide the scope for an applicant to argue that the need to provide the internal road network does not enable full development of the zone and so transport outcomes may be compromised. It also would be contrary to the recommended inclusion of a GFA limit, discussed above;
- (f) Policy 16.2.3.7 – As discussed under para 5.32, I do not consider that any provisions are necessary to manage road noise within the extent of the zone I have recommended, as ASAN are prohibited within the OCB. Therefore, I have not included this policy in the Revised Chapter;
- (g) Policy 16.2.3.8 - I support the inclusion of provisions to this effect in Chapter 16. This is shown in at 16.4.2.1 of Revised Chapter 16;
- (h) Rule 16.4.17 identifies a prohibited activity status for ASAN within the OCB. I support the inclusion of a rule to this effect in Chapter 16. This is shown in Revised Chapter 16;
- (i) Rule 16.4.18 – I do not support this rule as it requires compliance with another rule as a matter of discretion, and it is not clear what the activity status would be in the event of a breach. I have not included this rule in the Revised Chapter;

30 Section 42A Report / Statement Of Evidence Of Kimberley Banks On Behalf Of Queenstown Lakes District Council Group 1B Queenstown Urban – Frankton And South 25 May 2017, at paragraph 11.17

- (j) Rule 16.5.8.3 (maximum building height) – it is not clear if the activity status in the right column is meant as a ‘non compliance status’ or an ‘activity status’. If the Panel is of the mind to enable development north of the National Grid, I see no reason that this should be limited to 5.5m as opposed to the 8m height limit enabled on, for example, the Queenstown Hill LDRZ. I agree with the maximum height limit of 12m for the zone extent, which I have recommended, with a non-compliance status for any height over 12m (noting this would be a different approach to the rest of Queenstown in Chapter 16 and so would require a bespoke rule for Building Height at Frankton). This is shown in Revised Chapter 16;
- (k) 16.5.8.3 (matters of discretion) – I consider these should include some matters detailed within the reply³¹ Chapter 9 (9.5.1) and that would also be required for the adjoining HDRZ, which is shown in Revised Chapter 16, including:
 - (i) “integration of landscaping”
 - (ii) “how the development addresses its context and contributes positively to character and amenity”;
 - and
 - (iii) “environmental performance”;
- (l) I also agree with and support the inclusion of “*the treatment of the interface with the rural zone*” in Rule 16.4.2 assessment matters related to buildings) in Revised Chapter 16;
- (m) 16.5.11.1 (Assessment matters) – in my view these additional matters should sit within the activity table (rather than the standards table) and within Rule 16.4.2 which applies to buildings generally in the BMUZ. This is shown in Revised Chapter 16 with some amendments from the submitter's proposed assessment matters for consistency with the matters of discretion under 9.5.1 for the adjoining HDRZ;
- (n) 16.5.11.4 (Landscaping) – in my view the landscaping requirement should be incorporated into to the provisions applying to the structure plan in the Subdivision and

31 Reply of Ms Banks for Chapter 9 HDRZ in Hearing Stream 6 dated 11 November 2016.

Development Chapter (27). Rather than allowing the landscaping within the BRA to be in fragmented ownership, a more appropriate outcome would be for it to remain in single ownership, and thereby implemented and maintained by one landowner. This approach will avoid a piecemeal approach to implementing and maintaining the landscaping.

- (o) 16.5.11.5 (boundary setback) – I agree that it would be appropriate to restrict development within 20m of the State Highway. However, consistent with the proposed method for the adjoining HDRZ, in my view applying a BRA depicted on planning maps, and a corresponding rule in the BMUZ, would be a more effective and transparent method. I note that the submitters' proposed non-compliance status for the 'boundary setback' is RD (their Rule 16.5.11.5) as opposed to the Non-complying status associated with non-compliance with a BRA (Rule 9.4.2 and recommended Rule 16.4.1A). Therefore I recommend that the BRA rule is not included as a boundary setback; and
- (p) 16.5.11.6 and 16.7(structure plan) – as mentioned earlier in this evidence, following the conventions used for other structure plans introduced to the various PDP chapters, it is more appropriate for the structure plan to sit within the Subdivision and Development Chapter (27). This is shown in Revised Chapter 27 at **Appendix 3**.

Industrial Activities

- 6.27** The BMUZ generally discourages industrial activities, making these either NC or PR in the activity table with the exception of 'Warehousing, Storage & Lock-up Facilities (including vehicle storage) and Trade Suppliers' which are identified as RD under Rule 16.4.6. As I consider that the development of this BMUZ should provide a high quality environment, recognising its prominent location, and I have recommended provisions to this effect in Chapter 16 and 27, an additional amendment that I would recommend for this zone, is to identify that 'Warehousing, Storage & Lock-up Facilities (including vehicle storage) and Trade Suppliers' as 'non complying' in the zone

at Frankton North. This is shown in Revised Chapter 16 (Rule 16.4.6) at **Appendix 3**.

7. BOYES CRESCENT – QLDC (790)

7.1 As I have discussed above, this submission has now been withdrawn by QLDC and is not subject to decisions of the Panel. This is the submission that I recommended be rezoned from Rural to LDRZ in my EIC, and that was opposed by QAC (FS1340). This withdrawal therefore addresses QAC's concerns.

8. MIDDLETON FAMILY TRUST (338)

The NPS-UDC and Council's DCM evidence

8.1 In terms of the submitter's comments regarding Council's DCM evidence and the legal submissions of Ms Macdonald, which question a potential inconsistency with Council's consideration of the Ladies Mile SHA due to concerns expressed over landbanking, I have discussed these matters within section 3 and I do not revisit this here. The Council's DCM evidence identifies that there is sufficient feasible capacity to meet dwelling demand in the short, medium and long term to give effect to PA1 and PC1 of the NPS-UDC in particular, and PC2 as well.

8.2 The legal submissions of Ms Macdonald discuss that the rezoning of this land would be consistent with the NPS-UDC, in that the Council can choose to provide capacity on greenfield land outside the confines of the current urban environment. I agree with this statement, and the NPS certainly requires consideration of new areas of greenfield land, in addition to infill opportunities, in meeting the objectives and policies to provide sufficient dwelling capacity (PA1) and provide for housing choices (OA2). If greenfield land is rezoned for urban development then depending on its location, this may then be absorbed into a newly defined 'urban environment'. However, as I have already stated, the Council's DCM evidence indicates there is sufficient development capacity within the Queenstown urban environment, and within the District as a whole. Therefore, the NPS

as it applies to this land cannot be elevated above other considerations. Nor is this the intention of the NPS-UDC, even if Queenstown were in an alternative scenario of having insufficient capacity. This is also addressed in the Legal Reply.

- 8.3** The NPS, in providing for sufficient housing capacity, still requires consideration of the creation of effective and efficient urban environments to provide for social, economic and cultural wellbeing (OA1). Furthermore, PA3 specifically lists a number of factors that must be considered in making decisions about the *way and the rate* that capacity is provided.
- 8.4** The submitter appears to be implying that capacity should be provided where a landowner has suggested it. This in my view is grossly oversimplifying the means of *giving effect to* the NPS.
- 8.5** I separate my remaining reply comments on this submission in terms of land within and outside the ONL.

Recommendations for the rezoning of land *within* the ONL

- 8.6** The Middleton submission seeks LDRZ within the ONL surrounding Lake Johnson. The submitter has not provided any landscape evidence to support this rezoning. I rely on the landscape evidence of Dr Read and Stephen Skelton (the latter, for the further submitter) who agree that development to the intensity of the LDRZ would have significant adverse effects on the landscape. I therefore maintain my view expressed in my evidence in chief and rebuttal and recommend that this component of the submission within the ONL be rejected.
- 8.7** The submitter did not file any detailed landscape analysis in response to Dr Read's opposition to rezoning this ONL to LDRZ, and the only evidence before the Panel is that the expansion of development into this ONL will have significant adverse effects on landscape character.
- 8.8** The Panel questioned both myself and Mr Geddes as to whether there may be other suitable locations in the Basin, that are outside the ONL and which may otherwise be appropriate for urban

development. Mr Geddes did not provide specific examples of locations, and nor do I intend to go through a detailed analysis of this, other than to note that there are other locations within the RLC that are also in close proximity to the existing urban environment, which could provide for future urban growth.

Recommendations for the rezoning of land *outside* the ONL

- 8.9** The submission (as it relates to land outside the ONL) seeks a combination of LDRZ zoning on the elevated river terraces, and Rural Residential zoning on the lower land adjacent to the Shotover River corridor. Ms Macdonald has questioned the approach of myself and Dr Read in analysing this component of the submission; and has stated that the lack of identification of landscape issue in my s42A report, and through Dr Read not considering this part of the submission, led to the submitter not seeking landscape evidence.
- 8.10** The Council's response to Ms Macdonald's submission has been responded to in the Legal Reply. I note also that Mr Skelton for Oasis in the Basin (FS1289) did not provide landscape evidence for this component of the submission, and Oasis in the Basin does not object to any scale of development below the ONL. Dr Read maintains that the land can absorb some development but she does not support the LDRZ. As such, my recommendation remains that this land is not appropriate for development to the intensity of the LDRZ.
- 8.11** Nonetheless, I have reconsidered my position on this submission and reflected on the evidence of Dr Read. I consider that development to the density of the RL zoning is appropriate for this land. A RL zoning enables the location of building platforms to be established and an assessment of landscape and amenity effects to be considered at this time. I consider this zone type to be an appropriate density in this location (resulting in approximately 18 units based on 18ha of land) and this would still provide adequate housing opportunities through the provision for residential flats.
- 8.12** I have undertaken a s32AA analysis for this change within **Appendix 4**.

The proposed 'Tuckers Beach Walking Trail'

8.13 As a means of advancing the proposed rezoning, the submitter has proposed a walking trail link from Hansen Road, through the subject land to Tucker Beach. I have listened to the evidence presented by Mr Goldsmith for Oasis in the Basin, and agree that the current land ownership arrangement, which is split between the Middleto'ns and the Hansen's land, would be unlikely to realise this trail link, where either party's land is not receiving the benefit of the rezoning – i.e. unless both the Hansen's and the Middleton's land is to benefit from the rezoning, then the walking trail link may not be feasible. I note that land below the ONL is entirely owned by the Middleton's.

8.14 I attach a memorandum as **Appendix 5** that has been provided by Council's parks and reserves team, who have indicated a desire for further trails to be provided in this location, both in the north-south direction, and also running at the base of Queenstown Hill alongside the Shotover River corridor, and potentially through to Gorge Road. This memorandum identifies that the north-south trail link proposed by the submitter is preferable to that which could be achieved via Hansen Road, as it would provide a route with higher amenity and gentle gradient.

8.15 Therefore, for any component of rezoning which the Panel may be of a mind to accept under this submission, I recommend that trail links should be more explicitly provided for within the subdivision chapter, through the following amendment to matters of discretion listed for Rule 27.5.7:

Open space and recreation including trail corridors for walking and/or cycling;

8.16 I consider that this addition is necessary because the reference to 'open space and recreation', while potentially relevant to trails, is not obvious.

- 8.17 I also consider that an amendment should be made to the assessment matters for restricted discretionary subdivision, as detailed within Rule 27.9.3 to state:

the extent to which the subdivision provides opportunities to establish new trail links of benefit to the community, including within the Tucker Beach [XX] zone a trail linking Hansen Road through to Tucker Beach, and/or from the north of Hansen Road to the base of Queenstown Hill.

9. **KELVIN HEIGHTS SITES SUBJECT TO NATURAL HAZARDS³²**

- 9.1 In my Supplementary Rebuttal Evidence, I recommended that the Panel reject a number of submissions on the basis that the significance of the level of risk from natural hazards had not been adequately addressed. I have listened to the presentation of evidence and the Panel's questioning of the witnesses for these submitters and have reconsidered my recommendations. I address the relevant rezoning sites separately below.

LINZ (661) and Winton Partners (533)

- 9.2 Mr Bryant for the submitter has provided geotechnical evidence for this site, and concludes that the land is suitable for development subject to the establishment of mitigation measures to address the risk of rock fall and debris flow. In his summary of evidence at paragraph 18, he states that *"for the landslide to be a threat it would have to move some 25m across Peninsula Road to reach the property boundary and about another 15-20m to reach the lots boundary. Such mobility does not seem plausible given that very old, pre-existing landslides are considered to be resilient to all but major earthquakes"*. Mr Watts for the Council considered that further modelling of the landslide hazard and its stability should be undertaken before development is approved on the site.³³

³² LINZ (661), Winton Partners (533), F&S Mee Developments Limited (429) and Kerr Ritchie (48).

³³ Rebuttal Evidence of Charlie Watts on behalf of Queenstown Lakes District Council Geotechnical Engineering at paragraph 8.4.

9.3 Upon reflection of this site, its characteristics, and the expert evidence of Mr Bryant and Mr Watts, I accept that the site may be able to absorb some level of urban development, provided the provisions of the PDP provide adequate assurance that the natural hazard risks applicable to the site can be identified, assessed and appropriately avoided or mitigated. I note that the recent amendments to the RMA elevate natural hazards to a s6 matter, and s106 also provides the Council with the ability to decline subdivision consent if there is a significant risk of natural hazards. Section 106 was also amended to broaden the scope of natural hazards which can be considered to all those defined under s2 of the Act. Whilst these changes to the RMA provide some level of assurance, I understand they are not to be considered in the making of decisions on this stage of the plan review, and I also consider that it would be more appropriate for the provisions of the PDP to be transparent and directive in identifying firstly, that a potential natural hazard risk exists, and secondly, that it must be adequately assessed before development is enabled on the site.

9.4 I therefore recommend the inclusion of an overlay around this site in the PDP, similar to that which applies to the Middleton property at Queenstown Heights (refer reply of Ms Devlin for group 1C). In my view this overlay should be identified on the planning maps as a 'Hazard Investigation Overlay' and have the effect that all land uses and/or subdivision on the site are restricted discretionary activities (as a minimum) and require resource consent, with 'natural hazards' identified as a matter of discretion. This change is shown in the Revised Chapter 7 at **Appendix 3**. This should require the provisions of Chapter 28 (Natural Hazards) to be considered, and for the natural hazards requirements of s 6 to be given effect to. I consider this overlay approach is appropriate for this site as it is smaller in size and could be potentially compromised by the occurrence of what would otherwise be permitted development which would not provide an opportunity to consider natural hazards. In addition, the site is more difficult to reconfigure land use and buildings within it, by virtue of its narrow shape and topography.

- 9.5** In terms of the intensity of development that could be enabled on the site under a rezoning, I have considered the evidence of Mr Bryant (Geotech), Mr Baxter (Landscape) and Mr Edgar (Planning), all for the submitter. I note that Mr Baxter maintains that the site acts as a 'gateway' to Kelvin Heights and that the southern escarpment of the property adjoining the State Highway, and also at the Peninsula Road/SH6 intersection, should be protected as green space. At the Peninsula Road frontage, Mr Bryant has also recommended a 2m high protection bund for the mitigation of hazards. Upon consideration of my rebuttal evidence, Mr Edgar discusses that a structure plan may not be necessary for this land (as was initially proposed by the submitter) and that a higher density zone than LDRZ may also be appropriate.
- 9.6** Considering this together, contrary to the comments made in my evidence in chief, I recommend that the land be rezoned to LDRZ, with a 'Hazards Investigation Overlay' that I have discussed above applied over the zoning. I recommend the LDRZ because I consider the lower density of this zone will better enable designing for natural hazards and any necessary mitigation structures, and will also enable the retention of greenspace to soften views from SH6 and Peninsula Road and help preserve the natural character of the river and its margins as is required by s6(a) of the RMA. The LDRZ will also resolve my concerns expressed in my evidence in chief and rebuttal that higher densities (such as HDRZ) may not be realistically achievable on the site.
- 9.7** The LDRZ can still potentially enable a density of 1 unit per 300m² (under Rule 7.4.9), however with lower building heights than the HDRZ for example. The summary of evidence of Mr Edgar at paragraph 1.19³⁴ considers that a structure plan may not be necessary under a less intensive LDRZ, and I agree with this statement. A structure plan is less critical without the HDRZ being applied as achieving a carefully designed integrated development concept, and the layout of lots can be considered at subdivision stage, and an assessment of the constraints of this site undertaken at this time. I also do not consider that specific objectives and policies

34 Summary of Evidence of Mr Scott Edgar on behalf of Land Information New Zealand (661) dated 24 August 2017.

are necessary within Chapter 27 (as were sought in the submission) as an application for subdivision consent will involve consideration of the matters of discretion listed under Rule 27.5.6 and the assessment matters under 27.9.3 which include landscaping, and provision for open space and recreation.

- 9.8** I have drafted a recommended framework for the recommended LDRZ and the 'Hazard Investigation Overlay' within **Appendix 3**. I consider that this relief is within the scope of the submission sought by Winton Partners (533) which sought any alternative zoning for this land which would achieve its appropriate use and development. This will also enable a consistent framework to that which has been applied for the LDRZ at Queenstown Heights.

Kerr Ritchie (48)

- 9.9** Although I have reconsidered the appropriateness of accepting the rezoning sought by LINZ (661) and Winton Partners (533) discussed above, I maintain my view that the properties sought to be rezoned under submission 48 should remain Rural. For completeness I explain my reasoning for this.

- 9.10** I consider that the context of these properties is comparatively different to that of the LINZ site, as they are on the southern side of Peninsula Road and the upper side of the hillslope, on land in which the landslide hazard is mapped. The evidence of Mr Bryant (Geotechnical) does not make the same assurances about a reduced threat of the landslide on these properties; other than concluding that during severe earthquake shaking the threat is likely to be minor compared to the threat of structural damage to any building. Due to the smaller scale of these allotments and the fact that they are already partly developed, it is uncertain as to whether any additional development could realistically occur on these sites. Mr Watts for the Council considered that further modelling of the landslide hazard and its stability should be undertaken before a decision on the suitability of development on the site can be made.³⁵

35 Rebuttal Evidence of Charlie Watts on behalf of Queenstown Lakes District Council Geotechnical Engineering, at paragraph 3.3.

- 9.11** Additionally, as discussed in my evidence in chief, I maintain that the current extent of the LDRZ provides an appropriate boundary in this location and that to extend this further into these two allotments may result in cumulative effects such that the remainder of this eastern end of Peninsula Hill may be subject to development creep over time. This would also appear as a spot zone which in my view would be contrary to a logical and appropriate approach to the zoning of land. There is also no certainty that the zoned LDRZ land bordering these properties will be developed and to what intensity; particularly where they will also require consideration of similar hazard constraints.
- 9.12** Therefore, my recommendation for these sites to remain Rural remains.
- 9.13** Mr Vivian in his summary of evidence presented at the hearing proposed an alternative zoning option of Large Lot Residential (**LLR**) with a minimum lot size of 1000m² for this location.³⁶ This LLR zone type does not currently exist in Queenstown. I consider it would be inappropriate to apply a new zone type to this land which would not align with the density anticipated in this zone as provided for in Wanaka. There is a risk of this LLR being compromised by a potential function as a default zone with bespoke densities applied to various different areas. As expressed in my evidence in chief and rebuttal, there remain opportunities to undertake further development on this land under the Rural zone.

36 Summary Evidence of Mr Edgar dated 24 August 2017.

F S Mee Developments Co Ltd (429)

- 9.14** Submission 429 sought the rezoning of land on the southern side of Peninsula Road from LDRZ to HDRZ, as set out in the diagram above. I recommended that the Panel reject this submission in my evidence in chief and rebuttal evidence based on natural hazards. The submitter sought leave from the Panel to file late evidence³⁷ and this was filed on 14 August 2017, including a brief statement of evidence by Mr Bryant (Geotechnical) to address natural hazards.
- 9.15** I note that on 20 September 2017, the Panel issued a decision refusing the submitter's request for leave to amend its submission or lodge a late submission. Paragraph 23 of the Panel's decision states that the submission to be reported on and decided by the Council is that as lodged in October 2015. My recommendations accordingly are on the submission as lodged in October 2015.
- 9.16** I have reviewed the statement of evidence of Mr Bryant, who discusses that there is no evidence of landslide hazard affecting the site. In terms of rockfall risk, Mr Bryant acknowledges that this is a risk for the site and that the rock cliffs overlooking the site are a potential source area. However, he concludes that *“there appears to be negligible risk from rockfall to the proposed High Density Residential Zone. The new access road will provide further protection and it would be feasible to augment that with a bund if necessary”*.
- 9.17** I accept that this land may accommodate development subject to a more detailed analysis of hazards and the establishment of mitigation measures as appropriate. However, I consider that the operative LDRZ is appropriate and that there remains uncertainty as to whether the land identified could be developed to the intensity of the HDRZ such that it may set an inappropriate expectation of development rights under such a zoning. Whereas the LDRZ, recognising the larger size of the land parcel and single ownership, provides greater opportunity for designing for natural hazards and any necessary mitigation structures to reduce the risk to people and property. The LDRZ can still potentially enable a density of 1 unit per 300m² as a

37 Minute concerning request to file late evidence dated 6 August 2017.

restricted discretionary activity, with natural hazards identified as a matter of discretion.

9.18 For this reason, I maintain my view as set out in my evidence in chief and rebuttal that the requested rezoning of LDRZ to HDRZ be rejected.

A handwritten signature in black ink, appearing to be 'Kim Banks', written in a cursive style.

Kim Banks

6 October 2017

**APPENDIX 1 – UPDATED TABLE OF RECOMMENDATIONS TO GROUP 1B
SUBMISSIONS**

Appendix 1 to the Section 42A Report - Queenstown Mapping - Strategic

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
635.86		Aurora Energy Limited	Part Seven - Maps	Not Stated	Insert Critical Electricity Line's onto the District Plan Planning Maps Provide Appropriate recognition and protection of the electricity distribution network in the District by identifying Aurora's sub-transmission network and Critical Electricity Lines and substations on the Proposed District Plan maps. Such notations will have the effect of advising all interested parties in the District of development constraints in close proximity to CEL's and zone substations. (See Annexure Two of submission for plans showing the location of the Critical Electricity Lines)	Accept in part	addressed in Chapter 30 Stream 5. Recommended accept in part the new definition and requires update to the maps.	All	Other
635.86	FS1301.20	Transpower New Zealand Limited (Transpower)	Part Seven - Maps	Not Stated	Neutral, but oppose terminology - Allow, but delete the term in the legend „subtransmission lines? and instead refer to the lines as „electricity distribution line corridor'	Accept in part	addressed in Chapter 30 Stream 5. Recommended accept in part the new definition and requires update to the maps.	All	Other
639.2		NZ Transport Agency	Map 31 - Lower Shotover	Other	Neutral Amend the map to include the correct annotation; or delete the unlabelled designation from Map 31		To be addressed via Clause 16	31	Other
719.164		NZ Transport Agency	Part Seven - Maps	Other	Neutral Insert appropriate references to enable specific designations to be identified.		To be addressed via Caluse 16	All	Other
805.102		Transpower New Zealand Limited	Legend and User Information	Other	Support with amendments. Amend: Legend: • National Grid support structures Transpower-Pylons • National Grid transmission line Corridor • Transpower AC Substation Insert the missing Transpower support structures and National Grid transmission line on planning map 31	Accept	see ROR chapter 30 for definitions of support structures	All	Other
238.49		NZIA Southern and Architecture + Women Southern		Support	Requests addition of cycle ways to maps.	Reject		34	Urban - General
238.49	1242.77	Antony & Ruth Stokes	7.2.7 Objective 7	Oppose	The submitter seeks submission be disallowed as it relates to the expansion of the Business Mixed Use Zone (submission point 238.93) with the High Density Residential Zone on the northern side of Henry Street being retained.	Accept	also maps 32, 35, 36, 37	34	Urban - General
238.49	FS1107.54	Man Street Properties Ltd		Oppose	The Submitter opposes this submission. Submission 238 will not promote or give effect to Part 2 of the Act. The matters raised in the submission do not meet section 32 of the Act, and are not the most appropriate method for achieving the objectives of the Proposed District Plan having regard to its efficiency and effectiveness, and taking into account the costs and benefits.	Accept	also maps 32, 35, 36, 37	34	Urban - General
238.49	FS1226.54	Ngai Tahu Property Limited & Ngai Tahu Justice Holdings Limited		Oppose	The submitter opposes this submission . Alerts that the submission and matters sought in it will therefore not promote or give effect to Part 2 of the Act. States that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives of the Proposed District Plan having regard to its efficiency and effectiveness, and taking into account the costs and benefits.	Accept	also maps 32, 35, 36, 37	34	Urban - General
238.49	FS1234.54	Shotover Memorial Properties Limited & Horne Water Holdings Limited		Oppose	States that submission 238 will not promote or give effect to Part 2 of the Act. Agrees that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives.	Accept	also maps 32, 35, 36, 37	34	Urban - General
238.49	FS1239.54	Skyline Enterprises Limited & O'Connells Pavillion Limited		Oppose	Agrees that submission 238 will not promote or give effect to Part 2 of the Act. States that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives.	Accept	also maps 32, 35, 36, 37	34	Urban - General
238.49	FS1241.54	Skyline Enterprises Limited & Accommodation and Booking Agents		Oppose	Agrees that submission 238 will not promote or give effect to Part 2 of the Act. States that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives.	Accept	also maps 32, 35, 36, 37	34	Urban - General
238.49	FS1248.54	Trojan Holdings Limited & Beach Street Holdings Limited		Oppose	The submitter opposes this submission . Alerts that the submission and matters sought in it will therefore not promote or give effect to Part 2 of the Act. States that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives of the Proposed District Plan having regard to its efficiency and effectiveness, and taking into account the costs and benefits.	Accept	also maps 32, 35, 36, 37	34	Urban - General
238.49	FS1249.54	Tweed Development Limited		Oppose	The submitter opposes this submission . Alerts that the submission and matters sought in it will therefore not promote or give effect to Part 2 of the Act. States that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives of the Proposed District Plan having regard to its efficiency and effectiveness, and taking into account the costs and benefits.	Accept	also maps 32, 35, 36, 37	34	Urban - General
383.119		Queenstown Lakes District Council	Map 34 - Fernhill and Sunshine Bay	Other	Amend maps 34, 35 and 36 to show heritage items at all scales.	Accept	The official printed maps are at a range of scales. At its widest scale some of the features will not be visible.	34	Urban - General
445.1		Helwick Street Limited		Support	That the medium density zones be enacted. That the medium density areas immediately bordering both Wanaka and Queenstown business districts be deemed transitional zones to allow some small scale and appropriate commercial activity.	Accept	all maps with medium density	all	Urban - General
506.8		Friends of the Wakatiou Gardens and Reserves Incorporated		Not Stated	Ensure that in the Residential chapters that densification does not reduce the existing public open spaces, reserves and gardens. Densification development should be done on the basis that additional public open spaces, reserves and public gardens are provided.	Accept in part	Addressed in Stream 6, for Chapter 8 (Medium Density Residential) and Chapter 9 (High Density Residential)	35	Urban - General
506.8	FS1063.17	Peter Fleming and Others	Addressed in Hearing Stream 6 (Chaoter 8 - Medium Density Residential)	Support	We support all of their submission. QLDC have provided little or no relevant section 32 reports that is it is lacking in section 32 reports that are of any use. It is unacceptable that submissions on A4 paper all stacked on top of one another would be over 1 metre height and that they can be cross referenced by us mere mortals in 3 weeks. They are closed off less than a week before Christmas New Year which is stupid. We wish to comment further on this at Hearings. We wish to pbject to all submissions that in fact amount to private plan changes. They are undemocratic and most likely illegal. The maps are unreadable.	Reject	Addressed in Stream 6, for Chapter 8 (Medium Density Residential) and Chapter 9 (High Density Residential)	35	Urban - General
653.2		Winton Partners Funds Management No 2 Limited.	Part Seven - Maps	Other	Amend all Planning Maps to delete the Urban Growth Boundary.	Reject	UGB	All	Urban - General
719.168		NZ Transport Agency	Map 33 - Frankton	Oppose	Correct the boundaries of designation number 29.		Addressed in Stream 7 (Designations) Chapter 37. Discussed at para. 7.9 to 7.29 of s42A report for Chapter 37.	33	Urban - General
719.169		NZ Transport Agency	Map 33 - Frankton	Oppose	Delete the unlabelled designation from Map 33	Accept		33	Urban - General
807.26		Remarkables Park Limited	Map 31a - Queenstown Airport	Oppose	Amend the landscape lines so that it is clear that urban areas are not within an ONL.	Accept in part		31a	Urban - General
807.28		Remarkables Park Limited	Map 31a - Queenstown Airport	Oppose	Contract rather than expand ONL lines to acknowledge urban development and a changing environment.	Accept in part		31a	Urban - General
383.116		Queenstown Lakes District Council	Map 31a - Queenstown Airport	Other	Amend map sheet 31a Rename #576 to: #230. Delete the existing annotation and Polygon at #230.		To be corrected via a Clause 16(2)	31a	Urban - Airport
433.119		Queenstown Airport Corporation	Map 31a - Queenstown Airport	Other	That the Queenstown Airport Air Noise Boundary and Outer Control Boundary is shown on the District Plan Maps as per the location shown in Annexure B of the submission.	Reject		31a	Urban - Airport

Appendix 1 to the Section 42A Report - Queenstown Mapping - Strategic

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
433.119	FS1097.405	Queenstown Park Limited	Map 31a - Queenstown Airport	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Accept		31a	Urban - Airport
433.120		Queenstown Airport Corporation	Map 33 - Frankton	Other	That the Queenstown Airport Air Noise Boundary and Outer Control Boundary is shown on the District Plan Maps as per the location shown in Annexure B of the submission.	Reject	duplicate with 433.119 for map 31a	33	Urban - Airport
433.120	FS1097.406	Queenstown Park Limited	Map 33 - Frankton	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Accept	duplicate with 433.119 for map 31a	33	Urban - Airport
807.19		Remarkables Park Limited	Map 31a - Queenstown Airport	Oppose	Update the planning maps to correctly identify the extent of the Airport Designation 2 and remove the airport designation from lot 1 DP472825.	Accept	Addressed in Stream 7 (Designations) Chapter 37	31a	Urban - Airport
807.19	FS1340.150	Queenstown Airport Corporation	Map 31a - Queenstown Airport	Support	Support in part - QAC supports this submission point insofar as it relates to the removal of Lot 1 DP 472825 from the designation.	Accept	Addressed in Stream 7 (Designations) Chapter 37	31a	Urban - Airport
807.21		Remarkables Park Limited	Map 31a - Queenstown Airport	Oppose	Await the outcome of Plan Change 35 and the QAC's notice of requirement pertaining to land within the RPZ before fixing the location of noise contours within the RPZ.	Reject		31a	Urban - Airport
807.21	FS1077.67	Board of Airline Representatives of New Zealand (BARNZ)	Map 31a - Queenstown Airport	Support	Support in part, Oppose in part Proceed with the notified noise contours unless Plan Change 35 is finalised before the District Plan.	Reject		31a	Urban - Airport
807.22		Remarkables Park Limited	Map 33 - Frankton	Oppose	Await the outcome of Plan Change 35 and the QAC's notice of requirement pertaining to land within the RPZ before fixing the location of noise contours within the RPZ.	Reject	Duplicate with 807.21 for map 31a	33	Urban - Airport
807.22	FS1077.68	Board of Airline Representatives of New Zealand (BARNZ)	Map 33 - Frankton	Support	Support in part, Oppose in part Proceed with the notified noise contours unless Plan Change 35 is finalised before the District Plan.	Reject		33	Urban - Airport
807.12		Remarkables Park Limited	Map 33 - Frankton	Oppose	That planning maps 31a and 33 are amended so that there are no changes to the RPZ.	Accept		33	Urban - Frankton
383.118		Queenstown Lakes District Council	Map 33 - Frankton	Other	Amend the maps sheets to show the extents of both special zones (Frankton Flats Special Zones A and B).	Accept	Frankton Flats Special Zone	33	Urban - Frankton Flats
807.23		Remarkables Park Limited	Map 33 - Frankton	Oppose	Clearly show on the planning maps that the Frankton Flats is not one special zone, and is instead two separate zones each with a separate set of provisions.	Accept	Duplicate with 807.24 for map 31a	33	Urban - Frankton Flats
807.24		Remarkables Park Limited	Map 31a - Queenstown Airport	Oppose	Clearly show on the planning maps that the Frankton Flats is not one special zone, and is instead two separate zones each with a separate set of provisions.	Accept		31a	Urban - Frankton Flats
668.9		Philip Thoreau		Other	The Medium Density Residential Zone proposal is supported by the submitters, except where indicated in the foregoing, where through reasons of either the proposed boundaries of the zone, through the provisions relating to density 8.5.5, recession planes 8.5.6 and in relation to parking 8.2.7.3 and 8.2.7.4, conflict with the objectives of the zone purpose of 8.1, and will adversely impact on the primary role of the zone to provide housing supply whilst ensuring reasonable amenity protection and protecting the privacy and amenity of guests and residential users.	Accept in part	MDR Provisions	31	Urban - UGB Rural Ladies Mile
668.9	FS1271.35	Hurtell Proprietary Limited and others		Oppose	Opposes. Seeks that the local authority to the development controls specified in Rule 8. 5 remain as per the notified plan.	Reject	MDR Provisions	31	Urban - UGB Rural Ladies Mile
668.9	FS1331.31	Mount Crystal Limited		Oppose	The development controls specified in Rule 8. 5 remain as per the notified plan	Reject	MDR Provisions	31	Urban - UGB Rural Ladies Mile
383.122		Queenstown Lakes District Council	Map 36 - Queenstown Central	Other	Include Protected Heritage Feature No.38 on Planning Map 36.	Accept	Addressed in Stream 3 (Heritage) Chapter 26	36	Urban - Queenstown
383.122	FS1098.4	Heritage New Zealand Pouhere Taonga	Map 36 - Queenstown Central	Support	It is appropriate to amend map 36 so as to identify heritage item 38 in order to avoid uncertainty regarding the location of the heritage item.	Accept	Addressed in Stream 3 (Heritage) Chapter 26	36	Urban - Queenstown
604.57		Jackie Gillies & Associates	Map 36 - Queenstown Central	Oppose	100 St Peters Parish Hall Delete "5 Earl Street" Add "? Camp Street" Amend map 36	Accept	Accepted in part in HH. To address mapping change.	36	Urban - Queenstown
672.9		Watertight Investments Ltd	Map 35 - Queenstown	Other	Amend Policy 12.2.2.8 as per the wording in the submission, as the policy is generally appropriate however amendments are sought a) to ensure it only applies to land affected by flood risk, which should be identified in the district plan maps.	Reject	Addressed in Stream 8 Queenstown Town Centre	35	Urban - Queenstown
433.130		Queenstown Airport Corporation	Map 31a - Queenstown Airport	Other	Designation 29 – Queenstown Lakes District Council – Multi Purpose Indoor and Outdoor Recreation, Cultural and Conference Complex The Proposed District Plan Map 31a – Queenstown Airport is amended to correctly illustrate the boundary of Designation 29;	Accept in part	Addressed in Stream 7 Designations. Also on map 33	31a	3
433.130	FS1097.416	Queenstown Park Limited	Map 31a - Queenstown Airport	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Reject	Addressed in Stream 7 Designations. Also on map 34	31a	3

Appendix 1 to the Section 42A Report - Queenstown Mapping - Strategic

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
433.130	FS1117.176	Remarkables Park Limited	Map 31a - Queenstown Airport	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Reject	Addressed in Stream 7 Designations. Also on map 35	31a	3
433.131		Queenstown Airport Corporation	Map 31a - Queenstown Airport	Other	Designation 230 – Meteorological Service of NZ Ltd – Meteorological Purposes. That Proposed District Plan Map 31a – Queenstown Airport is amended (if necessary) to correctly illustrate the location of the MetService's designation within the Queenstown Airport boundary, being an automatic weather station.	Reject	Addressed in Stream 7 Designations.	31a	strategic/general
433.131	FS1097.417	Queenstown Park Limited	Map 31a - Queenstown Airport	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Reject	Addressed in Stream 7 Designations.	31a	strategic/general
433.131	FS1117.177	Remarkables Park Limited	Map 31a - Queenstown Airport	Oppose	Oppose all amendments to definitions that are inconsistent with Plan Change 35. Oppose all amendments to any provisions that seek to impose controls in addition to those proposed under Plan Change 35. Oppose all amendments that seek to place additional restrictions on existing urban zones such as the Remarkables Park Zone. Oppose all amendments that seek to undermine or circumvent the Plan Change 35 and Lot 6 NoR proceedings that are currently before the Environment Court. Oppose all amendments that seek to enable urban activities on airport land where such activities are constrained on land adjoining or near the airport (Frankton and Remarkables Park). Oppose all amendments that seek to reduce open space or buffer areas between the airport and adjoining urban zones. Oppose all amendments that seek to constrain any existing development opportunity within the Remarkables Park Zone. Any amendments or provisions supported/opposed by QAC that seek to achieve any of the outcomes set out above be rejected.	Reject	Addressed in Stream 7 Designations.	31a	strategic/general
807.25		Remarkables Park Limited	Map 31a - Queenstown Airport	Oppose	Remove the trees denoted as protected on planning map 31a, located on Boyd Road. These trees should not be listed as protected.		To be corrected via a Clause 16(2)	31a	strategic/general
790.4		Queenstown Lakes District Council	Map 35 - Queenstown	Oppose	Requests the removal of Designation 171 (Recreation Reserve) known as Commonage Reserve, Queenstown Hill from the area of Section 1 Survey Office Plan 483628.	Accept	Addressed in Stream 7 (Designations)	35	Rural - EDGE OF UGB - Queenstown Hill
501.16		Woodlot Properties Limited	Map 31a - Queenstown Airport	Not Stated	Opposes the proposed UGB line. States that the existing UGB, while enabling some urban expansion, does not go far enough for the future generations in the Wakatipu basin. Sustainable management will therefore not be achieved. Submits that an example of an area that can absorb future urban zoning is between Jacks Point and Frankton as shown on the plan attached to submission 501. Requests that if the UGB is to be retained in the District Plan, then it should be expanded to enable the expansion of urban zones in the future into areas that can absorb urban development.	Reject	UGB	31a	Rural - EDGE OF UGB - STRATEGIC REPORT
501.16	FS1270.96	Hansen Family Partnership	Map 31a - Queenstown Airport	Support	Supports in part. Leave is reserved to alter this position, and seek changes to the proposed provisions, after review of further information from the submitter. Seeks conditional support for allowing the submission, subject to the review of further information that will be required to advance the submission.	Reject	UGB	31a	Rural - EDGE OF UGB - STRATEGIC REPORT
501.16	FS1289.16	Oasis In The Basin Association	Map 31a - Queenstown Airport	Oppose	The whole of the submission be allowed.	Accept	UGB	31a	Rural - EDGE OF UGB - STRATEGIC REPORT
323.16		Jed Frost	Map 38 - Wilson Bay and Bobs Cove	Oppose	Requests areas of A23A are removed from Lots 4, 14, 17, 19 & 101 DP 26634 as it does not accord with or assist the Council to carry out its functions to achieve the purpose of the RMA. Also see points 323.8-323.16.	Addressed in Stream 2 (Chapter 33 Indigenous Vegetation and Biodiversity)	SNA		Rural - SNA
23.2		Skydive Queenstown Limited	Map 25 - Glenorchy, Kinloch and South of Blanket Bay	Oppose	Correction of designation 239 in the Schedule of Designations (Chapter 37.2) to refer to the purpose of Glenorchy Aerodrome as 'local purpose (airport) reserve. - Amendment of Proposed District Planning Map 25a, Designation 239 to include all of Section 11 Survey Office Plan 443869 within the designation.	Addressed in Stream 7 (Designations)	Designation		Rural - Glenorchy
23.3		Skydive Queenstown Limited	Map 25 - Glenorchy, Kinloch and South of Blanket Bay	Oppose	Correction of designation 239 in the Schedule of Designations (Chapter 37.2) to refer to the purpose of Glenorchy Aerodrome as 'local purpose (airport) reserve. - Amendment of Proposed District Planning Map 25a, Designation 239 to include all of Section 11 Survey Office Plan 443869 within the designation.	Addressed in Stream 7 (Designations)			Rural - Glenorchy
480.1		Lloyd James Veint, Arcadia Station	Map 9 - Glenorchy Rural, Lake Wakatipu	Not Stated	Submitter owns the site identified as Special Zone – Arcadia under the Proposed District Plan. Supports that land is zoned as Special Zone – Arcadia (Rural Visitor Zone) and seeks no changes to the objectives, policies and rules associated with that zone. Retain Rural Visitor Zone provisions over the area identified as Special Zone – Arcadia within Proposed District Plan Map 9 - Glenorchy Rural, Lake Wakatipu.	Out of Scope not "on" Stage 1			Rural - Glenorchy

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
177.8		Universal Developments Limited	Map 31 - Lower Shotover	Support	Confirm the identified medium density zones.	Reject	3. General Submissions in Support/Opposition of the Zone	31	Urban - Frankton
177.8	FS1061.13	Otago Foundation Trust Board	Map 31 - Lower Shotover	Support	That the submission is accepted.	Reject	3. General Submissions in Support/Opposition of the Zone	31	Urban - Frankton
177.8	FS1189.8	Fil Holdings Ltd	Map 31 - Lower Shotover	Not Stated	Support and Oppose. Disallow the relief seeking the medium density residential zone on the land. This zone is not the most appropriate zone for the land and is opposed. Allow the removal of the rural general zone from the land. This is supported providing an appropriate zone is place on the land that provides for a mixed use environment, not solely residential.	Accept in part	3. General Submissions in Support/Opposition of the Zone	31	Urban - Frankton
177.8	FS1195.7	The Jandel Trust	Map 31 - Lower Shotover	Not Stated	Support and Oppose. Disallow the relief seeking the medium density residential zone on the land. This zone is not the most appropriate zone for the land and is opposed. Allow the removal of the rural general zone from the land. This is supported providing an appropriate zone is place on the land that provides for a mixed use environment, not solely residential.	Accept in part	3. General Submissions in Support/Opposition of the Zone	31	Urban - Frankton
177.8	FS1271.12	Hurtell Proprietary Limited and others	Map 31 - Lower Shotover	Support	Supports. Believes that the MDR zone is an appropriate response to the identified need for more intensive and creative housing in the District.. Seeks that local authority approve the areas identified as MDR zone.	Reject	3. General Submissions in Support/Opposition of the Zone	31	Urban - Frankton
768.17		Z Energy Ltd, BP Oil NZ Ltd and Mobil Oil NZ Ltd	Map 31a - Queenstown Airport	Support	Retain the boundary of the Queenstown Airport Mixed Use zone (as shown on Map 31a) without further modification.	Accept	3. General Submissions in Support/Opposition of the Zone	31a	Urban - Airport
24.4		Hayden Tapper	Map 33 - Frankton	Support	Supports Rule as it relates to the submitters property.	Accept	21. McBride Street - General Submissions in Support	33	Urban - Frankton
35.5		Keith Hubber Family Trust No 2	Map 33 - Frankton	Support	supports planning map and air noise boundaries as it relates to the submitters property.	Accept	21. McBride Street - General Submissions in Support	33	Urban - Frankton
36.2		Malcolm, Anna McKellar, Stevenson	Map 33 - Frankton	Support	Adopt (retain) planning map 33 as it relates to 64 McBride Street.	Accept	21. McBride Street - General Submissions in Support	33	Urban - Frankton
36.6		Malcolm, Anna McKellar, Stevenson	Map 33 - Frankton	Support	supports the provision as it relates to the submitters property.	Accept	21. McBride Street - General Submissions in Support	33	Urban - Frankton
43.5		KE & HM, RD Hamlin, Liddell	Map 33 - Frankton	Support	supports the provision as it relates to the submitters property	Accept	21. McBride Street - General Submissions in Support	33	Urban - Frankton
128.2		Russell Marsh	Map 33 - Frankton	Support	<i>Copied from submission point 128.1 (MDR Zone)</i> (a) amend the plan to reinstate the original Frankton - Proposed Medium Density Zoning - per the MACTODD report or (b) amend the plan to include Stewart Street Lake Avenue Burse Street McBride Street into MDR zoning as opposed to LDR or (c) amend the plan to include Frankton district streets into MDR that are currently outside the Air noise Boundary (ANB) - per the Queenstown Airport website	Reject	20. Russell Marsh	33	Urban - Frankton
128.2	FS1077.8	Board of Airline Representatives of New Zealand (BARNZ)	Map 33 - Frankton	Oppose	To the extent that any of this land falls within the Queenstown Airport ANB or OCB BARNZ opposes the change and asks that the land be retained in the proposed zone.	Accept	20. Russell Marsh	33	Urban - Frankton

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
128.2	FS1340.60	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have potentially significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Accept	20. Russell Marsh	33	Urban - Frankton
238.42		NZIA Southern and Architecture + Women Southern	Map 33 - Frankton	Support	Requests consideration of other areas that are currently zoned LDR around Frankton (as demonstrated on the map provided) should also be considered for medium density development.	Reject	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1107.47	Man Street Properties Ltd	Map 33 - Frankton	Oppose	The Submitter opposes this submission. Submission 238 will not promote or give effect to Part 2 of the Act. The matters raised in the submission do not meet section 32 of the Act, and are not the most appropriate method for achieving the objectives of the Proposed District Plan having regard to its efficiency and effectiveness, and taking into account the costs and benefits.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1226.47	Ngai Tahu Property Limited & Ngai Tahu Justice Holdings Limited	Map 33 - Frankton	Oppose	The submitter opposes this submission . Alerts that the submission and matters sought in it will therefore not promote or give effect to Part 2 of the Act. States that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives of the Proposed District Plan having regard to its efficiency and effectiveness, and taking into account the costs and benefits.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1234.47	Shotover Memorial Properties Limited & Horne Water Holdings Limited	Map 33 - Frankton	Oppose	States that submission 238 will not promote or give effect to Part 2 of the Act. Agrees that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1239.47	Skyline Enterprises Limited & O'Connells Pavillion Limited	Map 33 - Frankton	Oppose	Agrees that submission 238 will not promote or give effect to Part 2 of the Act. States that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1241.47	Skyline Enterprises Limited & Accommodation and Booking Agents	Map 33 - Frankton	Oppose	Agrees that submission 238 will not promote or give effect to Part 2 of the Act. States that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1242.70	Antony & Ruth Stokes	Map 33 - Frankton	Oppose	The submitter seeks submission be disallowed as it relates to the expansion of the Business Mixed Use Zone (submission point 238.93) with the High Density Residential Zone on the northern side of Henry Street being retained.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1248.47	Trojan Holdings Limited & Beach Street Holdings Limited	Map 33 - Frankton	Oppose	The submitter opposes this submission . Alerts that the submission and matters sought in it will therefore not promote or give effect to Part 2 of the Act. States that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives of the Proposed District Plan having regard to its efficiency and effectiveness, and taking into account the costs and benefits.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1249.47	Tweed Development Limited	Map 33 - Frankton	Oppose	The submitter opposes this submission . Alerts that the submission and matters sought in it will therefore not promote or give effect to Part 2 of the Act. States that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives of the Proposed District Plan having regard to its efficiency and effectiveness, and taking into account the costs and benefits.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1340.68	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have potentially significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
485.6		Joanne Phelan and Brent Herdson	Map 33 - Frankton	Not Stated	Adopt Planning Map 33 as it relates to the submitters property.	Accept	21. McBride Street - General Submissions in Support	33	Urban - Frankton
555.2		Scott Freeman & Bravo Trustee Company Limited	Map 33 - Frankton	Oppose	Adopt Objective 7.2.10, Rules 7.5.3 and 7.5.4 and Planning Map 33 as it relates to the submitters property.	Accept	21. McBride Street - General Submissions in Support	33	Urban - Frankton

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
586.24		J D Familton and Sons Trust	Part Seven - Maps	Support	Proposed Zoning Maps: Medium Density Residential - Retain medium density zoning over 17 Stewart St, Frankton	Reject	17. J D Familtonand Sons Trust and HR and DA Familton	33	Urban - Frankton
586.25		J D Familton and Sons Trust	Map 33 - Frankton	Other	Oppose in part.See relief sought on Visitor Accommodation Zoning in Frankton by Yewlett St and Lake Avenue See relief sought on Visitor Accommodation Zoning	VA out of scope	Out of Scope	33	Urban - Frankton
775.24		H R & D A Familton	Part Seven - Maps	Support	Proposed Zoning Maps: Medium Density Residential - Retain medium density zoning over 17 Stewart St, Frankton	Reject	17. J D Familtonand Sons Trust and HR and DA Familton	33	Urban - Frankton
775.25		H R & D A Familton	Map 33 - Frankton	Other	Oppose in part. See relief sought on Visitor Accommodation Zoning in Frankton by Yewlett St and Lake Avenue See relief sought on Visitor Accommodation Zoning	VA out of scope	Out of Scope	33	Urban - Frankton
790.10		Queenstown Lakes District Council		Oppose	Rezone Section 35 Blk XXXI TN of Frankton located on Boyes Crescent, Frankton from Rural to low density residential zone.	Accept	Rural Zone	33	Urban - Frankton
803.25		H R Familton	Map 33 - Frankton	Other	Oppose in part.See relief sought on Visitor Accommodation Zoning in Frankton by Yewlett St and Lake Avenue See relief sought on Visitor Accommodation Zoning	VA out of scope	Out of Scope	33	Urban - Frankton
408.6		Otago Foundation Trust Board	Map 31a - Queenstown Airport	Oppose	Include all subject land (Section 130 Blk I Shotover SD, Section 31 Blk Shotover SD, Part of Section 132 Blk I Shotover SD) within the UGB classification area.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Frankton Flats
408.6	FS1167.9	Peter and Margaret Arnott	Map 31a - Queenstown Airport	Oppose	Conditionally opposes. Agrees that no provision has been made within the submitters proposal to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road and the Proposed District Plan states that access should be encouraged. Seeks that the whole of the submission be disallowed unless provision is made to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road.	Accept	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Frankton Flats
408.6	FS1270.35	Hansen Family Partnership	Map 31a - Queenstown Airport	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Frankton Flats
8.1		Stephen Spence	Map 31 - Lower Shotover	Oppose	Remove the proposed medium density zone and retain rural zoning on the land to the between Frankton Ladies Mile Highway and the Quail Rise Zone. Any development should be sympathetic to the style of development of the Quail Rise Zone.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
8.1	FS1029.1	Universal Developments Limited	Map 31 - Lower Shotover	Oppose	Universal seeks that those parts of the submission that seek the removal of the proposed Medium Density Residential Zone and retention of Rural Zoning on land between Frankton Ladies Mile Highway and the Quail Rise Zone. be disallowed.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
8.1	FS1061.1	Otago Foundation Trust Board	Map 31 - Lower Shotover	Oppose	That the submission is rejected	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
8.1	FS1167.1	Peter and Margaret Arnott	Map 31 - Lower Shotover	Oppose	Believes that the land (Lot 1 Deposited Plan 19932 and Section 129 Block I Shotover District) is suitable for Medium Density, Local Shopping Centre or Business Mixed Use zoning to achieve the sustainable management of the land. Seeks that all of the relief sought be declined.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
8.1	FS1189.16	Fil Holdings Ltd	Map 31 - Lower Shotover	Oppose	Disallow relief sought. Opposes retention of rural zoning on the basis of the land not being suitable for rural activities and alternative zonings being more appropriate.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
8.1	FS1195.15	The Jandel Trust	Map 31 - Lower Shotover	Oppose	Disallow relief sought. Opposes retention of rural zoning on the basis of the land not being suitable for rural activities and alternative zonings being more appropriate.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
8.1	FS1270.72	Hansen Family Partnership	Map 31 - Lower Shotover	Oppose	Opposes. Believes that maintaining rural zoning applicable to the land subject to this submission would be inappropriate for a number of reasons, particularly the efficient use and development of land which is suitable for development for activities other than rural activities. Seeks the submission be disallowed.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
140.2		Ian & Dorothy Williamson	Map 31 - Lower Shotover	Oppose	Opposes the potential rezoning of properties at Frankton Road to Medium Density. Requests that the Council retain the operative low density zoning.	Accept	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
140.2	FS1189.3	FII Holdings Ltd	Map 31 - Lower Shotover	Oppose	Disallow relief sought. There are no traffic grounds that would prevent an alternative zoning of the land.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
140.2	FS1195.2	The Jandel Trust	Map 31 - Lower Shotover	Oppose	Disallow relief sought. There are no traffic grounds that would prevent an alternative zoning of the land.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
380.33		Villa delLago	8.2.11 Objective 11	Other	Site development off State highway 6 should be only perpendicular to the road (like Glenda Drive) and not adjacent to the road, so that large green spaces can still be seen along the road approaches to Queenstown.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
391.10		Sean & Jane McLeod	8.5 Rules - Standards	Oppose	That the area of land opposite Glenda Drive be zoned low density residential instead of medium density due to conflicting with objectives.	Reject	4. Hansen Rd/Frankton-Ladies Mile & 8. Sean and Jane McLeod	31	Urban - Ladies Mile
399.7		Peter and Margaret Arnott	8.5.3.1	Oppose	That Rule 8.5.3.1(a) & (b) should be deleted.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
408.1		Otago Foundation Trust Board		Oppose	Rezone the entire area of the subject site (legally described as Section 130, Blk I Shotover SD, Section 31, Blk Shotover SD, and Part of Section 132, Blk I Shotover SD) as Medium Density Residential. This is the area north of Frankton Junction Roundabout found on Maps 31 and 31a. Refer to full submission for concept layout plan of subject sites.	Reject	11. Otago Foundation Trust Board	31	Urban - Ladies Mile
408.20		Otago Foundation Trust Board		Other	Make amendments as follows: "Dwelling, Residential Unit, Residential Flat RD For land fronting State Highway 6 between Hansen Road and the Shotover River, provision of a Traffic Impact Assessment, Landscaping Plan and Maintenance Program, and extent of compliance with Rule 8.5.3."	Reject	11. Otago Foundation Trust Board	31	Urban - Ladies Mile
408.20	FS1092.9	NZ Transport Agency	8.4.11	Oppose	That the submission 408.20 requesting the deletion of the bullet point "For land fronting State Highway 6 between Hansen Road and Shotover River, provision of a Traffic Impact Assessment....." be disallowed.		11. Otago Foundation Trust Board	31	Urban - Ladies Mile
408.20	FS1167.23	Peter and Margaret Arnott		Oppose	Conditionally opposes. Agrees that no provision has been made within the submitters proposal to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road and the Proposed District Plan states that access should be encouraged. Seeks that the whole of the submission be disallowed unless provision is made to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road.		11. Otago Foundation Trust Board	31	Urban - Ladies Mile
408.20	FS1270.49	Hansen Family Partnership		Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.		11. Otago Foundation Trust Board	31	Urban - Ladies Mile
408.23		Otago Foundation Trust Board		Other	Amendments as follows: "Transport, parking and access design that: (a) Ensure connections to the State Highway network are only via Hansen Road, the Eastern Access Roundabout, and/or Ferry Hill Drive. (b) There is no new vehicular access to the State Highway."		11. Otago Foundation Trust Board	31	Urban - Ladies Mile
408.23	FS1092.10	NZ Transport Agency	8.5.3.1	Oppose	That the submission 408.23 requesting the deletion of Rule 8.5.3.1 be disallowed.		11. Otago Foundation Trust Board	31	Urban - Ladies Mile
408.23	FS1167.26	Peter and Margaret Arnott		Oppose	Conditionally opposes. Agrees that no provision has been made within the submitters proposal to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road and the Proposed District Plan states that access should be encouraged. Seeks that the whole of the submission be disallowed unless provision is made to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road.		11. Otago Foundation Trust Board	31	Urban - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
408.23	FS1270.52	Hansen Family Partnership		Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.		11. Otago Foundation Trust Board	31	Urban - Ladies Mile
408.24		Otago Foundation Trust Board	8.5.3.3	Other	Amend as follows: "A Traffic Impact Assessment which addresses all of the following: (a) Potential traffic effects to the local and State Highway network (including outlines of consultation with the New Zealand Transport Agency (NZTA) (b) Potential effects of entry and egress to the local and State Highway network (including outcomes of consultation with the New Zealand Transport Agency (NZTA) (c) An access network design via Hansen Road, the Eastern Access Roundabout , and/or Ferry Hill Drive, and the avoidance of any access to the Stage Highway Network (d) Integration with existing transport networks and cumulative effects of traffic demand with knowncurrent or future developments (e) Integration with public access networks (f) Methods of Traffic Demand Management A Landscape Plan and Maintenance Program which provides a planting buffer fronting State Highway 6 and shall include all of the following: (a) The retention of exiting vegetation (where practicable) (b) A minimum of 2 tiered planting (inclusive of tall trees and scrubs) made up of species listed as follows: (c) Planting densities and stock sizes which are based on achieving full coverage of the planting areas within 2 years, species locations on the site in order to soften not screen development (d) Use of tree species having a minimum height at maturity of 1.8m (e) Appropriate planting layout which does not limit solar access to new buildings or roads"	Reject	MDR Provisions	31	Urban - Ladies Mile
455.1		W & M Grant W & M Grant		Other	Requests that land on Hansen Road / Frankton-Ladies Mile Highway, Frankton, legally described as Lot 1 DP 355881 Secs 22 27-28 30 BLK XXI & sec 125 BLK I Shotover SD, valuation 2907148703 be rezoned from Rural to either a Medium Density Zone with a Visitor Accommodation Overlay, or a zone to allow for commercial activities.	Accept	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
455.1	FS1092.16	NZ Transport Agency		Oppose	That the submission 455.1 requesting the subject land to be rezoned be disallowed.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
455.1	FS1340.112	Queenstown Airport Corporation		Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
455.2		W & M Grant W & M Grant	Map 33 - Frankton	Other	Requests that land on Hansen Road / Frankton-Ladies Mile Highway, Frankton, legally described as Lot 1 DP 355881 Secs 22 27-28 30 BLK XXI & sec 125 BLK I Shotover SD, valuation 2907148703 be rezoned from Rural to either a Medium Density Zone with a Visitor Accommodation Overlay, or a zone to allow for commercial activities. Seeks to remove the reference to the protected tree #206 from the planning maps of the PDP	Accept	4. Hansen Rd/Frankton-Ladies Mile	33	Urban - Ladies Mile
455.2	FS1270.3	Hansen Family Partnership	Map 33 - Frankton	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Accept	4. Hansen Rd/Frankton-Ladies Mile	33	Urban - Ladies Mile
455.2	FS1340.113	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Reject	4. Hansen Rd/Frankton-Ladies Mile	33	Urban - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
717.14		The Jandel Trust	8.5.3.1	Oppose	Amend as follows: 8.5.3.1 Transport, parking and access design that: a. Ensures connections to the State Highway network are only via Hansen Road, the Eastern Access Roundabout, and/or Ferry Hill Drive, or existing access locations. b. There is no new vehicular access to the State Highway Network.	Accept in part	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
717.14	FS1092.24	NZ Transport Agency	8.5.3.1	Oppose	That submission 717.14 be disallowed.		MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
717.15		The Jandel Trust	8.5.3.2	Oppose	Delete Rule 8.5.3.2	Reject	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
719.53		NZ Transport Agency	8.4.11.2	Other	Support and Amend Retain Policy 8.4.11.2 with the following amendment to the 7th bullet point: • Parking and access: safety, and efficiency of the roading network, and impacts to on-street parking and neighbours	Accept in part	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
719.58		NZ Transport Agency	8.5.3	Support	Retain Rules - Standard 8.5.3		MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
719.59		NZ Transport Agency	8.5.3.1	Not Stated	Amend Rules - Standard 8.5.3.1a as follows: a Ensures connections to the State highway network are only via Hansen Road, the Eastern Access Road Roundabout, and/or Ferry Hill Drive		MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
719.60		NZ Transport Agency	8.5.3.2	Not Stated	Add another traffic impact assessment matter to Rules - Standard 8.5.3.2 as follows: q Integration with pedestrian and cycling networks, particularly the cross SH6 connections.	Accept in part	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
719.61		NZ Transport Agency	8.5.3.2	Not Stated	Amend Rules - Standard 8.5.3.2c as follows: c. An access network design via Hansen Road, the Eastern Access Road Roundabout, and/or Ferry Hill Drive, and the avoidance of any new access to the State highway network		MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
719.61	FS1167.35	Peter and Margaret Arnott	8.5.3.2	Oppose	Opposes in part. Agrees that it may be impossible for some land owners to comply or obtain access through adjoining properties to such roads and access points. Seeks that the relief sought be disallowed.		MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
8.2		Stephen Spence		Oppose	Remove the proposed medium density zone and retain rural zoning on the land to the between Frankton Ladies Mile Highway and the Quail Rise Zone. Any development should be sympathetic to the style of development of the Quail Rise Zone.	Accept in part	10. Stephen Spence	31	Urban - UGB Rural - Ladies Mile
8.2	FS1029.2	Universal Developments Limited		Oppose	Universal seeks that those parts of the submission that seek the removal of the proposed Medium Density Residential Zone and retention of Rural Zoning on land between Frankton Ladies Mile Highway and the Quail Rise Zone. be disallowed.	Accept in part	10. Stephen Spence	31	Urban - UGB Rural - Ladies Mile
8.2	FS1061.2	Otago Foundation Trust Board		Oppose	OFTB opposes the submission as it seeks Rural General Zoning, for the reasons set out in submissions 408.1 - 408.28	Accept in part	10. Stephen Spence	31	Urban - UGB Rural - Ladies Mile
8.2	FS1167.2	Peter and Margaret Arnott		Oppose	Believes that the land (Lot 1 Deposited Plan 19932 and Section 129 Block 1 Shotover District) is suitable for Medium Density, Local Shopping Centre or Business Mixed Use zoning to achieve the sustainable management of the land. Seeks that all of the relief sought be declined.	Accept in part	10. Stephen Spence	31	Urban - UGB Rural - Ladies Mile
8.2	FS1189.17	Fil Holdings Ltd		Oppose	Disallow relief sought. Opposes retention of rural zoning on the basis of the land not being suitable for rural activities and alternative zonings being more appropriate.	Accept in part	10. Stephen Spence	31	Urban - UGB Rural - Ladies Mile
8.2	FS1195.16	The Jandel Trust		Oppose	Disallow relief sought. Opposes retention of rural zoning on the basis of the land not being suitable for rural activities and alternative zonings being more appropriate.	Accept in part	10. Stephen Spence	31	Urban - UGB Rural - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
8.2	FS1270.73	Hansen Family Partnership		Oppose	Opposes. Believes that maintaining rural zoning applicable to the land subject to this submission would be inappropriate for a number of reasons, particularly the efficient use and development of land which is suitable for development for activities other than rural activities. Seeks the submission be disallowed.	Accept in part	10. Stephen Spence	31	Urban - UGB Rural - Ladies Mile
177.1		Universal Developments Limited	8.2.11.1	Oppose	Delete policy.	Reject	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
177.1	FS1061.6	Otago Foundation Trust Board	8.2.11.1	Support	That the submission is accepted.	Reject	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
408.11		Otago Foundation Trust Board	8.2.11 Objective 11	Other	Make amendments as follows: The development of land fronting State Highway 6 (between Hansen Road and Ferry Hill Drive) provides a high quality residential environment, with supporting community facilities which is sensitive to the its location at the entrance to Queenstown, minimises traffic impacts to the State Highway network and is appropriately serviced.	Reject	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
408.11	FS1167.14	Peter and Margaret Arnott	8.2.11 Objective 11	Oppose	Conditionally opposes. Agrees that no provision has been made within the submitters proposal to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road and the Proposed District Plan states that access should be encouraged. Seeks that the whole of the submission be disallowed unless provision is made to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road.		MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
408.11	FS1270.40	Hansen Family Partnership	8.2.11 Objective 11	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Reject	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
408.25		Otago Foundation Trust Board	8.5.8	Other	If the Rural Zoning (within the Outer Control Boundary) is retained, support an exception to the minimum boundary setback rule so an additional 1.5 m of land is not lost from the development potential for the site (i.e. Section 130 Blk I Shotover SD, Section 31 Blk Shotover SD, Part of Section 132 Blk I Shotover SD).	Reject	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
408.25	1167.28	Peter and Margaret Arnott	8.5.8	Oppose	Conditionally opposes. Agrees that no provision has been made within the submitters proposal to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road and the Proposed District Plan states that access should be encouraged. Seeks that the whole of the submission be disallowed unless provision is made to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road.	Accept	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
408.25	1270.54	Hansen Family Partnership	8.5.8	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Reject	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
408.4		Otago Foundation Trust Board	Map 31a - Queenstown Airport	Other	Rezone the entire area of the subject site (legally described as Section 130, Blk I Shotover SD, Section 31, Blk Shotover SD, and Part of Section 132, Blk I Shotover SD) as Medium Density Residential. This is the area north of Frankton Junction Roundabout found on Maps 31 and 31a. Refer to full submission for concept layout plan of subject sites. Copied from submission point 408.2.	Reject	11. Otago Foundation Trust Board	31a	Urban - UGB Rural - Ladies Mile
408.4	FS1167.7	Peter and Margaret Arnott	Map 31a - Queenstown Airport	Oppose	Conditionally opposes. Agrees that no provision has been made within the submitters proposal to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road and the Proposed District Plan states that access should be encouraged. Seeks that the whole of the submission be disallowed unless provision is made to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road.	Accept	11. Otago Foundation Trust Board	31a	Urban - UGB Rural - Ladies Mile
408.4	FS1270.33	Hansen Family Partnership	Map 31a - Queenstown Airport	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Reject	11. Otago Foundation Trust Board	31a	Urban - UGB Rural - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
408.4	FS1340.106	Queenstown Airport Corporation	Map 31a - Queenstown Airport	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have potentially significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Accept	11. Otago Foundation Trust Board	31a	Urban - UGB Rural - Ladies Mile
408.5		Otago Foundation Trust Board	Map 31a - Queenstown Airport	Oppose	Exclude subject land (Section 130 Blk I Shotover SD, Section 31 Blk Shotover SD, Part of Section 132 Blk I Shotover SD) from ONL classification area	Reject	11. Otago Foundation Trust Board	31a	Urban - UGB Rural - Ladies Mile
408.5	FS1167.8	Peter and Margaret Arnott	Map 31a - Queenstown Airport	Oppose	Conditionally opposes. Agrees that no provision has been made within the submitters proposal to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road and the Proposed District Plan states that access should be encouraged. Seeks that the whole of the submission be disallowed unless provision is made to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road.	Accept	11. Otago Foundation Trust Board	31a	Urban - UGB Rural - Ladies Mile
408.5	FS1270.34	Hansen Family Partnership	Map 31a - Queenstown Airport	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Reject	11. Otago Foundation Trust Board	31a	Urban - UGB Rural - Ladies Mile
717.10		The Jandel Trust	8.2.11 Objective 11	Not Stated	Amend as follows: 8.2.11 Objective - The development of land fronting State Highway 6 (between Hansen Road and Ferry Hill Drive) provides a high quality residential mixed use environment which some is sensitive to its location at the entrance to Queenstown, minimises traffic impacts to the State Highway network, and is appropriately serviced.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.10	FS1270.116	Hansen Family Partnership	8.2.11 Objective 11	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.10	FS1092.23	NZ Transport Agency	8.2.11 Objective 11	Oppose	That submission 717.10 be disallowed.	Accept	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.10	FS1029.16	Universal Developments Limited	8.2.11 Objective 11	Oppose	Universal seeks that the entire submission be disallowed	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.9		The Jandel Trust	8.2.11.6	Not Stated	Amend as follows: 8.2.11.6 A safe and legible walking and cycle environment is provided that: • links to the external network and pedestrian and cyclist destinations on the southern side of State Highway 6 (such as public transport stations, schools, open space, and commercial areas) along the safest, most direct and convenient routes • is of a form and layout that encourages walking and cycling • provides a safe and convenient waiting area adjacent to the State Highway, which provides shelter from weather • provides a direct and legible network. Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) to determine compliance with this policy.	Accept	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.9	FS1029.15	Universal Developments Limited	8.2.11.6	Oppose	Universal seeks that the entire submission be disallowed	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.9	FS1092.22	NZ Transport Agency	8.2.11.6	Oppose	That submission 717.9 be disallowed.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.9	FS1270.115	Hansen Family Partnership	8.2.11.6	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Accept	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
719.46		NZ Transport Agency	8.2.11 Objective 11	Support	If this area of land is to be re-zoned Medium Density Residential then this policy should be retained as proposed.	Accept	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
719.46	FS1061.53	Otago Foundation Trust Board	8.2.11 Objective 11	Oppose	That the submission is rejected	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
751.3		Hansen Family Partnership	Map 33 - Frankton	Oppose	Amend the location of the ONL line shown on Planning Maps 31, 31a and 33, to the location shown on the plan contained within Appendix 1 attached to this submission.	Reject	9. Hansen Family Partnership	33	Urban - UGB Rural - Ladies Mile
847.13		FII Holdings Limited	8.5.3.1	Oppose	Amend as follows: 8.5.3.1 Transport, parking and access design that: a. Ensures connections to the State Highway network are only via Hansen Road, the Eastern Access Roundabout, and/or Ferry Hill Drive, or existing access locations. b. There is no new vehicular access to the State Highway Network.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
847.14		FII Holdings Limited	8.5.3.2	Oppose	Delete rule 8.5.3.2	Accept in Part		31	Urban - UGB Rural - Ladies Mile
338.4		Middleton Family Trust		Other	Rezone the land on planning map 31 generally located between Lake Johnson and the Shotover River (as shown in Attachment B to the submission and legally described as secs 21, 24, 40, 41, 44, 61 Blk XXI Shotover SD, Sec 93 Blk II Shotover SD, Secs 43- 45, 52-55, 60 Blk II Shotover SD, Pt Sec 47 Blk II Shotover SD, Pt sec 123 & 124 Blk I Shotover SD, and Secs 130-132 Blk I Shotover SD) from Rural to part Low Density Residential and part Rural Residential with provision made to protect escarpment areas. NB: Attachment B shall take precedence over the legal descriptions cited above as it is unclear whether all these sites are affected by the rezoning (copied from Submission Point 338.2); AND Apply an urban growth boundary to the land zoned low density residential, as defined by Attachment B to the submission.	Reject	13. Middleton Family Trust		UGB line Ferry Hill
338.4	FS1270.77	Hansen Family Partnership		Support	Supports in part. Leave is reserved to alter this position, and seek changes to the proposed provisions, after review of further information from the submitter. Seeks conditional support for allowing the submission, subject to the review of further information that will be required to advance the submission.	Reject	13. Middleton Family Trust		UGB line Ferry Hill
338.4	FS1289.26	Oasis In The Basin Association		Oppose	The whole of the submission be allowed.	Accept	13. Middleton Family Trust		UGB line Ferry Hill
338.4	FS1340.81	Queenstown Airport Corporation		Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	13. Middleton Family Trust		UGB line Ferry Hill
425.2		F.S Mee Developments Co Ltd	Map 37 - Kelvin Peninsula	Oppose	That the area identified on the attached Structure Plans be re-zoned as indicated to Medium Density, Local Shopping Centre or Low Density as indicated.	Accept in part	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.3		F.S Mee Developments Co Ltd	Map 37 - Kelvin Peninsula	Oppose	That the area identified on the attached Structure Plans be re-zoned as indicated to Medium Density, Local Shopping Centre or Low Density as indicated.	Accept in part	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.4		F.S Mee Developments Co Ltd	Map 37 - Kelvin Peninsula	Oppose	That the area identified on the attached Structure Plans be re-zoned as indicated to Medium Density, Local Shopping Centre or Low Density as indicated.	Accept in part	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1039.1	Lakeland Park Christian Camp	Map 37 - Kelvin Peninsula	Oppose	Some mitigation of the effects of this proposal on the existing use rights of LPC would be achieved by providing a substantial buffer zone between LPC and the development including the following: - Substantial embankment (bundling) to reduce noise impacts on neighbours - Substantial planting to reduce visual aspects and provide privacy for both neighbours and campers - Substantial fencing to secure the properties of both neighbours and the LPC site.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1168.2	Ainslie Byars	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1169.2	Diane Margaret Cade	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1171.2	Dean Rennie Carleton	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
425.2	FS1173.2	Gerard Bligh	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1174.2	Valerie Carter	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1175.2	AE & CJ Brazier	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1176.2	William and Jill Clissold	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1178.2	Trevor Burton	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1180.2	Lyndon Thomas	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1181.2	Donald Byars	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1184.1	Peth & James Gillingham & Berry	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1185.2	Virginie Vandenhove	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1187.2	Margurite Beverley Henderson	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1188.2	Jan Marten Kingma	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1190.2	Jan Nelson	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1194.2	Christine McIntosh	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1196.2	Roger Mcrae	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1199.2	Alan Stuart Nelson	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1201.2	Hilary O'Hagan	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1204.2	Suzanne Shaw	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1205.2	Sharron Payne	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1213.2	Geoffrey Leslie Matthews	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1230.2	James O'Hagan	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1233.2	Jason Payne	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1240.2	Warwick and Angela Lange	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
425.2	FS1243.2	Pascale Lorre	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1269.2	Henley Downs Land Holdings Limited	Map 37 - Kelvin Peninsula	Support	Supports the proposed new areas of low and medium density residential zone on the basis the residential zone boundary follows natural topographic features rather than cadastral boundaries, including to extend south of the southern boundary. Seeks that the submission be allowed to the extent it is consistent with the reasons set out within this further submission.	Accept	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1277.125	Jacks Point Residents and Owners Association	Map 37 - Kelvin Peninsula	Oppose	Opposes in part. Believes that the proposal will may result in adverse effects on the amenity values for residents within Jacks Point,including from light spill. Seeks this submission be disallowed unless adverse effects on amenity values for Jacks Point Residents, including from light spill onto neighbouring land can be avoided.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1328.2	Lakeland Park Christian Camp Trustees	Map 37 - Kelvin Peninsula	Oppose	Opposes. Agrees that some mitigation of the effects of this proposal on the existing use rights of LPC would be achieved by providing a substantial buffer zone between LPC and the development including substantial embankmentto reduce noise impacts on neighbours, substantial planting to reduce visual aspects and provide privacy for both neighbours and campers and substantial fencing to secure the properties of both neighbours and the LPC site.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1340.108	Queenstown Airport Corporation	Map 37 - Kelvin Peninsula	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.1		F.S Mee Developments Co Ltd	Map 33 - Frankton	Oppose	That those areas identified on the attached Structure Plans be re-zoned as Medium Density Residential, Local Shopping Centre or Low Density as specified.	Accept in part	28. Bonisch Consultants	33	Urban - UGB Rural - Kelvin Heights
425.1	FS1078.3	Kelvin Peninsula Community Association	Map 33 - Frankton	Oppose	We request that a dairy or something of similar size be approved, not a shopping precinct and that all required upgrade of infrastructure be paid for by the developer	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1168.1	Ainslie Byars	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1169.1	Diane Margaret Cade	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1171.1	Dean Rennie Carleton	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1173.1	Gerard Bligh	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1174.1	Valerie Carter	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1175.1	AE & CJ Brazier	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1176.1	William and Jill Clissold	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1178.1	Trevor Burton	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1180.1	Lyndon Thomas	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1181.1	Donald Byars	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1184.2	Peth & James Gillingham & Berry	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
425.1	FS1185.1	Virginie Vandenhove	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1187.1	Margurite Beverley Henderson	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1188.1	Jan Marten Kingma	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1190.1	Jan Nelson	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1194.1	Christine McIntosh	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1196.1	Roger Mcrae	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1199.1	Alan Stuart Nelson	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1201.1	Hilary O'Hagan	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1204.1	Suzanne Shaw	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1205.1	Sharron Payne	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1213.1	Geoffrey Leslie Matthews	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1230.1	James O'Hagan	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1233.1	Jason Payne	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1240.1	Warwick and Angela Lange	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1243.1	Pascale Lorre	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1269.1	Henley Downs Land Holdings Limited	Map 33 - Frankton	Support	Supports the proposed new areas of low and medium density residential zone on the basis the residential zone boundary follows natural topographic features rather than cadastral boundaries, including to extend south of the southern boundary. Seeks that the submission be allowed to the extent it is consistent with the reasons set out within this further submission.	Accept in part	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1277.124	Jacks Point Residents and Owners Association	Map 33 - Frankton	Oppose	Opposes in part. Believes that the proposal will may result in adverse effects on the amenity values for residents within Jacks Point,including from light spill. Seeks this submission be disallowed unless adverse effects on amenity values for Jacks Point Residents, including from light spill onto neighbouring land can be avoided.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1328.1	Lakeland Park Christian Camp Trustees	Map 33 - Frankton	Oppose	Opposes. Agrees that some mitigation of the effects of this proposal on the existing use rights of LPC would be achieved by providing a substantial buffer zone between LPC and the development including substantial embankmentto reduce noise impacts on neighbours, substantial planting to reduce visual aspects and provide privacy for both neighbours and campers and substantial fencing to secure the properties of both neighbours and the LPC site.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
425.1	FS1340.107	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
429.1		F.S Mee Developments Co Ltd	Map 33 - Frankton	Oppose	That the area identified on the attached Structure Plan be rezoned from Low Density Residential to High Density Residential	Reject	26. F S Mee Developments Co Ltd	33	Urban - UGB Rural - Kelvin Heights
429.1	FS1007.1	Barry Thomas	Map 33 - Frankton	Oppose	I seek that part of the residential application be approved, but not the shopping.	Accept	26. F S Mee Developments Co Ltd	33	Urban - UGB Rural - Kelvin Heights
429.1	FS1078.2	Kelvin Peninsula Community Association	Map 33 - Frankton	Support	Allowed but with all required upgrades be at the cost of the developer	Reject	26. F S Mee Developments Co Ltd	33	Urban - UGB Rural - Kelvin Heights
429.1	FS1340.109	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	26. F S Mee Developments Co Ltd	33	Urban - UGB Rural - Kelvin Heights
429.1	FS1352.13	Kawarau Village Holdings Limited	Map 33 - Frankton	Oppose	Disallow relief sought	Accept	26. F S Mee Developments Co Ltd	33	Urban - UGB Rural - Kelvin Heights
533.1		Winton Partners Funds Management No. 2 Limited	Map 33 - Frankton	Oppose	Amend Map 33 as follows: Relocate the boundary of the ONL dividing the Kawarau Falls Station HDR Zone from the Subject Land Rural Zone so as to align with the current UGB line on the eastern edge of the Subject Land. Ensure that this relocation coincides with the road boundaries so as to not partially capture one title within two landscape classifications	Reject	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.1	FS1036.1	Sharpe Family Trust	Map 33 - Frankton	Oppose	Seek that the Outstanding Natural Landscape status of this land be revoked. Seek that Rural Zoning be kept on this land and that it be maintained and kept as a reserve, as the property legal description refers to it as "reserve". Oppose amending Map 33 to be re-zoned as High Density Residential or Medium Density Residential or Low Density Residential or as Business Mixed Use. There should be a geological report done of the land directly across from the eastern side of our boundary at No 48 Peninsula Road, and to the eastern boundary of the subject site. The reason for this being that when Frank Mee applied to subdivide three sections across the road, only two were permitted. A report done by Canterbury University showed old rock falls on the eastern side and the Council at the time disallowed the third eastern site. It could well be that the eastern part of the subject land is not suitable for subdivision due to instability.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.1	FS1352.7	Kawarau Village Holdings Limited	Map 33 - Frankton	Oppose	Disallow relief sought or alternatively consider a different zone than that sought by the submitter	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.2		Winton Partners Funds Management No. 2 Limited	Map 33 - Frankton	Oppose	Amend Map 33 to re-zone the area of land hatched on the map attached to this submission from rural to High Density Residential. the land is generally located between Kingston Road SH6 and Peninsula Road.	Reject	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
533.2	FS1036.2	Sharpe Family Trust	Map 33 - Frankton	Oppose	Seek that the Outstanding Natural Landscape status of this land be revoked. Seek that Rural Zoning be kept on this land and that it be maintained and kept as a reserve, as the property legal description refers to it as "reserve". Oppose amending Map 33 to be re-zoned as High Density Residential or Medium Density Residential or Low Density Residential or as Business Mixed Use. There should be a geological report done of the land directly across from the eastern side of our boundary at No 48 Peninsula Road, and to the eastern boundary of the subject site. The reason for this being that when Frank Mee applied to subdivide three sections across the road, only two were permitted. A report done by Canterbury University showed old rock falls on the eastern side and the Council at the time disallowed the third eastern site. It could well be that the eastern part of the subject land is not suitable for subdivision due to instability.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.2	FS1078.1	Kelvin Peninsula Community Association	Map 33 - Frankton	Not Stated	The submission should be disallowed due to us not wanting the rezoning of the site to Business Mixed Use	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.2	FS1340.124	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.2	FS1352.8	Kawarau Village Holdings Limited	Map 33 - Frankton	Oppose	Disallow relief sought or alternatively consider a different zone than that sought by the submitter	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.3		Winton Partners Funds Management No. 2 Limited	Map 33 - Frankton	Not Stated	In the alternative to submission point 533.2, re-zone the area of land hatched on the map attached to this submission as Medium Density Residential.	Reject	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.3	FS1036.3	Sharpe Family Trust	Map 33 - Frankton	Oppose	Seek that the Outstanding Natural Landscape status of this land be revoked. Seek that Rural Zoning be kept on this land and that it be maintained and kept as a reserve, as the property legal description refers to it as "reserve". Oppose amending Map 33 to be re-zoned as High Density Residential or Medium Density Residential or Low Density Residential or as Business Mixed Use. There should be a geological report done of the land directly across from the eastern side of our boundary at No 48 Peninsula Road, and to the eastern boundary of the subject site. The reason for this being that when Frank Mee applied to subdivide three sections across the road, only two were permitted. A report done by Canterbury University showed old rock falls on the eastern side and the Council at the time disallowed the third eastern site. It could well be that the eastern part of the subject land is not suitable for subdivision due to instability.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.3	FS1340.125	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.3	FS1352.9	Kawarau Village Holdings Limited	Map 33 - Frankton	Oppose	Disallow relief sought or alternatively consider a different zone than that sought by the submitter	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.4		Winton Partners Funds Management No. 2 Limited	Map 33 - Frankton	Oppose	In the alternative to submission point 533.3, re-zone the area of land hatched on map attached to this submission as Low Density Residential.	Reject	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
533.4	FS1036.4	Sharpe Family Trust	Map 33 - Frankton	Oppose	Seek that the Outstanding Natural Landscape status of this land be revoked. Seek that Rural Zoning be kept on this land and that it be maintained and kept as a reserve, as the property legal description refers to it as "reserve". Oppose amending Map 33 to be re-zoned as High Density Residential or Medium Density Residential or Low Density Residential or as Business Mixed Use. There should be a geological report done of the land directly across from the eastern side of our boundary at No 48 Peninsula Road, and to the eastern boundary of the subject site. The reason for this being that when Frank Mee applied to subdivide three sections across the road, only two were permitted. A report done by Canterbury University showed old rock falls on the eastern side and the Council at the time disallowed the third eastern site. It could well be that the eastern part of the subject land is not suitable for subdivision due to instability.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.4	FS1340.126	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.4	FS1352.10	Kawarau Village Holdings Limited	Map 33 - Frankton	Oppose	Disallow relief sought or alternatively consider a different zone than that sought by the submitter	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.5		Winton Partners Funds Management No. 2 Limited	Map 33 - Frankton	Not Stated	In the alternative to submission point 533.3, re-zone the area of land hatched on the map attached to this submission as Business Mixed Use;	Reject	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.5	FS1036.5	Sharpe Family Trust	Map 33 - Frankton	Oppose	Seek that the Outstanding Natural Landscape status of this land be revoked. Seek that Rural Zoning be kept on this land and that it be maintained and kept as a reserve, as the property legal description refers to it as "reserve". Oppose amending Map 33 to be re-zoned as High Density Residential or Medium Density Residential or Low Density Residential or as Business Mixed Use. There should be a geological report done of the land directly across from the eastern side of our boundary at No 48 Peninsula Road, and to the eastern boundary of the subject site. The reason for this being that when Frank Mee applied to subdivide three sections across the road, only two were permitted. A report done by Canterbury University showed old rock falls on the eastern side and the Council at the time disallowed the third eastern site. It could well be that the eastern part of the subject land is not suitable for subdivision due to instability.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.5	FS1340.128	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.5	FS1352.11	Kawarau Village Holdings Limited	Map 33 - Frankton	Oppose	Disallow relief sought or alternatively consider a different zone than that sought by the submitter	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.6		Winton Partners Funds Management No. 2 Limited	Map 33 - Frankton	Oppose	In the alternative to submission point 533.3, re-zone the area of land hatched on the map attached to this submission as any alternative zoning/ sub-zoning, or overlay which will achieve the same outcomes as listed in the reasons column and which would achieve appropriate use and development of this Subject Land.	Reject	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
533.6	FS1036.6	Sharpe Family Trust	Map 33 - Frankton	Support	Seek that the Outstanding Natural Landscape status of this land be revoked. Seek that Rural Zoning be kept on this land and that it be maintained and kept as a reserve, as the property legal description refers to it as "reserve". Oppose amending Map 33 to be re-zoned as High Density Residential or Medium Density Residential or Low Density Residential or as Business Mixed Use. There should be a geological report done of the land directly across from the eastern side of our boundary at No 48 Peninsula Road, and to the eastern boundary of the subject site. The reason for this being that when Frank Mee applied to subdivide three sections across the road, only two were permitted. A report done by Canterbury University showed old rock falls on the eastern side and the Council at the time disallowed the third eastern site. It could well be that the eastern part of the subject land is not suitable for subdivision due to instability.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.6	FS1340.127	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.6	FS1352.12	Kawarau Village Holdings Limited	Map 33 - Frankton	Oppose	Disallow relief sought or alternatively consider a different zone than that sought by the submitter	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
661.3		Land Information New Zealand	Map 31a - Queenstown Airport	Oppose	That the Outstanding Natural Landscape line as shown on Proposed Planning Maps 31a and 33 is adjusted to align with the Urban Growth Boundary, excluding the land at Section 2 Survey Office Plan 448337, described by the submitters as the Peninsula Road site, from the Outstanding Natural Landscape.	Reject	25. Land Information New Zealand	31a	Urban - UGB Rural - Kelvin Heights
661.3	FS1036.8	Sharpe Family Trust	Map 31a - Queenstown Airport	Oppose	Seek that the Outstanding Natural Landscape status of this land be revoked. Seek that Rural zoning be retained on this land and that it be maintained and kept as a reserve as the property description refers to it as "reserve". Oppose amending the map to be rezoned as Low Density Residential. There should be a geological report done of the land directly across from the eastern side of our boundary at No 48 Peninsula Road, and to the eastern boundary of the subject site. The reason for this being that when Frank Mee applied to subdivide three sections across the road, only two were permitted. A report done by Canterbury University showed old rock falls on the eastern side and the Council at the time disallowed the third eastern site. It could well be that the eastern part of the subject land is not suitable for subdivision due to instability.	Accept	25. Land Information New Zealand	31a	Urban - UGB Rural - Kelvin Heights
661.4		Land Information New Zealand	Map 33 - Frankton	Oppose	That the Outstanding Natural Landscape line as shown on Proposed Planning Maps 31a and 33 is adjusted to align with the Urban Growth Boundary, excluding the land at Section 2 Survey Office Plan 448337, described by the submitters as the Peninsula Road site, from the Outstanding Natural Landscape.	Reject	25. Land Information New Zealand	33	Urban - UGB Rural - Kelvin Heights
661.4	FS1036.9	Sharpe Family Trust	Map 33 - Frankton	Oppose	Seek that the Outstanding Natural Landscape status of this land be revoked. Seek that Rural zoning be retained on this land and that it be maintained and kept as a reserve as the property description refers to it as "reserve". Oppose amending the map to be rezoned as Low Density Residential. There should be a geological report done of the land directly across from the eastern side of our boundary at No 48 Peninsula Road, and to the eastern boundary of the subject site. The reason for this being that when Frank Mee applied to subdivide three sections across the road, only two were permitted. A report done by Canterbury University showed old rock falls on the eastern side and the Council at the time disallowed the third eastern site. It could well be that the eastern part of the subject land is not suitable for subdivision due to instability.	Accept	25. Land Information New Zealand	33	Urban - UGB Rural - Kelvin Heights
661.6		Land Information New Zealand	Map 31a - Queenstown Airport	Oppose	That the land at Section 2 Survey Office Plan 448337 as shown on Proposed Planning Maps 31a and 33, described by the submitters as the Peninsula Road site, is zoned Low Density Residential rather than Rural and that Planning Maps 31a and 33 are amended accordingly.	Reject	25. Land Information New Zealand	31a	Urban - UGB Rural - Kelvin Heights
661.6	FS1077.57	Board of Airline Representatives of New Zealand (BARNZ)	Map 31a - Queenstown Airport	Oppose	To the extent that any of this land falls within the Queenstown Airport ANB or OCB BARNZ opposes the change and asks that the land be retained in its rural zone.	Accept	25. Land Information New Zealand	31a	Urban - UGB Rural - Kelvin Heights

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
661.6	FS1340.132	Queenstown Airport Corporation	Map 31a - Queenstown Airport	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	25. Land Information New Zealand	31a	Urban - UGB Rural - Kelvin Heights
661.7		Land Information New Zealand	Map 33 - Frankton	Oppose	That the land at Section 2 Survey Office Plan 448337 as shown on Proposed Planning Maps 31a and 33, described by the submitters as the Peninsula Road site, from the Outstanding Natural Landscape is zoned Low Density Residential rather than Rural and that Planning Maps 31a and 33 are amended accordingly.	Reject	25. Land Information New Zealand	33	Urban - UGB Rural - Kelvin Heights
661.7	FS1340.133	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	25. Land Information New Zealand	33	Urban - UGB Rural - Kelvin Heights
177.9		Universal Developments Limited	Map 34 - Fernhill and Sunshine Bay	Support	Confirm the identified medium density zones.	Reject	3. General Submissions in Support/Opposition of the Zone	34	Urban - Fernhill
177.9	FS1061.14	Otago Foundation Trust Board	Map 34 - Fernhill and Sunshine Bay	Support	That the submission is accepted.	Accept	3. General Submissions in Support/Opposition of the Zone	34	Urban - Fernhill
177.9	FS1189.9	Fil Holdings Ltd	Map 34 - Fernhill and Sunshine Bay	Not Stated	Support and Oppose. Disallow the relief seeking the medium density residential zone on the land. This zone is not the most appropriate zone for the land and is opposed. Allow the removal of the rural general zone from the land. This is supported providing an appropriate zone is place on the land that provides for a mixed use environment, not solely residential.	Accept	3. General Submissions in Support/Opposition of the Zone	34	Urban - Fernhill
177.9	FS1195.8	The Jandel Trust	Map 34 - Fernhill and Sunshine Bay	Not Stated	Support and Oppose. Disallow the relief seeking the medium density residential zone on the land. This zone is not the most appropriate zone for the land and is opposed. Allow the removal of the rural general zone from the land. This is supported providing an appropriate zone is place on the land that provides for a mixed use environment, not solely residential.	Accept	3. General Submissions in Support/Opposition of the Zone	34	Urban - Fernhill
177.9	FS1271.13	Hurtell Proprietary Limited and others	Map 34 - Fernhill and Sunshine Bay	Support	Supports. Believes that the MDR zone is an appropriate response to the identified need for more intensive and creative housing in the District.. Seeks that local authority approve the areas identified as MDR zone.	Reject	3. General Submissions in Support/Opposition of the Zone	34	Urban - Fernhill
751.2		Hansen Family Partnership	Map 31a - Queenstown Airport	Oppose	Amend the location of the ONL line shown on Planning Maps 31, 31a and 33, to the location shown on the plan contained within Appendix 1 attached to this submission.	Reject	9. Hansen Family Partnership	31a	Rural - EDGE OF UGB - Ladies Mile
318.1		Bruce Grant	Map 31 - Lower Shotover	Other	Rezone from rural to low density residential and include the land within the urban growth boundary. Support the outstanding natural landscape line as proposed.	Accept in part (landscape line)	23. Bruce Grant	31	Rural - EDGE OF UGB - Frankton Road
318.1	FS1340.72	Queenstown Airport Corporation	Map 31 - Lower Shotover	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	23. Bruce Grant	31	Rural - EDGE OF UGB - Frankton Road

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
434.2		Bruce Grant	Map 31 - Lower Shotover	Other	Seeks to amend the Frankton – Queenstown Urban Growth Boundary line so as to include the subject land legally described as Lot 6 DP 345807 (valuation 2910326713) Lot 7 DP 345807 (valuation 2910326714), and Lot 10 DP 345807 (valuation 2910326712). Seeks modify the PDP to rezone the subject land from Rural Zone to Low Density Residential Zone. SUPPORTS the inclusion of the subject land within the Outstanding Natural Landscape, Landscape Classification ("ONL").	Accept in part (landscape line)	23. Bruce Grant	31	Rural - EDGE OF UGB - Frankton Road
434.2	FS1340.110	Queenstown Airport Corporation	Map 31 - Lower Shotover	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	23. Bruce Grant	31	Rural - EDGE OF UGB - Frankton Road
434.4		Bruce Grant		Support	SUPPORTS the inclusion of the subject land legally described as Lot 6 DP 345807 (valuation 2910326713) Lot 7 DP 345807 (valuation 2910326714), and Lot 10 DP 345807 (valuation 2910326712) as shown on Map 31 within the Outstanding Natural Landscape, Landscape Classification ("ONL").	Accept	23. Bruce Grant	33	Rural - EDGE OF UGB - Frankton Road
48.3		Kerr Ritchie Architects	Map 33 - Frankton	Other	Rezone the land at 48 and 50 Peninsula Road, Kelvin Heights from Rural as shown on planning map 33 to Low Density Residential.	Reject	27. Kerr Ritchie Architects	33	Rural - EDGE OF UGB - Kelvin Heights
48.3	FS1340.54	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	27. Kerr Ritchie Architects	33	Rural - EDGE OF UGB - Kelvin Heights
338.4	FS1372	H.I.L Limited		Oppose	All of the relief sought be declined. The land the subject of the submission is not suitable for the zoning proposed given its location and characteristics."	Accept	13. Middleton Family Trust		UGB line Ferry Hill
338.2		Middleton Family Trust	Map 31 - Lower Shotover	Oppose	Rezone the land on planning map 31 generally located between Lake Johnson and the Shotover River (as shown in Attachment B to the submission and legally described as secs 21, 24, 40, 41, 44, 61 Blk XXI Shotover SD, Sec 93 Blk II Shotover SD, Secs 43- 45, 52-55, 60 Blk II Shotover SD, Pt Sec 47 Blk II Shotover SD, Pt sec 123 & 124 Blk I Shotover SD, and Secs 130-132 Blk I Shotover SD) from Rural to part Low Density Residential and part Rural Residential with provision made to protect escarpment areas. NB Attachment B shall take precedence over the legal descriptions cited above as it is unclear whether all these sites are affected by the rezoning.	Reject	13. Middleton Family Trust	31	Rural - EDGE OF UGB - Frankton Road
338.2	FS1117.45	Remarkables Park Limited	Map 31 - Lower Shotover	Support	Support the proposed rezoning; the land is capable of providing a long term location for airport facilities.	Reject	13. Middleton Family Trust	31	Rural - EDGE OF UGB - Frankton Road
338.2	FS1270.75	Hansen Family Partnership	Map 31 - Lower Shotover	Support	Supports in part. Leave is reserved to alter this position, and seek changes to the proposed provisions, after review of further information from the submitter. Seeks conditional support for allowing the submission, subject to the review of further information that will be required to advance the submission.	Reject	13. Middleton Family Trust	31	Rural - EDGE OF UGB - Frankton Road
338.2	FS1289.24	Oasis In The Basin Association	Map 31 - Lower Shotover	Oppose	The whole of the submission be allowed.	Reject	13. Middleton Family Trust	31	Rural - EDGE OF UGB - Frankton Road
338.2	FS1340.79	Queenstown Airport Corporation	Map 31 - Lower Shotover	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	13. Middleton Family Trust	31	Rural - EDGE OF UGB - Frankton Road

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
338.2	FS1372	H.I.L Limited		Oppose	All of the relief sought be declined. The land the subject of the submission is not suitable for the zoning proposed given its location and characteristics."	Accept	13. Middleton Family Trust		UGB line Ferry Hill
338.5		Middleton Family Trust		Oppose	Oppose the landscape line and request the landscape line boundary be amended to reflect that approved by Environment Court decision C169/2000.	Reject	13. Middleton Family Trust	31	Rural - EDGE OF UGB - Frankton Road
501.4	FS1097.150	Queenstown Park Limited		Support	Support for the reasons outlined in QPL's primary submission.	Reject	13. Middleton Family Trust	31	Rural - EDGE OF UGB - Frankton Road
501.4		Woodlot Properties Limited	Map 31 - Lower Shotover	Not Stated	opposes the proposed current positioning of the ONL line as it extends across the southeastern side of Ferry Hill, west of Trench Hill Road, as identified on Planning Map 31 – Lower Shotover. Requests that the proposed ONL line be amended to the higher position along the southeastern side of Ferry Hill, specifically as shown on the attached map to submission 501. Seeks that the Urban Growth Boundary (UGB) line be shifted to south to align with the ONL line in order to restrict further development of this area and protect the landscape value of Ferry Hill.	Reject	12. Woodlot Properties	31	
501.4	FS1102.4	Bob and Justine Cranfield	Map 31 - Lower Shotover	Oppose	Oppose whole submission. The ONL line was clarified and confirmed in its present position in the Environment Court Judgement (HIL v QLDC) and should not be rezoned as rural residential or rural lifestyle.	Accept	12. Woodlot Properties	31	
501.4	FS1289.4	Oasis In The Basin Association	Map 31 - Lower Shotover	Oppose	The whole of the submission be allowed.	Accept	12. Woodlot Properties	31	
501.4	FS1189.11	Fil Holdings Ltd	Map 31 - Lower Shotover	Oppose	Disallow relief sought. Oppose the ONL boundary in this location as it is not appropriate given the zoning and landscape characteristics.	Accept	12. Woodlot Properties	31	
501.4	FS1195.10	The Jandel Trust	Map 31 - Lower Shotover	Oppose	Disallow relief sought. Oppose the ONL boundary in this location as it is not appropriate given the zoning and landscape characteristics.	Accept	12. Woodlot Properties	31	
501.4	FS1270.84	Hansen Family Partnership	Map 31 - Lower Shotover	Support	Supports in part. Leave is reserved to alter this position, and seek changes to the proposed provisions, after review of further information from the submitter. Seeks conditional support for allowing the submission, subject to the review of further information that will be required to advance the submission.	Reject	12. Woodlot Properties	31	
501.17	FS1195.10	The Jandel Trust	Map 31 - Lower Shotover	Oppose	Disallow relief sought. Oppose the ONL boundary in this location as it is not appropriate given the zoning and landscape characteristics.	Accept	12. Woodlot Properties	31	Rural - EDGE OF UGB - Frankton Road
501.17		Woodlot Properties Limited	Map 31 - Lower Shotover	Other	Opposes the proposed rural zoning of land identified on Planning Map 31 and is within close proximity to other rural living/residential area. Seeks that land identified within the hatched area on the map attached to submission 501 (generally located adjacent to Hansen Road and east of Quail Rise) be zoned as Rural Residential and/or Rural Lifestyle. Requests that Proposed Planning Map 31 is amended to change the zoning of the area identified on the attached map (generally located adjacent to Hansen Road and east of Quail Rise) to Rural Residential and/or Rural Lifestyle.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
501.17	FS1112.1	Middleton Family Trust (Arnold Andrew Middletonm Isabella Gladys Middletonm Webb Farry Nominees Ltd & Steward Parker	Map 31 - Lower Shotover	Oppose	That the part of the submission that relates to land outlined in yellow on the plan contained in Attachment C to submission 501 be disallowed.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
501.17	FS1270.97	Hansen Family Partnership	Map 31 - Lower Shotover	Support	Supports in part. Leave is reserved to alter this position, and seek changes to the proposed provisions, after review of further information from the submitter. Seeks conditional support for allowing the submission, subject to the review of further information that will be required to advance the submission.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
310.3	FS1289.17	Oasis In The Basin Association	Map 31 - Lower Shotover	Oppose	The whole of the submission be allowed.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
310.4		Jon Waterston	Map 13 - Gibbston Valley, Cecil Peak and Wye Creek (Insets)	Other	Submitter seeks an extension to the Rural Residential zoning (see attached map - including the eastern portions of lots Proposed Lots 9 and 10 of Proposed Lot 1 DP 366504 and other portions of the subject land, being LOT 20 DP 464459 HAVING 3/11 SH IN LOTS 18-19 DP 430336) beyond the existing Ferry Hills Sub-Zone to resolve minor split zonings across lots and to enable additional rural residential development on an area of land which is difficult to farm productively.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		13	Rural - EDGE OF UGB - Frankton Road
310.1		Jon Waterston	Map 13 - Gibbston Valley, Cecil Peak and Wye Creek (Insets)	Support	Submitter supports the landscape classification line location where it crosses the subject land.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		13	Rural - EDGE OF UGB - Frankton Road
310.2		Jon Waterston	Map 31 - Lower Shotover	Other	Submitter seeks an extension to the Rural Residential zoning (see attached map - including the eastern portions of lots Proposed Lots 9 and 10 of Proposed Lot 1 DP 366504 and other portions of the subject land, being LOT 20 DP 464459 HAVING 3/11 SH IN LOTS 18-19 DP 430336) beyond the existing Ferry Hills Sub-Zone to resolve minor split zonings across lots and to enable additional rural residential development on an area of land which is difficult to farm productively.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
396.4		Jon Waterston	Map 31 - Lower Shotover	Support	Submitter supports the landscape classification line location where it crosses the subject land (being LOT 20 DP 464459 HAVING 3/11 SH IN LOTS 18-19 DP 430336).	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
467.1		James Canning Muspratt		Oppose	Submitter opposes the zoning of part of the submitter's land (legally described as Lot 1 and 2 DP 486552) being that part of the land west and north of the Outstanding Natural Landscape line shown in proposed planning Map 31 and submits it is rezoned to Rural Residential. Copied from points 396.2 and 396.3.	Accept in part	14. James Canning Muspratt	31	Rural - EDGE OF UGB - Frankton Road
500.1		Mr Scott Conway	Map 31 - Lower Shotover	Not Stated	Submitter owns land on Tucker Beach Road, Lower Shotover, which adjoins the Quail Rise Zone to the east and south east, shown on the Proposed District Plan Map 31 - Lower Shotover. Opposes the proposed Rural Zoning of the subject land identified in the submission. Seeks that land identified on the map attached to the submission be rezoned as Rural Residential. Requests Planning Map 31 be amended to reflect this.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
473.1		Mr David Broomfield	Map 31 - Lower Shotover	Other	Submitter owns land on Tucker Beach Road, Lower Shotover, which adjoins the Quail Rise Zone to the east and south east (including Lot 1 DP 473899, Lot 3 DP 473899, and Lot 10 473899). Opposes the proposed zoning of the submitters properties (and those adjoining my properties identified in Attachment 1) as Rural zone and Ferry Hill rural Residential Subzone identified on Planning Map 31 – Lower Shotover. Requests that proposed Planning Map 31 – Lower Shotover is amended to change the zoning of the specific area identified within 'Attachment 1: Proposed Rural Residential Zone Location Map' to Rural Residential.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
473.4		Mr Richard Hanson	Map 31 - Lower Shotover	Not Stated	Submitter owns land on Tucker Beach Road, Lower Shotover, which adjoins the Quail Rise Zone to the east and south east, shown on the Proposed District Plan Map 31 - Lower Shotover. Opposes the proposed Rural Zoning of the subject land identified in the submission. Seeks that land identified on the map attached to the submission be rezoned as Rural Residential. Requests Planning Map 31 be amended to reflect this.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
473.5		Mr Richard Hanson		Not Stated	Adopt the Rural Residential Proposed provisions within Chapter 22 as they relate to the area identified in the attached map "Proposed Rural Residential Zone Location Map".	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
473.2		Mr Richard Hanson		Not Stated	Adopt the Rural Residential Proposed provisions within Chapter 27 as they relate to the area identified in the attached map "Proposed Rural Residential Zone Location Map".	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
476.2		Mr Richard Hanson		Not Stated	Submitter owns land on Tucker Beach Road, Lower Shotover, which adjoins the Quail Rise Zone to the east and south east, shown on the Proposed District Plan Map 31 - Lower Shotover. Opposes the proposed Rural Zoning of the subject land identified in the submission. Seeks that land identified on the map attached to the submission be rezoned as Rural Residential.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
751.1		Keith Hindle & Dayle Wright	Map 31 - Lower Shotover	Other	Opposes the proposed zoning of the submitters property at Tucker Beach Road, Lower Shotover (Lot 13 DP 351483 and Lot 1 DP 454484) (and those adjoining properties as identified in Attachment 1 of the submission) as Rural and Rural Lifestyle identified on Planning Map 31 – Lower Shotover. Requests that this land be re-zoned to Rural Residential zone with a minimum lot size of 3000m2. Amend proposed Planning Map 31 – Lower Shotover to identify the specific area identified within Attachment 1: Proposed Rural Residential Zone Location Map	Accept in part	15. Keith Hindle and Dayle Wright	31	Rural - EDGE OF UGB - Frankton Road
751.1		Hansen Family Partnership	Map 31 - Lower Shotover	Oppose	Amend the location of the ONL line shown on Planning Maps 31, 31a and 33, to the location shown on the plan contained within Appendix 1 attached to this submission.	Reject	9. Hansen Family Partnership	31	Rural - EDGE OF UGB - Frankton Road
399.4	FS1061.18	Otago Foundation Trust Board	Map 31 - Lower Shotover	Support	That the submission is accepted.	Reject	9. Hansen Family Partnership	31	Rural - EDGE OF UGB - Frankton Road
399.4		Peter and Margaret Arnott	Map 31a - Queenstown Airport	Oppose	That the part of the submitters' land (legally described as Lot 1 DP 19932 and Section 129 Block 1 Shotover Survey District) shown on Planning Map 31a currently proposed to be zoned Rural General be rezoned Local Shopping Centre and/or Business Zone.	Reject	7. Peter and Margaret Arnott	31a	Urban - UGB Rural - Ladies Mile
399.4	FS1077.15	Board of Airline Representatives of New Zealand (BARNZ)	Map 31a - Queenstown Airport	Oppose	To the extent that any of this land falls within the Queenstown Airport ANB or OCB BARNZ opposes the change and asks that the land be retained in its proposed zone.	Accept in part	7. Peter and Margaret Arnott	31a	Urban - UGB Rural - Ladies Mile
399.4	FS1270.61	Hansen Family Partnership	Map 31a - Queenstown Airport	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Reject	7. Peter and Margaret Arnott	31a	Urban - UGB Rural - Ladies Mile
399.6	FS1340.98	Queenstown Airport Corporation	Map 31a - Queenstown Airport	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have potentially significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Accept	7. Peter and Margaret Arnott	31a	Urban - UGB Rural - Ladies Mile
399.6		Peter and Margaret Arnott	Map 31a - Queenstown Airport	Oppose	That the Outstanding Natural Landscape line be moved in a northerly direction to the northern boundary of the submitters' land (legally described as Lot 1 DP 19932 and Section 129 Block 1 Shotover Survey District) shown on Planning Map 31a.	Reject	7. Peter and Margaret Arnott	31a	Urban - UGB Rural - Ladies Mile
399.6	FS1061.63	Otago Foundation Trust Board	Map 31a - Queenstown Airport	Support	That the submission is accepted.	Reject	7. Peter and Margaret Arnott	31a	Urban - UGB Rural - Ladies Mile
717.1	FS1270.63	Hansen Family Partnership	Map 31a - Queenstown Airport	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Reject	7. Peter and Margaret Arnott	31a	Urban - UGB Rural - Ladies Mile
717.1		The Jandel Trust		Not Stated	The rezoning of the 179 Frankton-Ladies Miles Highway and wider area to Business Mixed Use zone or Industrial zone as shown on the map attached to this submission.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.1	FS1061.41	Otago Foundation Trust Board		Oppose	That the submission is rejected.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.1	FS1062.1	Ross Copland		Oppose	The submission be deferred until Stage 2 of the review is publicly notified. Alternatively, the submission be disallowed.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
717.22	FS1189.1	Fil Holdings Ltd		Support	Allow relief sought. Support mixed use zoning of the land.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.22		The Jandel Trust	Map 31a - Queenstown Airport	Not Stated	The rezoning of the 179 Frankton-Ladies Miles Highway and wider area to Business Mixed Use zone or Industrial zone as shown on the map attached to this submission.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
717.22	FS1029.28	Universal Developments Limited	Map 31a - Queenstown Airport	Oppose	Universal seeks that the entire submission be disallowed	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
717.22	FS1077.59	Board of Airline Representatives of New Zealand (BARNZ)	Map 31a - Queenstown Airport	Oppose	To the extent that any of this land falls within the Queenstown Airport ANB or OCB BARNZ opposes the change and asks that the land be retained in its proposed zone.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
717.22	FS1167.33	Peter and Margaret Arnott	Map 31a - Queenstown Airport	Support	Supports in part. Agrees that the land (Lot 1 Deposited Plan 19932 and Section 129 Block I Shotover District) is suitable for Medium Density, Local Shopping Centre or Business Mixed Use zoning to achieve the sustainable management. Seeks that this land to be rezoned as Medium Density, Local Shopping Centre or Business Mixed Use zones.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
751.4	FS1270.128	Hansen Family Partnership	Map 31a - Queenstown Airport	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
751.4		Hansen Family Partnership	Map 31 - Lower Shotover	Oppose	1. Remove the area of rural zone shown on Planning Maps 31, 31a and 33, along the northern side of State Highway 6 between Hansen Road and the Eastern Access Road and below the Queenstown Airport Outer Control Boundary and within the Queenstown Urban Growth Boundary; and 2. Rezone the former rural land and part of the Medium Density Residential Zone on the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road, below the Urban Growth Boundary as Industrial; or alternatively 3. Rezone the area of Rural Zone and part Medium Density Residential Zone on the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road, and within the Queenstown Urban Growth Boundary as any mix of Low, Medium or High Density Residential, Industrial, Business Mixed Use or Local Shopping Centre Zones.	Accept in part	9. Hansen Family Partnership	31.00	Urban - UGB Rural - Ladies Mile
751.4	FS1061.19	Otago Foundation Trust Board	Map 31 - Lower Shotover	Not Stated	That the part of the submission seeking industrial zoning is rejected, while the parts seeking medium and high density residential zoning be accepted.	Reject	9. Hansen Family Partnership	31	Urban - UGB Rural - Ladies Mile
751.4	FS1092.26	NZ Transport Agency	Map 31 - Lower Shotover	Oppose	That submissions 751.4, 751.5 and 751.6 be disallowed.	Reject	9. Hansen Family Partnership	31	Urban - UGB Rural - Ladies Mile
751.4	FS1167.36	Peter and Margaret Arnott	Map 31 - Lower Shotover	Support	Supports in part. Believes that the land (Lot 1 Deposited Plan 19932 and Section 129 Block I Shotover District) is suitable for Medium Density, Local Shopping Centre or Business Mixed Use zoning to achieve the sustainable management. Seeks that the land to the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road be rezoned to Medium Density, Business Mixed Use, or Local Shopping Centre zones.	Accept in part	9. Hansen Family Partnership	31	Urban - UGB Rural - Ladies Mile
751.4	FS1189.13	Fil Holdings Ltd	Map 31 - Lower Shotover	Support	Allow relief sought and update zonings along Frankton Highway-Ladies Miles to reflect mixed use activities. Supports that these properties are suitable for non-residential uses on the basis that the land along Frankton Highway-Ladies Miles, including the Fil land, is zoned for mixed use activities. Supports concern regarding reverse sensitivity issues and believes that an alternative zone to Medium Density Residential would be the most appropriate method to address such issues.	Accept	9. Hansen Family Partnership	31	Urban - UGB Rural - Ladies Mile
751.4	FS1195.12	The Jandel Trust	Map 31 - Lower Shotover	Support	Allow relief sought and update zonings along Frankton Highway-Ladies Miles to reflect mixed use activities. Supports that these properties are suitable for non-residential uses on the basis that the land along Frankton Highway-Ladies Miles, including the Fil land, is zoned for mixed use activities. Supports concern regarding reverse sensitivity issues and believes that an alternative zone to Medium Density Residential would be the most appropriate method to address such issues.	Accept	9. Hansen Family Partnership	31	Urban - UGB Rural - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
751.5	FS1340.141	Queenstown Airport Corporation	Map 31 - Lower Shotover	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Reject	9. Hansen Family Partnership	31	Urban - UGB Rural - Ladies Mile
751.5		Hansen Family Partnership	Map 31a - Queenstown Airport	Oppose	1. Remove the area of rural zone shown on Planning Maps 31, 31a and 33, along the northern side of State Highway 6 between Hansen Road and the Eastern Access Road and below the Queenstown Airport Outer Control Boundary and within the Queenstown Urban Growth Boundary; and 2. Rezone the former rural land and part of the Medium Density Residential Zone on the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road, below the Urban Growth Boundary as Industrial; or alternatively 3. Rezone the area of Rural Zone and part Medium Density Residential Zone on the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road, and within the Queenstown Urban Growth Boundary as any mix of Low, Medium or High Density Residential, Industrial, Business Mixed Use or Local Shopping Centre Zones.	Accept in part	9. Hansen Family Partnership	31a	Urban - UGB Rural - Ladies Mile
751.5	FS1061.20	Otago Foundation Trust Board	Map 31a - Queenstown Airport	Not Stated	That the part of the submission seeking industrial zoning is rejected, while the parts seeking medium and high density residential zoning be accepted.	Reject	9. Hansen Family Partnership	31a	Urban - UGB Rural - Ladies Mile
751.5	FS1077.62	Board of Airline Representatives of New Zealand (BARNZ)	Map 31a - Queenstown Airport	Oppose	To the extent that any of this land falls within the Queenstown Airport OCB BARNZ opposes the change and asks that the land be retained in its rural zone.	Reject	9. Hansen Family Partnership	31a	Urban - UGB Rural - Ladies Mile
751.5	FS1167.37	Peter and Margaret Arnott	Map 31a - Queenstown Airport	Support	Supports in part. Believes that the land (Lot 1 Deposited Plan 19932 and Section 129 Block I Shotover District) is suitable for Medium Density, Local Shopping Centre or Business Mixed Use zoning to achieve the sustainable management. Seeks that the land to the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road be rezoned to Medium Density, Business Mixed Use, or Local Shopping Centre zones.	Accept in part	9. Hansen Family Partnership	31a	Urban - UGB Rural - Ladies Mile
751.5	FS1189.14	Fil Holdings Ltd	Map 31a - Queenstown Airport	Support	Allow relief sought and update zonings along Frankton Highway-Ladies Miles to reflect mixed use activities. Supports that these properties are suitable for non-residential uses on the basis that the land along Frankton Highway-Ladies Miles, including the Fil land, is zoned for mixed use activities. Supports concern regarding reverse sensitivity issues and believes that an alternative zone to Medium Density Residential would be the most appropriate method to address such issues.	Accept in part	9. Hansen Family Partnership	31a	Urban - UGB Rural - Ladies Mile
751.5	FS1195.13	The Jandel Trust	Map 31a - Queenstown Airport	Support	Allow relief sought and update zonings along Frankton Highway-Ladies Miles to reflect mixed use activities. Supports that these properties are suitable for non-residential uses on the basis that the land along Frankton Highway-Ladies Miles, including the Fil land, is zoned for mixed use activities. Supports concern regarding reverse sensitivity issues and believes that an alternative zone to Medium Density Residential would be the most appropriate method to address such issues.	Accept in part	9. Hansen Family Partnership	31a	Urban - UGB Rural - Ladies Mile
751.6	FS1340.142	Queenstown Airport Corporation	Map 31a - Queenstown Airport	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Reject	9. Hansen Family Partnership	31a	Urban - UGB Rural - Ladies Mile
751.6		Hansen Family Partnership	Map 33 - Frankton	Oppose	1. Remove the area of rural zone shown on Planning Maps 31, 31a and 33, along the northern side of State Highway 6 between Hansen Road and the Eastern Access Road and below the Queenstown Airport Outer Control Boundary and within the Queenstown Urban Growth Boundary; and 2. Rezone the former rural land and part of the Medium Density Residential Zone on the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road, below the Urban Growth Boundary as Industrial; or alternatively 3. Rezone the area of Rural Zone and part Medium Density Residential Zone on the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road, and within the Queenstown Urban Growth Boundary as any mix of Low, Medium or High Density Residential, Industrial, Business Mixed Use or Local Shopping Centre Zones.	Accept in part	9. Hansen Family Partnership		Urban - UGB Rural - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
751.6	FS1061.21	Otago Foundation Trust Board	Map 33 - Frankton	Not Stated	That the part of the submission seeking industrial zoning is rejected, while the parts seeking medium and high density residential zoning be accepted.	Reject	9. Hansen Family Partnership	33	Urban - UGB Rural - Ladies Mile
751.6	FS1092.27	NZ Transport Agency	Map 33 - Frankton	Oppose	That submissions 751.4, 751.5 and 751.6 be disallowed.	Reject	9. Hansen Family Partnership	33	Urban - UGB Rural - Ladies Mile
751.6	FS1092.28	NZ Transport Agency	Map 33 - Frankton	Oppose	That submissions 751.4, 751.5 and 751.6 be disallowed.	Reject	9. Hansen Family Partnership	33	Urban - UGB Rural - Ladies Mile
751.6	FS1167.38	Peter and Margaret Arnott	Map 33 - Frankton	Support	Supports in part. Believes that the land (Lot 1 Deposited Plan 19932 and Section 129 Block 1 Shotover District) is suitable for Medium Density, Local Shopping Centre or Business Mixed Use zoning to achieve the sustainable management. Seeks that the land to the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road be rezoned to Medium Density, Business Mixed Use, or Local Shopping Centre zones.	Accept	9. Hansen Family Partnership	33	Urban - UGB Rural - Ladies Mile
751.6	FS1189.15	FII Holdings Ltd	Map 33 - Frankton	Support	Allow relief sought and update zonings along Frankton Highway-Ladies Miles to reflect mixed use activities. Supports that these properties are suitable for non-residential uses on the basis that the land along Frankton Highway-Ladies Miles, including the FII land, is zoned for mixed use activities. Supports concern regarding reverse sensitivity issues and believes that an alternative zone to Medium Density Residential would be the most appropriate method to address such issues.	Accept in part	9. Hansen Family Partnership	33	Urban - UGB Rural - Ladies Mile
751.6	FS1195.14	The Jandel Trust	Map 33 - Frankton	Support	Allow relief sought and update zonings along Frankton Highway-Ladies Miles to reflect mixed use activities. Supports that these properties are suitable for non-residential uses on the basis that the land along Frankton Highway-Ladies Miles, including the FII land, is zoned for mixed use activities. Supports concern regarding reverse sensitivity issues and believes that an alternative zone to Medium Density Residential would be the most appropriate method to address such issues.	Accept in part	9. Hansen Family Partnership	33	Urban - UGB Rural - Ladies Mile
847.21	FS1340.143	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Accept	9. Hansen Family Partnership	33	Urban - UGB Rural - Ladies Mile
847.21		FII Holdings Limited	Map 31a - Queenstown Airport	Not Stated	Amend the zone as sought in this submission. The submitter seeks the rezoning of the site (145 Frankton - Ladies Mile Highway) and wider area to Business Mixed Use zone or Industrial zone; or amending the Medium Density Residential zone provisions.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
847.21	FS1077.74	Board of Airline Representatives of New Zealand (BARNZ)	Map 31a - Queenstown Airport	Oppose	To the extent that any of this land falls within the Queenstown Airport ANB or OCB BARNZ opposes the change and asks that the land be retained in its proposed zone.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
847.21	FS1195.17	The Jandel Trust	Map 31a - Queenstown Airport	Support	Allow relief sought. Supports the removal of the rural general zoning on the land, a more appropriate zone would be a mixed used zone that provides for residential and lighter industrial/commercial uses. Supports the removal of the ONL boundary through the submitter's property.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
847.22	FS1270.27	Hansen Family Partnership	Map 31a - Queenstown Airport	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
847.22		FII Holdings Limited		Oppose	Amend the zone as sought in the submission. The submitter seeks the rezoning of the site (145 Frankton - Ladies Mile Highway) and wider area to Business Mixed Use zone or Industrial zone; or amending the Medium Density Residential zone provisions.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
847.8	FS1195.18	The Jandel Trust		Support	Allow relief sought. Supports the removal of the rural general zoning on the land, a more appropriate zone would be a mixed used zone that provides for residential and lighter industrial/commercial uses. Supports the removal of the ONL boundary through the submitter's property.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
847.8		Fil Holdings Limited	8.2.11 Objective 11	Other	Amend as follows: 8.2.11 Objective - The development of land fronting State Highway 6 (between Hansen Road and Ferry Hill Drive) provides a high quality residential mixed use environment which some is sensitive to its location at the entrance to Queenstown, minimises traffic impacts to the State Highway network, and is appropriately serviced.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
790.17	FS1270.14	Hansen Family Partnership	8.2.11 Objective 11	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.		4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
790.17		Queenstown Lakes District Council	Map 33 - Frankton	Oppose	Rezone Section 35 Blk XXXI TN of Frankton located on Boyes Crescent, Frankton from Rural to low density residential zone.	Accept	22. Queenstown Lakes District Council	33	Urban - Frankton
828.1	FS1340.169	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC submits that the proposed rezoning of this land is counter to the land use management regime established under PC35. Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act. QAC submits that the rezoning request be disallowed.	Accept in part	22. Queenstown Lakes District Council	33	Urban - Frankton
828.1		Brett Giddens	Map 31a - Queenstown Airport	Not Stated	Rezone the land bound by McBride Street, Birse Street, Grey Street and State Highway 6 from Low Density Residential to <u>Local Shopping Centre Zone</u> or as a secondary option, a more appropriate higher density zone such as: •High Density Residential; •Medium Density Residential; or •Another zone or amended zone that will achieve the outcomes sought in the submission. Any additional or consequential relief of the proposed plan as a result of this submission.	Reject	19. Brett Giddens	31a	Urban - UGB Rural - Ladies Mile
828.1	FS1077.72	Board of Airline Representatives of New Zealand (BARNZ)	Map 31a - Queenstown Airport	Oppose	To the extent that any of this land falls within the Queenstown Airport ANB or OCB BARNZ opposes the change and asks that the land be retained in its proposed zone.	Reject	19. Brett Giddens	31a	Urban - UGB Rural - Ladies Mile
338.5	FS1372	H.I.L Limited		Oppose	All of the relief sought be declined. The land the subject of the submission is not suitable for the zoning proposed given its location and characteristics."	Accept	13. Middleton Family Trust	31	UGB line Ferry Hill
	FS1340.153	Queenstown Airport Corporation	Map 31a - Queenstown Airport	Not Stated	Oppose in part/Support in part - QAC remains neutral with respect to the rezoning of this area to Local Shopping Centre zone provided it does not result in the intensification of ASAN in this area. Subsequent amendments to the relevant zone chapter may be required to ensure that the occurrence of ASAN does not intensify at this site above the currently permitted levels set out in the Operative Plan (i.e. the levels prescribed in the Low Density Residential Zone). QAC opposes the proposed rezoning of this land to medium or high density residential and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.		19. Brett Giddens	31a	Urban - UGB Rural - Ladies Mile

APPENDIX 2 – TABLE OF GROUP 1B SUBMISSIONS RECOMMENDED TO BE ACCEPTED OR ACCEPTED IN PART THAT REQUIRE CHANGES TO THE PDP MAPS;

APPENDIX 2

Queenstown Mapping – Hearing Stream 13 (Strategic and Group 1B)

Submissions recommended to be accepted or accepted in part that require changes to the PDP notified Planning Maps.

Submitter	Summary of Relief Sought	S42a and Rebuttal recommendation	Reply recommendation	Reference to the Council supporting evidence and mapping annotations
Strategic				
Aurora Energy Limited (635)	Insert Critical Electricity Line's onto the District Plan Planning Maps (See Annexure Two of submission for plans showing the location of the Critical Electricity Lines)	Accept in part	No change	Addressed in Chapter 30 Stream 5. Recommended accept in part the new definition and requires update to the maps.
Transpower New Zealand Limited (Transpower) (FS1301.20)	Neutral, but oppose terminology - Allow, but delete the term in the legend „subtransmission lines? and instead refer to the lines as „electricity distribution line corridor'	Accept in part	No change	Addressed in Chapter 30 Stream 5. Recommended accept in part the new definition and requires update to the maps.
Transpower New Zealand Limited (805)	Amend Legend <ul style="list-style-type: none"> • National Grid support structures Transpower Pylons • National Grid transmission line Corridor • Transpower AC Substation Insert the missing	Accept	No change	Addressed in Chapter 30 Stream 5. See ROR chapter 30 for definitions of support structures.

	Transpower support structures and National Grid transmission line on planning map 31				
Queenstown Lakes District Council (383)	Amend maps 34, 35 and 36 to show heritage items at all scales.	Accept		No change	Strategic s42A
NZ Transport Agency (719)	Correct the boundaries of designation number 29	Accept		No change	Addressed in Stream 7 (Designations) Chapter 37. Discussed at para. 7.9 to 7.29 of s42A report for Chapter 37.
NZ Transport Agency (719)	Delete the unlabelled designation from Map 33	Accept		No change	Strategic s42A
Remarkables Park Limited (807)	Clearly show on the planning maps that the Frankton Flats is not one special zone, and is instead two separate zones each with a separate set of provisions.	Accept		No change	Strategic s42A
Remarkables Park Limited (807)	Update the planning maps to correctly identify the extent of the Airport Designation 2 and remove the airport designation from lot 1 DP472825.	Accept		No change	Addressed in Stream 7 (Designations) Chapter 37
Queenstown Airport Corporation FS1340.150	AC supports this submission point insofar as it relates to the removal of Lot 1 DP 472825 from the designation	Accept		No change	Addressed in Stream 7 (Designations) Chapter 37
Queenstown Lakes District Council (383)	Include Protected Heritage Feature No.38 on Planning	Accept		No change	Addressed in Stream 3 (Heritage) Chapter 26

	Map 36.			
Jackie Gillies & Associates (604)	100 St Peters Parish Hall Delete "5 Earl Street" Add "? Camp Street" Amend map 36	Accept	No change	Addressed in Stream 3 (Heritage) Chapter 26
Queenstown Airport Corporation (433)	Designation 29 – Queenstown Lakes District Council – Multi Purpose Indoor and Outdoor Recreation, Cultural and Conference Complex The Proposed District Plan Map 31a – Queenstown Airport is amended to correctly illustrate the boundary of Designation 29;	Accept in part	No change	Accept in part Addressed in Stream 7 Designations.
Queenstown Lakes District Council (790)	Requests the removal of Designation 171 (Recreation Reserve) known as Commonage Reserve, Queenstown Hill from the area of Section 1 Survey Office Plan 483628.	Accept	No change	Addressed in Stream 7 (Designations).
Jed Frost (323)	Requests areas of A23A are removed from Lots 4, 14, 17, 19 & 101 DP 26634 as it does not accord with or assist the Council to carry out its functions to achieve the purpose of the RMA. Also see points 323.8-323.16.	Accept	No change	Addressed in Stream 2 (Chapter 33 Indigenous Vegetation and Biodiversity).

1B Queenstown Urban – Frankton and South				
Hansen Road to Ferry Hill Drive				
W & M GRANT (455)	Rezone from Rural to either a Medium Density Zone with a Visitor Accommodation Overlay, or a zone to allow for commercial activities.	Reject	Accept	Reply
Hansen Family Partnership (751)	Rezone land on the northern side of State Highway 6 between Hansen Road and the Eastern Access Road to industrial; or alternatively any mix of Low, Medium or High Density Residential, Industrial, Business Mixed Use or Local Shopping Centre Zones.	Reject	Accept in part	Reply
The Jandel Trust (717)	The rezoning of the site [179 Frankton-Ladies Miles Highway] and the wider area to Business Mixed Use zone or Industrial zone; or amending the Medium density residential provisions	Accept in part (HDRZ recommendation only)	Accept in part (BMUZ + HDRZ)	Reply
FII Holdings Limited (847)	Rezoning of the site (145 Frankton - Ladies Mile Highway) and wider area to BMUZ or Industrial zone; or amending the MDRZ provisions.	Accept in part (HDRZ recommendation only)	Accept in part (BMUZ + HDRZ)	Reply

1B Other				
James Canning Muspratt (396)		Accept in full	No change	S42A Report Group 1B
QLDC (790)		Accept in full	*Submission withdrawn	S42A Report Group 1B
F.S Mee Developments Co Ltd (425)	Seeks to rezone land at Peninsula Road from LDR to MDR and LSCZ.	Accept in full (LDR to MDRZ and LSCZ)	No change	S42A Report Group 1B
	To rezone land at Balmoral Drive from LDRZ to MDRZ.	Accept in full (LDRZ to MDRZ)	No change	S42A Report Group 1B
	To rezone land beyond the existing LDRZ at Kelvin Heights from Rural to LDR, and move both the landscape and UGB lines.	Accept in part (Rural to LDRZ and consequential; amendment to the ONL and UGB)	No change	S42A Report Group 1B
Middelton Family Trust (338)	To rezone land at the western extent of Tucker Beach Road to Low Density Residential Zone and Rural Residential; and amendment to the landscape line and UGB.	Reject	Accept in Part (Rural to RL)	Reply
LINZ (661)	To rezone the subject land from rural to LDRZ, and to align the ONL with the UGB.	Reject	Accept in part (Rural to LDRZ with 'Hazard Investigation Area Overlay')	Reply
Winton Partners (533)		Reject	Accept in part (Rural to LDRZ Hazard Investigation Area Overlay')	Reply

**APPENDIX 3 – REVISED RECOMMENDED PROVISIONS FOR CHAPTER 7,
CHAPTER 8, CHAPTER 9, CHAPTER 16, AND CHAPTER 27**

LOW DENSITY RESIDENTIAL 7

Key:

Recommended changes shown in brown underlined text for additions and ~~brown strike through~~ text for deletions, Appendix 3 of the Right of Reply for 1B Queenstown Urban Frankton and South dated 6 October 2017.

Recommended changes to notified chapter are shown in red underlined text for additions and ~~red strike through~~ text for deletions, Appendix 1 to Right of Reply, dated 11 November 2016.

Provisions now transferred to the rezoning hearings, in yellow font.

Recommended changes to notified chapter are shown in underlined text for additions and ~~strike through~~ text for deletions. Appendix 1 to section 42A report, dated 14 September 2016.

The changes recommended by Mr Nigel Bryce in the right of reply on notified Chapter 27 – Subdivision and Development are shown in green underlined text for additions and ~~green strike through~~ for deletions.

Changes shown in blue strikethrough and underline are amendments which relate to Variation 1 – Arrowtown Design Guidelines, notified 20 July 2016.

Note: The provisions relating to Visitor Accommodation, which were withdrawn from the PDP by resolution of Council on 23 October 2015, are not shown in this Revised Chapter.

7 Low Density Residential

7.1 Zone Purpose

The Low Density Residential Zone is the largest residential zone in the District. The District Plan includes low density zoning that is within identified urban growth boundaries, and includes land that has already been substantively developed, as well as areas that will continue to be developed over time.

Fundamentally the zone provides for traditional suburban densities and housing forms. Houses will typically be detached and set on sections sites between 450 and 1000 square metres in area. However, the zone will also support some increased density, whether through smaller scale and low rise infill development, or larger comprehensively designed proposals, to provide more diverse and affordable housing options.

Commented [AL1]: Clarification

Community activities and facilities are anticipated in the zone provided adverse effects can be suitably addressed, as these activities are often best located within the residential communities they serve. Home occupations are also provided for.

Commented [AL2]: 678 & 524

Commercial activities are generally discouraged, however may be accommodated where necessary to address a demonstrated local need provided residential amenity is not compromised.

Pursuant to Section 86(b)(3) of the RMA, Rule 7.5.14 has immediate legal effect.

7.2 Objectives and Policies

7.2.1 Objective - The zone Development provides for a low density residential living environment within the District's urban areas, with high amenity values for residents, adjoining sites and the street.

Commented [AL3]: All submissions in support and in opposition to increased density – see footnotes 3 and 4 in S42A report

Policies

7.2.1.1 Ensure Low density zoning and development is located in areas that are well serviced by public infrastructure, and is designed in a manner consistent with the capacity of infrastructure networks.

Commented [AL4]: Panel's 4th Procedural Minute

LOW DENSITY RESIDENTIAL 7

7.2.1.2 ~~Require~~ **Encourage** an intensity of ~~The zone is suburban in character and provides for a low density housing development that is sympathetic to the existing built character of predominantly one on larger urban allotments primarily comprising dwellings residential units up to two storeys in height.~~

Commented [AL5]: All submissions in support and in opposition to increased density – see footnotes 3 and 4 in S42A report

7.2.2 ~~Objective – Ensure protection of amenity values in recognition of the zone's lower intensity character, whilst providing for subtle and low impact change.~~

Commented [AL6]: All submissions in support and in opposition to increased density – see footnotes 3 and 4 in S42A report

Policies

7.2.2.1 ~~Enable residential development on allotments of a size consistent with a low density character, which are typically larger than 450 square metres, but enable infill development at a higher density where it is low scale and discrete, and relates well to existing land use.~~

~~7.2.2.2~~ 7.2.1.3 ~~Ensure the Apply height, building coverage, and bulk and location of development controls as the primary means of retaining maintains the lower intensity character of the zone and ensuring protection of amenity values in terms of privacy, access to sunlight, views, and impacts arising from building dominance.~~

Commented [AL7]: 208

Commented [AL8]: All submissions in support and in opposition to increased density – see footnotes 3 and 4 in S42A report

7.2.3-7.2.2 ~~Objective – Development of Allow higher housing 'gentle density' is housing than typical in the zone occurs where provided that it retains a low rise built form, and responds appropriately and sensitively to the context and character of the locality and does not occur within the Queenstown Airport Air Noise Boundary or Outer Control Boundary.~~

Commented [AL9]: All submissions in support and in opposition to increased density – see footnotes 3 and 4 in S42A report

Commented [AL10]: 433

Policies

~~7.2.3.1~~ 7.2.2.1 ~~Ensure any higher 'gentle density' residential development is planned and designed to fit well within its immediate context, paying particular attention to the way the development:~~

- ~~• Manages dominance effects Relates to on neighbouring properties, through employing measures such as larger setbacks, sensitive building orientation and design, use of articulation and landscaping to mitigate dominance and privacy impacts~~
- ~~• Achieves a reasonable level of privacy for the subject site and neighbouring residential units through the application of setbacks, offsetting of habitable windows or other appropriate screening methods~~
- ~~• Avoids large continuous building facades that are not articulated or broken down into smaller elements~~
- ~~• Provides street activation through connection between front doors and the street where possible.~~

Commented [AL11]: All submissions in support and in opposition to increased density – see footnotes 3 and 4 in S42A report

Commented [AL12]: 383

Commented [AL13]: 383

~~7.2.3.2~~ 7.2.2.2 ~~Ensure landscaped areas shall be are well designed and integrated into the design of developments, providing high amenity spaces for recreation and enjoyment, with particular regard to the street frontage of developments.~~

Commented [AL14]: All submissions in support and in opposition to increased density – see footnotes 3 and 4 in S42A report

Commented [AL15]: Clarification given that infill housing in backyards is anticipated which will not be able to do this.

7.2.3.3 ~~Encourage initiatives to reduce water demand and water use, such as roof rain water capture and use and greywater recycling.~~

Commented [AL16]: All submissions in support and in opposition to increased density – see footnotes 3 and 4 in S42A report

Commented [AL17]: All submissions in support and in opposition to increased density – see footnotes 3 and 4 in S42A report

7.2.2.3 ~~Discourage infill development of Activities Sensitive to Aircraft Noise within the Air Noise Boundary and between the Air Noise Boundary and the Outer Control Noise Boundary on land around Queenstown Airport.~~

Commented [AL18]: 433

7.2.4 ~~Objective – Allow low rise, discrete infill housing as a means of providing a more diverse and affordable housing stock.~~

Commented [AL19]: All submissions in support and in opposition to increased density – see footnotes 3 and 4 in S42A report

LOW DENSITY RESIDENTIAL 7

Policies

7.2.4.1 ~~7.2.2.3~~ Require that the height of development does not Provide for compact, low rise infill housing that does not fundamentally compromise the integrity of the zone's low density character and amenity values.

7.2.2.4 Encourage development which promotes diversity and affordable residential accommodation.

7.2.53 Objective - In Arrowtown residential development responds sensitively to the town's character

Policies

7.2.5.1 ~~7.2.3.1~~ Require Ensure development to be is of a form that is sympathetic to the character of Arrowtown, including its building design, scale, layout and building form in accordance with the Arrowtown Design Guidelines 2006 2016, with particular regard given to:

- i. Building design and form;
- ii. Scale, layout and relationship of buildings to the street; and
- iii. Materials and landscape responses.

7.2.5.2 ~~7.2.3.2~~ Flat roofed housing forms are avoided.

7.2.5.3 ~~7.2.3.3~~ Provide for infill housing development that responds sensitively to the existing character of the area Arrowtown.

7.2.64 Objective - Provide for Community activities serving the community they are within and facilities that are generally best located in a residential environment close to residents where adverse effects on are compatible with residential amenity are managed.

Policies

7.2.6.1 ~~7.2.4.1~~ Enable the establishment of community facilities and activities where adverse effects on residential amenity values such as noise, traffic, lighting, glare and visual impact can be avoided or mitigated.

7.2.6.2 ~~7.2.4.2~~ Ensure any community activities uses occur in areas which are capable of accommodating traffic, parking and servicing to a level which maintains residential amenity.

7.2.6.3 ~~7.2.4.3~~ Ensure any community activities uses or facilities are of a design, scale and appearance compatible with a residential context.

7.2.7 ~~7.2.5~~ Objective - Ensure development efficiently utilises existing infrastructure and minimises impacts on infrastructure and roading networks.

Policies

7.2.7.1 ~~7.2.5.1~~ Ensure Access and parking is located and designed to optimise efficiency and safety of the road network and minimise impacts to on-street parking.

7.2.7.2 ~~7.2.5.2~~ Ensure development is designed consistent with the capacity of existing infrastructure networks and seeks low impact approaches to storm water management and efficient use of potable water supply.

7.2.7.3 ~~7.2.5.3~~ Integrate development is integrated with all transport networks, and improves connections to, public transport services and active transport networks (tracks, trails, walkways and cycleways).

Commented [AL20]: All submissions in support and in opposition to increased density – see footnotes 3 and 4 in S42A report

Commented [AL21]: Panel's 4th Procedural Minute

Commented [AL22]: 189

Commented [AL23]: Panel's 4th Procedural Minute

Commented [AL24]: Clarification

Commented [AL25]: Clarification

Commented [AL26]: 678 & 524

Commented [AL27]: Panel's 4th Procedural Minute

Commented [AL28]: 678 & 524

Commented [AL29]: 678 & 524

Commented [AL30]: 678 & 524

Commented [AL31]: Panel's 4th Procedural Minute

Commented [AL32]: Panel's 4th Procedural Minute

Commented [AL33]: Clarification

Commented [AL34]: Panel's 4th Procedural Minute

Commented [AL35]: Panel's 4th Procedural Minute

Commented [AL36]: 719

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7.2.9 7.2.6 Objective - ~~Generally discourage eCommercial development is discouraged except when it is~~ small scale and generates minimal amenity impacts.

Policies

7.2.9.4 7.2.6.1 Provide for ~~C~~commercial activities that directly serve the day-to-day needs of local residents, or enhance social connection and vibrancy of the residential environment ~~may be supported,~~ provided these do not undermine residential amenity or the viability of a nearby centre.

7.2.9.2 7.2.6.2 Ensure any commercial development is low scale and intensity (~~100m² or less gross floor area~~) and does not adversely affect the local transport network and the availability of on-street parking.

7.2.9.3 7.2.6.3 Ensure that the noise effects from ~~C~~commercial activities that generate adverse noise effects are compatible with the surrounding ~~not supported in the residential environment and do not detract from residential amenity.~~

7.2.9.4 7.2.6.4 Ensure any commercial development is of a design, scale and appearance compatible with its surrounding residential context.

7.2.10 7.2.7A Objective - Ensure ~~R~~residential amenity is maintained through pleasant ~~internal~~ living environments within which adverse effects are minimised while still providing the opportunity for community needs

7.2.7B Objective – ~~Queenstown Airport and the State Highway network are protected from the reverse sensitivity effects of Activities Sensitive to Aircraft Noise and Activities Sensitive to Road Noise.~~

7.2.10.1 7.2.7.1 Require, as necessary, mechanical ventilation of any Critical Listening Environment within ~~new buildings, relocatable buildings and any alterations and additions to existing buildings that containing~~ an Activity Sensitive to Aircraft Noise within the Queenstown Airport Outer Control Boundary.

7.2.10.2 7.2.7.2 Require, as necessary, sound insulation and mechanical ventilation for any Critical Listening Environment within ~~any new buildings, relocatable buildings and any alterations and additions to existing buildings that containing~~ an Activity Sensitive to Aircraft Noise within the Queenstown Airport Air Noise Boundary.

7.2.7.3 Require, as necessary, ~~all new buildings, relocatable buildings and altered any alterations and additions to existing buildings for containing~~ activities sensitive to road noise located ~~within 80m of adjacent to~~ the State Highway are designed to provide protection from sleep disturbance and maintain appropriate amenity.

Commented [SG37]: Renumbering result of withdrawal of Visitor Accommodation provisions and other deleted provisions shown above.

Commented [AL38]: Panel's 4th Procedural Minute

Commented [AL39]: Objective reframed to be a positive statement to align with policies

Commented [AL40]: Panel's 4th Procedural Minute

Commented [AL41]: 269

Commented [AL42]: 269

Commented [AL43]: Panel's 4th Procedural Minute

Commented [AL44]: Clarification

Commented [AL45]: Consequential amendment as a result of inclusion of Policy 7.2.7.3

Commented [AL46]: 433

Commented [AL47]: 1340

Commented [AL48]: 433 & 1340

Commented [AL49]: 433

Commented [AL50]: 1340

Commented [AL51]: 433

Commented [AL52]: 433 & 1340

Commented [AL53]: 1340 and clarification

Commented [AL54]: 719

7.3 Other Provisions and Rules

7.3.1 District Wide

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

1 Introduction	2 Definitions	3 Strategic Direction
4 Urban Development	5 Tangata Whenua	6 Landscapes
24 Signs (18 <u>Operative DP</u>)	25 Earthworks (22 <u>Operative DP</u>)	26 Historic Heritage
27 Subdivision	28 Natural Hazards	29 Transport (14 <u>Operative DP</u>)

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30 Utilities and Renewable Energy	34 Hazardous Substances (16 Operative DP)	32 Protected Trees
33 Indigenous Vegetation	34 Wilding Exotic Trees	35 Temporary Activities and Relocated Buildings
36 Noise	37 Designations	Planning Maps

7.3.2 Clarification

Advice Notes

- 7.3.2.1 A permitted activity must comply with all the rules listed in the activity and standards tables, and any relevant district wide rules.
- 7.3.2.2 Where an activity does not comply with a Standard listed in the Standards table, the activity status identified by the Non-Compliance Status column shall apply. Where an activity breaches more than one Standard, the most restrictive status shall apply to the Activity.

7.3.2.3 The following abbreviations are used within this Chapter.

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

Commented [AL55]: Provision relocated from below to sit under Advice Notes

General Rules

~~7.3.2.3~~ 7.3.2.4 Development resulting in more than one (1) residential unit per lot shall show each residential unit contained within the net **site** area. For the purposes of this rule net **site** area means an area of land shown on a plan with defined boundaries (legally defined or otherwise), less any area for shared access or any strip of land less than 6m in width.

Commented [AL56]: Clarification

~~The following abbreviations are used within this Chapter.~~

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

Commented [AL57]: Provision relocated to above to sit under Advice Notes

7.4 Rules - Activities

	Activities located in the Low Density Residential Zone	Activity status
7.4.1	Activities which are not listed in this table	NC
7.4.2	Informal airports for emergency landings, rescues and fire fighting	P
7.4.3	Airports not otherwise defined	PR
7.4.4	Building Restriction Area Where a building restriction area is shown on the District Plan Maps, no building shall be located within the restricted area.	NC
7.4.5 <u>7.4.4</u>	Bulk material storage <u>Outdoor Storage</u>	PR

Commented [AL58]: Moved to Standards table 7.5

Commented [AL59]: No submissions on this but bulk material storage is not defined in Chapter 2. Outdoor Storage is though.

Commented [AL60]: Rule reverts to notified wording as no scope to recommend its deletion

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	Activities located in the Low Density Residential Zone	Activity status
7.4.6 7.4.5	<p>Commercial activities – 100m² or less gross floor area</p> <p><u>Discretion is restricted to all of the following:</u></p> <ul style="list-style-type: none"> • <u>Need for the commercial activity to serve the day-to-day needs of local residents</u> • <u>Hours of operation</u> • <u>Parking, traffic and access</u> • <u>Noise</u> • <u>Design, scale and appearance</u> • <u>Natural hazards where the proposal results in an increase in gross floor area</u> <p><u>Assessment matters relating to natural hazards:</u></p> <ul style="list-style-type: none"> • <u>The nature and degree of risk the hazard(s) pose to people and property;</u> • <u>Whether the proposal will alter the risk to any site, and</u> • <u>Whether such risk can be avoided or sufficiently reduced.</u> 	NC RD
7.4.6	Commercial activities – greater than 100m² gross floor area	NC
7.4.7	Commercial recreation	D
7.4.8	Community facilities and/or activities	D

Commented [AL61]: 269 – Consequential change as a result of redrafted policy 7.2.6.2

Commented [AL62]: 269

Commented [AL63]: 678 & 524

LOW DENSITY RESIDENTIAL 7

	Activities located in the Low Density Residential Zone	Activity status
7.4.8A	<p>Residential Unit within the Kelvin Heights Hazard Investigation Area Overlay</p> <p>Control Discretion is restricted reserved to all of the following:</p> <ul style="list-style-type: none"> • The location, external appearance, site layout and design of buildings and fences • The extent to which <u>How</u> the design advances housing diversity and promotes sustainability either through construction methods, design or function • Privacy for the subject site and neighbouring residential units • In Arrowtown, the extent to which the development responds positively to consistency with Arrowtown's character, utilising the Arrowtown Design Guidelines 2006 2016 as a guide • The extent to which the development positively addresses the <u>Street activation</u> • Building dominance. The extent to which building mass is broken down and articulated in order to reduce impacts on neighbouring properties and the public realm • Parking and access: safety, <u>and</u> efficiency and impacts to on-street parking and neighbours • Design and integration of landscaping. The extent to which landscaped areas are well integrated into the design of the development and contribute meaningfully to visual amenity and streetscape, including the use of small trees, shrubs or hedges that will reach at least 1.8m in height upon maturity. • Where a site is subject to any <u>Natural hazards</u> and where the proposal results in an increase in gross floor area: an assessment by a suitably qualified person is provided that addresses <p><u>Assessment matters relating to natural hazards:</u></p> <p>the nature and degree of risk the hazard(s) pose to people and property,</p> <p>whether the proposal will alter the risk to any site, and</p> <p>the extent to which <u>whether</u> such risk can be avoided or sufficiently mitigated reduced¹.</p> <p>Note – Additional rates and development contributions may apply for multiple units located on one site.</p> 	RD

Commented [KB64]: 717, 533 Queenstown Mapping Stream 13. Matters of discretion copied from 7.4.10.

¹ Policies that guide the assessment of proposals on land affected by natural hazards are located in Chapter 28.

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	Activities located in the Low Density Residential Zone	Activity status
7.4.9	<p>Dwelling, Residential Unit, Residential Flat</p> <p>7.4.9.1 — One (1) per site in Arrowtown.</p> <p>7.4.9.2 — For all other locations, two (2) or less per site.</p> <p>7.4.99.1 Development of no greater than one residential unit per 450m² net site area, except within the following areas:</p> <p>(a) The Queenstown Heights Overlay Area where the maximum site density shall be one residential unit per 1500m² net site area;</p> <p>Note – Additional rates and development contributions may apply for multiple units located on one site.</p>	P
7.4.10	<p>Dwelling, Residential Unit, Residential Flat</p> <p>7.4.10.1 — Two (2) or more per site in Arrowtown.</p> <p>7.4.10.2 — For all other locations, three (3) or more per site.</p> <p>7.4.109.1 Development of no greater than one residential unit per 300m² net site area, except within the following areas:</p> <p>(a) Site located within the Queenstown Heights Overlay Area;</p> <p>(b) Sites located within the Air Noise Boundary or located between the Air Noise Boundary and Outer Control Boundary of Queenstown Airport.</p> <p>Control Discretion is restricted reserved to all of the following:</p> <ul style="list-style-type: none"> • The location, external appearance, site layout and design of buildings and fences • The extent to which How the design advances housing diversity and promotes sustainability either through construction methods, design or function • Privacy for the subject site and neighbouring residential units • In Arrowtown, the extent to which the development responds positively to consistency with Arrowtown's character, utilising the Arrowtown Design Guidelines 2006 2016 as a guide • The extent to which the development positively addresses the s Street activation • Building dominance The extent to which building mass is broken down and articulated in order to reduce impacts on neighbouring properties and the public realm • Parking and access: safety, and efficiency and impacts to on-street parking and neighbours • Design and integration of landscaping The extent to which landscaped areas are well integrated into the design of the development and contribute meaningfully to visual amenity and 	RD

Commented [AL65]: 836

Commented [AL66]: 383, 166

Commented [AL67]: Queenstown Heights Overlay Area transferred to the hearing on mapping

Commented [AL68]: 836

Commented [AL69]: 383, 166

Commented [AL70]: All submissions in support and in opposition to increased density – see footnotes 3 and 4 in S42A report

Commented [AL71]: Queenstown Heights Overlay Area transferred to the hearing on mapping

Commented [AL72]: 24, 35, 36, 43, 141, FS1340

Commented [AL73]: Change is to align with the activity status

Commented [AL74]: All submissions in support and in opposition to increased density – see footnotes 3 and 4 in S42A report

Commented [AL75]: 238

Commented [AL76]: Re-phrasing all matters of discretion to be matters of discretion rather than assessment matters

Commented [AL77]: 383

LOW DENSITY RESIDENTIAL 7

	Activities located in the Low Density Residential Zone	Activity status
	<p>streetscape, including the use of small trees, shrubs or hedges that will reach at least 1.8m in height upon maturity.</p> <ul style="list-style-type: none"> Where a site is subject to any natural hazards and where the proposal results in an increase in gross floor area: an assessment by a suitably qualified person is provided that addresses Assessment matters relating to natural hazards: <p>the nature and degree of risk the hazard(s) pose to people and property,</p> <p>whether the proposal will alter the risk to any site, and</p> <p>the extent to which whether such risk can be avoided or sufficiently mitigated/reduced².</p> <p>Note – Additional rates and development contributions may apply for multiple units located on one site.</p>	
7.4.11	Dwelling, Residential Unit, Residential Flat that is more than one (1) per site and located within the Air Noise Boundary of the Queenstown Airport.	NC
7.4.12 7.4.11	Factory Farming	PR
7.4.13 7.4.12	Fish or meat processing	PR
7.4.14 7.4.13	Forestry	PR
7.4.15 7.4.14	<p>Home occupation where:</p> <p>7.4.13.1 No more than one full time equivalent person from outside the household shall be employed in the home occupation activity.</p> <p>7.4.13.2 The maximum number of vehicle trips* shall be:</p> <p style="margin-left: 20px;">a. Heavy Vehicles: none permitted</p> <p style="margin-left: 20px;">b. other vehicles: 10 per day.</p> <p>7.4.13.3 Maximum net floor area of 60m².</p> <p>7.4.13.4 Activities and the storage of materials shall be indoors.</p> <p>*A vehicle trip is two movements, generally to and from a site.</p>	P

Commented [AL78]: Re-phrasing all matters of discretion to be matters of discretion rather than assessment matters

Commented [AL79]: 485, 834, 555, 24, 35, 36, 43, 141

² Policies that guide the assessment of proposals on land affected by natural hazards are located in Chapter 28.

LOW DENSITY RESIDENTIAL 7

	Activities located in the Low Density Residential Zone	Activity status
7.4.16	Home occupation not otherwise identified	D
7.4.17 7.4.15	Retirement village	D
7.4.19 7.4.18 7.4.16	Manufacturing and/or product assembling activities	PR
7.4.20 7.4.19 7.4.17	Mining	PR
7.4.23 7.4.20 7.4.18	Panel beating, spray painting, motor vehicle repair or dismantling, fibre glassing, sheet metal work, bottle or scrap storage, motor body building.	PR
7.4.24 7.4.21 7.4.19	Any activity requiring an Offensive Trade Licence under the Health Act 1956.	PR

Commented [AL80]: Standards in 7.4.14 relocated to 7.5.18 along with discretionary activity status in 7.4.15

Commented [SG81]: Renumbering in table result of withdrawal of Visitor Accommodation provisions.

7.5 Rules - Standards

	Standards for activities in the Low Density Residential Zone	Non-compliance status
7.5.1	<p>Building Height (for flat sites)</p> <p>7.5.1.1 Wanaka: A maximum of 7 metres.</p> <p>7.5.1.2 Arrowtown: A maximum of 6.5 metres.</p> <p>7.5.1.3 All other locations: A maximum of 8 metres.</p> <p>7.5.1.4 Despite the above, where a site is less than 900 square metres in area and more than one (1) residential unit is proposed per site, the following height provisions apply:</p> <p>a. Where residential units are proposed in addition to an existing dwelling, then the additional residential unit/s shall not exceed 5.5m in height</p> <p>b. Where no dwellings exist on the site, or where an existing dwelling is being demolished to provide for two or more new residential units, then all proposed residential units shall not exceed 5.5m in height.</p> <p>c. Items (a) and (b) above do not apply where a second residential unit is being created within or attached to an existing dwelling which is taller than 5.5m.</p>	NC

LOW DENSITY RESIDENTIAL 7

	Standards for activities in the Low Density Residential Zone	Non-compliance status
	<p>d. Items (a) and (b) above do not apply in Queenstown where the site was created in a separate Certificate of Title as at 10 October 1995 and no residential unit has been built on the site (then the maximum height limit shall be 8 metres).</p> <p>Notes:</p> <ul style="list-style-type: none"> Refer to Definition for interpretation of building height. Ground slope in relation to building height shall be determined by measurement over the extremities of each building elevation. Flat sites are where the ground slope is equal to or less than 6 degrees (i.e equal to or less than 1 in 9.5). 	
7.5.2	<p>Building Height (for sloping sites)</p> <p>7.5.2.1 Arrowtown: A maximum of 6 metres.</p> <p>7.5.2.2 In all other locations: A maximum of 7 metres.</p> <p>7.5.2.3 Despite the above, where a site is less than 900 square metres in area and more than one (1) residential unit is proposed per site, the following height provisions apply:</p> <p>a. Where residential units are proposed in addition to an existing dwelling, then the additional residential unit/s shall not exceed 5.5m in height</p> <p>b. Where no dwellings exist on the site, or where an existing dwelling is being demolished to provide for two or more new residential units, then all proposed residential units shall not exceed 5.5m in height.</p> <p>c. Items (a) and (b) above do not apply where a second residential unit is being created within or attached to an existing dwelling which is taller than 5.5m.</p> <p>d. Items (a) and (b) above do not apply in Queenstown where the site was created in a separate Certificate of Title as at 10 October 1995 and no residential unit has been built on the site (then the maximum height limit shall be 8 metres).</p> <p>Notes:</p> <ul style="list-style-type: none"> Refer to Definition for interpretation of building height. Ground slope in relation to building height shall be determined by measurement over the extremities of each building elevation. Sloping sites are where the ground slope is greater than 6 degrees (i.e greater than 1 in 9.5). 	NC
7.5.3	<p><u>In addition to Rules 7.5.1 and 7.5.2, where a site is less than 900 square metres in net site area and more than one (1) residential unit is proposed per site, the following height provisions apply:</u></p>	NC-D

Commented [AL82]: 203

Commented [AL83]: 203

Commented [AL93]: 203

Commented [AL94]: 203

Commented [AL84]: Clarification

LOW DENSITY RESIDENTIAL 7

	Standards for activities in the Low Density Residential Zone	Non-compliance status
	<p>a. <u>Where residential units are proposed in addition to an existing dwelling residential unit, then the additional residential unit/s shall not exceed 5.5m in height</u></p> <p>b. <u>Where no dwellings residential units exist on the site, or where an existing dwelling residential unit is being demolished one residential unit to provide for two or more new residential units, then all proposed residential units shall not exceed 5.5m in height.</u></p> <p>c. <u>Items (a) and (b) above do not apply where a second residential unit is being created within or attached to an existing dwelling residential unit which is taller than 5.5m.</u></p> <p>d. <u>Items (a) and (b) above do not apply in Queenstown where the site was created in a separate Certificate of Title as at 10 October 1995 and no residential unit has been built on the site (then the maximum height limit shall be 8 metres).</u></p>	
<p>7.5.3 7.5.4</p>	<p>Airport Noise – Queenstown Airport (excluding any non-critical listening environments) <u>within the Air Noise Boundary (ANB)</u></p> <p>New Buildings and alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise (ASAN) shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours.</p> <p><u>Within the Air Noise Boundary (ANB)</u></p> <p>Compliance shall be demonstrated by either adhering to the sound insulation requirements in <u>Table 4 36.6.2</u> of Chapter 36 and installation of mechanical ventilation to achieve the requirements in <u>Table 5 36.6.3</u> of Chapter 36, or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the Indoor Design Sound Level with the windows open.</p> <p><u>Between the Outer Control Boundary (OCB) and the Air Noise Boundary (ANB)</u></p> <p><u>Compliance shall be demonstrated by either installation of mechanical ventilation to achieve the requirements in Table 4-36.6.2 of Chapter 36 or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the Indoor Design Sound Level with the windows open.</u></p> <p>Note – Refer to the Definitions for a list of activities sensitive to aircraft noise (ASAN)</p>	<p>NC</p>
<p>7.5.4 7.5.5</p>	<p>Airport Noise – Queenstown Airport (excluding any non-critical listening environments) between the Outer Control Boundary (OCB) and the Air Noise Boundary (ANB)</p> <p>New Buildings and alterations and additions to existing buildings containing an Activity Sensitive to Aircraft Noise (ASAN) shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours.</p> <p>Compliance shall be demonstrated by either installation of mechanical ventilation to achieve the requirements in Table 4 of Chapter 36 or by</p>	<p>NC</p>

Commented [AL85]: 836

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Commented [AL87]: 836

Commented [AL88]: 836

Commented [AL89]: 836

Commented [AL90]: Clarification

Commented [AL91]: 836

Commented [AL92]: 836

Commented [AL95]: 1340

Commented [AL96]: Consequential amendment as a result of Ruth Evan's recommended change to Chapter 36

Commented [AL97]: Consequential amendment as a result of Ruth Evan's recommended change to Chapter 36

Commented [AL98]: Consequential amendment as a result of Ruth Evan's recommended change to Chapter 36

Commented [AL99]: Content relocated from 7.5.5 below

Commented [AL101]: Content relocated to 7.5.4 above

Commented [AL100]: 1340

LOW DENSITY RESIDENTIAL 7

	Standards for activities in the Low Density Residential Zone	Non-compliance status
	submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the Indoor Design Sound Level with the windows open.	
7.5.5 7.5.6	Building Coverage A maximum of 40%.	D
7.5.6 7.5.6	Density The maximum site density shall be one residential unit or dwelling per 300m² net site area, except for: <ul style="list-style-type: none"> the Queenstown Heights Overlay Area where the maximum site density shall be one residential unit or dwelling per 1500m² net site area. 	NC
7.5.76 7.5.76	Landscaped permeable surface coverage At least 30% of the site area shall comprise landscaped (permeable) surface.	NC
7.5.87 7.5.87	Recession plane (applicable to flat sites only, and for including accessory buildings on flat and sloping sites) <p>7.5.87.1 Northern Boundary: 2.5m and 55 degrees.</p> <p>7.5.87.2 Western, and Eastern Boundaries: 2.5m and 45 degrees.</p> <p>7.5.87.3 Southern Boundary: 2.5m and 35 degrees.</p> <p>7.5.87.4 Gable end roofs may penetrate the building recession plane by no more than one third of the gable height .</p> <p>7.5.87.5 Recession planes do not apply to site boundaries adjoining a Town Centre Zone, or fronting a road, or a park or reserve.</p> <p>Note: Refer to Definition for detail of the interpretation of recession planes.</p>	NC
7.5.98 7.5.98	Minimum Boundary Setbacks <p>7.5.98.1 Road boundary: 4.5m</p> <p>7.5.98.2 Side and rear All other boundaries: 2.0m</p> <p>Exceptions to boundary setbacks:</p> <ul style="list-style-type: none"> Accessory buildings for residential activities may be located within the side and rear boundary set back distances, where they do not exceed 7.5m in length, there are no windows or openings (other than for carports) along any walls within 1.5m of an internal boundary, and comply with rules for Building Height and Recession Plane <u>Any building may encroach into a setback by up to 1m for an area no greater than 6m² provided the component of the building infringing the setback has no windows or openings.</u> 	D

Commented [AL102]: All submissions in support and in opposition to increased density – see footnotes 3 and 4 in S42A report

Commented [AL103]: 383

Commented [AL104]: Consequential amendment to be consistent with wording within the MDRZ and HDRZ

Commented [AL105]: 238

LOW DENSITY RESIDENTIAL 7

	Standards for activities in the Low Density Residential Zone	Non-compliance status
	<ul style="list-style-type: none"> Eaves may be located up to 0.6m into the minimum road, side and rear boundary setbacks along eastern, western and southern boundaries. Eaves may be located up to 1m into the minimum road, side and rear boundary setbacks along the northern boundary. 	
7.5.409	<p>Building Separation Within Sites</p> <p>For detached residential units on the same <u>section site</u>, a minimum separation distance of <u>64m</u> within the development site applies.</p> <p>Discretion is restricted to all of the following:</p> <ul style="list-style-type: none"> The extent to which site characteristics including the presence and positioning of existing buildings and vegetation, limits the ability to achieve compliance The extent to which the infringement enables better outcomes for overall amenity than would be achieved with a complying proposal The extent to which the design of the dwellings with particular regard to the location of windows and doors, limits the potential for adverse effects on privacy between dwellings. <p>(Note this rule does not apply to attached dwellings residential units).</p>	RD-D
7.5.410	<p>Continuous Building Length</p> <p>The continuous length of any building facade above one-storey <u>ground floor level</u> shall not exceed 16m.</p> <p>Where a proposal exceeds this length, discretion is restricted to all of the following:</p> <ul style="list-style-type: none"> The extent to which variation in the form of the building including the use of projections and recessed building elements, varied roof form, and varied materials and textures, reduces the potential <u>of Dominance</u> of the building. The extent to which topography or landscaping mitigates any dominance impacts. The extent to which the height of the building influences the dominance of the building in association with the continuous building length. Building design, materials and appearance In Arrowtown, consistency with Arrowtown's character, utilising the Arrowtown Design Guidelines 2016 as a guide 	RD
7.5.4211	<p>Waste and Recycling Storage Space</p> <p>7.5.4211.1 Residential activities shall provide, as a minimum, space for a 120 litre residential wheelie bin and 240 litres recycling wheelie bin per residential unit.</p> <p>7.5.4211.2 All developments shall suitably screen waste and recycling storage space from the a road or public space,</p>	NC

Commented [AL106]: 166, FS1202

Commented [AL111]: 166, 389, 391, 238

Commented [AL107]: Clarification

Commented [AL108]: 166, 389, 391, 238

Commented [AL109]: 166, 389, 391, 238

Commented [AL110]: 836

Commented [AL112]: 238, 166

Commented [AL113]: Converting assessment matters into matters of discretion. Aligns with those proposed for MDRZ

Commented [AL114]: 189

LOW DENSITY RESIDENTIAL 7

	Standards for activities in the Low Density Residential Zone	Non-compliance status
	in keeping with the building development or, provide space within the development that can be easily accessed by waste and recycling collections.	
7.5.4312	<p>Glare</p> <p>7.5.4312.1 All exterior lighting shall be directed away from the adjacent sites and roads, and downward to limit the effects on the night sky.</p> <p>7.5.4312.2 No activity on any site shall result in greater than a 3.0 lux spill (horizontal or vertical) of lights onto any other site measured at any point inside the boundary of the other site.</p>	NC
7.5.4413	<p>Setback of buildings from water bodies</p> <p>The minimum setback of any building from the bed of a river, lake or wetland shall be 7 m.</p> <p>Discretion is restricted to all of the following:</p> <ul style="list-style-type: none"> • indigenous biodiversity values • Visual amenity values • Landscape character • Open space and the interaction of the development with the water body • Environmental protection measures (including landscaping and stormwater management) • Whether the waterbody is subject to flooding or natural hazards and any mitigation to manage the location of the building. 	RD
7.5.15	<p>Parking – Residential Flat</p> <p>There shall be no minimum parking requirements for a Residential Flat having no more than 1 bedroom.</p>	N/A
7.5.4514	<p>Road Noise – State Highway</p> <p>Any new residential buildings, or buildings containing activities sensitive to road noise, located within:</p> <ul style="list-style-type: none"> • 80 metres of the road boundary of a State Highway that has a speed limit of 70km/h or greater, or • 40 metres of the road boundary of a State Highway that has a speed limit of less than 70km/h <p>Shall be designed, constructed and maintained to ensure that the internal noise levels do not exceed 40 dB L_{Aeq(24h)} for all habitable spaces including bedrooms</p>	NC
7.5.16	<p>Height Restrictions along Frankton Road</p> <p>No building or building element on the south side of Frankton Road (SH6A) shall rise above the nearest point of the roadway centreline. This</p>	RD

Commented [AL115]: 166

Commented [AL116]: 719

LOW DENSITY RESIDENTIAL 7

	Standards for activities in the Low Density Residential Zone	Non-compliance status
	<p>Rule applies to those properties from Cecil Road (Paper Road) to, and including, Lot 1 DP 12665.</p> <p>Discretion is restricted to all of the following:</p> <ul style="list-style-type: none"> • Views from Frankton Road over Lake Wakatipu and to the Remarkables. 	
7.5.15	<p><u>Building Restriction Area</u></p> <p>Where a building restriction area is shown on the District Plan Maps, no building shall be located within the restricted area.</p>	NC
7.5.16	<p><u>Home Occupation</u></p> <p>7.5.17.1 No more than one full time equivalent person from outside the household shall be employed in the home occupation activity.</p> <p>7.5.17.2 The maximum number of vehicle trips* shall be:</p> <ul style="list-style-type: none"> e. Heavy Vehicles: none permitted f. other vehicles: 10 per day. <p>7.5.17.3 Maximum net floor area of 60m².</p> <p>7.5.17.4 Activities and the storage of materials shall be indoors.</p> <p>*A vehicle trip is two movements, generally to and from a site.</p>	D

Commented [AL117]: 208

Commented [AL118]: There are no LDRZ properties within this identified area.

Commented [AL119]: Relocated from 7.4.4

Commented [AL120]: Relocated from Rule 7.4.14 above

7.6 Non-Notification of Applications

7.6.1 Applications for Controlled activities shall not require the written consent of other persons and shall not be notified or limited-notified.

7.6.2 The following Restricted Discretionary activities shall not require the written consent of other persons and shall not be notified or limited-notified:

7.6.2.1 Residential development units pursuant to 7.4.10, except where direct vehicle crossing or right of way access on to or off a State Highway is sought where New Zealand Transport Agency will be notified an affected party.

Commented [AL121]: 836

Commented [AL122]: 719

Commented [AL123]: 719

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LOW DENSITY RESIDENTIAL 7

Chapter 2 - Definitions

Activity Sensitive To Aircraft Noise (ASAN) / Activities sensitive to road noise	Means any residential activity, visitor accommodation activity, community activity and day care facility activity as defined in this District Plan including all outdoor spaces associated with any educational facility, but excludes activity in police stations, fire stations, courthouses, probation and detention centres, government and local government offices.
Community Activity	Means the use of land and buildings for the primary purpose of health, welfare, care, safety, education, culture and/or spiritual well being. Excludes recreational activities. A community activity includes schools day care facilities , education activities, hospitals, doctors surgeries and other health professionals, churches, halls, libraries, community centres, police stations, fire stations, courthouses, probation and detention centres, government and local government offices.
Community Facility	In relation to a community facility sub-zone means the use of land and/or buildings for Health Care services, Hospital activities, ambulance facilities, elderly person housing and carparking and residential accommodation ancillary to any of these activities.
Dwelling	See definition of RESIDENTIAL UNIT.
Educational Facility	Means land and/or buildings used for the provisions of regular instruction or training and includes their ancillary administrative, cultural and commercial facilities.
Education Activity	Means the use of land and buildings for the primary purpose of regular instruction or training including early childhood education, primary, intermediate and secondary schools, tertiary education and including ancillary administrative, cultural, recreational, health, social and medical services (including dental clinics and sick bays) and commercial facilities.
Residential Flat	<p>Means a residential activity that comprises a self-contained flat that is ancillary to a residential unit and meets all of the following criteria:</p> <ul style="list-style-type: none"> Has a total floor area not exceeding 70m², and 150m² in the Rural Zone and Rural Lifestyle Zone, not including the floor area of any garage or carport; contains no more than one kitchen facility; is limited to one residential flat per residential unit; and is situated on the same site and held in the same ownership as the residential unit, but may be leased to another party. <p><u>Advice Notes:</u></p> <ul style="list-style-type: none"> A proposal that fails to meet any of the above criteria will be considered as a residential unit. Development contributions and additional rates apply.
Residential Unit	Means a residential activity (including a dwelling) which consists of a single self contained household unit, whether of one or more persons, and includes accessory buildings. Where more than one kitchen and/or laundry facility is provided on the site, other than a kitchen and/or laundry facility in a residential flat, there shall be deemed to be more than one residential unit.

Commented [AL125]: 719

Commented [AL126]: 524

Commented [AL127]: 524

Commented [AL128]: 678

Commented [AL129]: 836

Commented [AL130]: 524

Commented [AL131]: 524

Commented [AL132]: 497 (wording from Rural Right of Reply)

Commented [AL133]: 836

Commented [AL134]: 836

Commented [AL135]: Definition of Residential Flat transferred to the Definitions hearing

Commented [AL136]: 836

LOW DENSITY RESIDENTIAL 7

Chapter 27 – Subdivision and Development

27.7.14 Subdivision associated with residential development on sites less than 450m² in the Low Density Residential Zone

27.7.14.1 In the Low Density Residential Zone, the specified minimum allotment size in Rule 27.5-6.1 shall not apply in cases where the residential units are not established, providing;

~~a~~ A certificate of compliance is issued for a residential unit(s) or;

~~b~~ a A resource consent has been granted for a residential unit(s).

In addition to any other relevant matters, ~~prior to certification under S224(c)~~, pursuant to s221 of the Act, the consent holder shall register ~~on the certificate of title on the computer freehold register~~ of the applicable allotments:

~~e~~ a That the construction of any residential unit shall be undertaken in accordance with the applicable certificate of compliance or resource consent (applies to the additional undeveloped lot to be created).

~~d~~ b The maximum building height shall be 5.5m (applies to the additional undeveloped lot to be created).

~~e~~ c There shall be not more than one residential unit per lot (applies to all lots).

27.7.14.2 Rule 27.7.14.1 shall not apply to the Low Density Residential Zone within the Queenstown Airport Air Noise Boundary and Outer Control Boundary.

Commented [AL137]: Relocated from Notified Rule 27.5.3 (page 13)

Commented [AL138]: Consequential change as a result of redraft Rule 7.4.10

Commented [AL139]: D White for Paterson Pitts Limited

Commented [AL140]: Relocated from Notified Rule 27.5.3.1 (page 14)

Commented [AL141]: Submission 433.97 and 433.98

MEDIUM DENSITY RESIDENTIAL 8

Key:

Recommended changes shown in brown underlined text for additions and ~~brown strike through~~ text for deletions, Appendix 3 of the Right of Reply for 1B Queenstown Urban Frankton and South dated 6 October 2017.

Recommended changes to notified chapter are shown in red underlined text for additions and ~~red strike-through~~ text for deletions, Appendix 1 to Right of Reply, dated 11 November 2016.

Changes shown in orange reflect the provisions that the Hearings Panel has deferred to the hearings on mapping. The recommendations made within the Appendix 1 to the s42A report are retained.

Recommended changes to notified chapter are shown in underlined text for additions and ~~strike through~~ text for deletions. Appendix 1 to section 42A report, dated 14 September 2016.

Changes shown in blue strikethrough and underline are amendments which relate to Variation 1 – Arrowtown Design Guidelines, notified 20 July 2016.

Note: The provisions relating to Visitor Accommodation, which were withdrawn from the PDP by resolution of Council on 23 October 2015, are not shown in this Revised Chapter.

8 Medium Density Residential

8.1 Zone Purpose

The Medium Density Residential Zone has the purpose to provide land for residential development at increased densities. In conjunction with the High Density Residential Zone and Low Density Residential Zone, the zone will play a key role in minimising urban sprawl and increasing housing supply. The zone will primarily accommodate residential land uses, but may also support limited non-residential activities where these enhance residential amenity or support an adjoining Town Centre, and do not impact on the primary role of the zone to provide housing supply.

The zone is situated in locations in Queenstown, Frankton, Arrowtown and Wanaka that are within identified urban growth boundaries, and easily accessible to local shopping zones, town centres or schools by public transport, cycling or walking. The Medium Density Residential Zone provides for an increased density of housing in locations that are supported by appropriate utility adequate existing or planned infrastructure.

The zone will enable a greater supply of diverse housing options for the District. The main forms of residential development anticipated are terrace housing, semi-detached housing and detached townhouses on smaller ~~sections sites~~. The zone will realise changes to density and character over time to provide for the social, economic, cultural and environmental wellbeing of the District. In particular, the zone will provide a greater diversity of housing options for smaller households including single persons, couples, small young families and older people seeking to downsize. It will also enable more rental accommodation for the growing population of transient workers in the District.

While providing for a higher density of development than is possible in the Low Density Residential Zone, the zone utilises development controls to ensure reasonable amenity protection is maintained. Importantly, building height will be generally limited to two storeys.

Development will be required to ~~adhere to~~ achieve high standards of urban design, providing site responsive built forms and utilising opportunities to create vibrant public spaces and active transport connections (walking and cycling). In Arrowtown, particular consideration will need to be given to the town's special character, and the design criteria identified by the Arrowtown Design Guidelines ~~2006~~ 2016. ~~A high standard of environmental performance is encouraged to improve the comfort, health and overall sustainability of built forms. To ensure the practical and timely realisation of housing supply, incentives for sustainable building design will expire five years after the date the zone is made operative.~~

Commented [AL1]: 699

Commented [AL2]: Clarification

Commented [AL3]: 699

Commented [AL4]: 172, 300, 264, 651, 117

Commented [AL5]: 61, 97, 699

MEDIUM DENSITY RESIDENTIAL 8

Community activities are anticipated given the need for such activities within residential areas and the high degree of accessibility of the zone.

Pursuant to Section 86(b)(3) of the RMA, Rule 8.5.13 has immediate legal effect.

8.2 Objectives and Policies

8.2.1 Objective - Medium density development will be realised occurs close to town centres, local shopping zones, activity centres, employment centres which encourages travel via non-vehicular modes of transport or via public transport public transport routes and non-vehicular trails in a manner that is responsive to housing demand pressures.

Commented [AL6]: Clarification to become a more general objective
Commented [AL7]: 699 & Panel's 4th Procedural Minute

Policies

8.2.1.1 The zone accommodates existing traditional residential housing forms (dwelling, residential flat), but fundamentally has the purpose to Provide opportunities for medium density housing land close to town centres, local shopping zones, activity centres and public transport routes that is appropriate for medium density housing.

Commented [AL8]: 699 & Panel's 4th Procedural Minute

8.2.1.2 Enable Mmedium density development is anticipated up to two storeys in of varying varied building forms typologies including terrace, semi-detached, duplex, townhouse and small lot detached housing.

Commented [AL9]: 699, & Panel's 4th Procedural Minute and grammatical change

8.2.1.3 More than two storeys may be possible on some sloping sites where the development is able to comply with all other standards (including recession planes, setbacks, density and building coverage).

Commented [AL10]: Relocated to sit under Objective 8.2.2

Commented [AL11]: 699

8.2.1.4 ~~8.2.1.3~~ The zone provides Provide for compact development forms that provide encourage a diverse housing supply and contribute toward containing the outward spread of residential growth away from employment centres areas.

Commented [AL12]: 699 & Panel's 4th Procedural Minute

Commented [AL13]: Clarification

8.2.1.5 Higher density development is incentivised to help support development feasibility, reduce the prevalence of land banking, and ensure greater responsiveness of housing supply to demand.

Commented [AL14]: 699, 117, 172, 300, 264, 651

8.2.1.3 Enable increased densities where they are located within easy walking distance of employment centres and public transport routes.

Commented [AL15]: 512, 536

8.2.2 Objective - Development contributes to the environment planned medium density character of the area through quality urban design solutions which positively responds to the site, neighbourhood and wider context complement and enhance local character, heritage and identity.

Commented [AL16]: Wording returned to notified version

Commented [AL17]: Clarification

Commented [AL18]: 699

Policies

8.2.2.1 Ensure Buildings shall address streets and provide direct connection between front doors and the street, with limited presentation of unarticulated blank walls or facades to the street.

Commented [AL19]: 699

8.2.2.2 Require visual connection with the street through the inclusion of windows, outdoor living areas, low profile fencing or landscaping. Where street activation (by the methods outlined by the Policy above) is not practical due to considerations or constraints such as slope, multiple road frontages, solar orientation, aspect and privacy, as a minimum buildings shall provide some form of visual connection with the street (such as through the inclusion of windows, outdoor living areas, low profile fencing or landscaping).

Commented [AL20]: 699

8.2.2.3 Avoid Ensure Street frontages shall not be are not dominated by garaging, parking and accessways through consideration of their width, design and proximity to the street

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~~boundary. measures including not locating garages forward of the front elevation of the residential unit, use of two separate doors to break up the visual dominance of double garages or use of tandem garages or locating a second storey over the garage to enhance passive surveillance and street activation.~~

Commented [AL21]: 699 & 117

8.2.2.4 ~~Ensure developments reduce visual dominance effects the mass of buildings shall be is broken down through variation in facades and materials, roof form, building separation and recessions or other techniques to reduce dominance on streets, parks, and neighbouring properties.~~

Commented [AL22]: 699

8.2.2.5 ~~Ensure landscaped areas shall be are well designed and integrated into the design of developments, providing high amenity spaces for outdoor living purposes recreation and enjoyment, and to soften the visual impact of development, with particular regard to the street frontage of developments.~~

Commented [AL23]: 699

~~8.2.2.6 Require Ddevelopment must take account of any Council adopted design guide or urban design strategy applicable to the area.~~

Commented [AL24]: 717 and 847

Commented [AL25]: 717 and 847

~~8.2.2.7-8.2.2.6 Ensure The amenity and/or environmental values of natural site features (such as topography, geology, vegetation, waterways and creeks) are taken into account by incorporated into the site layout and design, and integrated as assets to the development (where appropriate).~~

Commented [AL26]: 699

~~8.2.2.7 Enable Mmedium density development is anticipated up to two storeys in of varying varied building forms typologies including terrace, semi-detached, duplex, townhouse and small lot detached housing.~~

Commented [AL27]: 699, & Panel's 4th Procedural Minute and grammatical change

Commented [AL28]: Relocated from Policy 8.2.1.2

~~8.2.3 Objective - New buildings are designed to reduce the use of energy, water and the generation of waste, and improve overall comfort and health.~~

Policies

~~8.2.3.1 Enable a higher density of development and the potential for non-notification of resource consent applications where building form and design is able to achieve certification to a minimum 6-star level using the New Zealand Green Building Council Homestar™ Tool.~~

Commented [AL29]: 172, 300, 264, 651, 117

~~8.2.3.2 Encourage the timely delivery of more sustainable building forms through limiting the time period in which incentives apply for development which is able to achieve certification to a minimum 6-star level using the New Zealand Green Building Council Homestar™ Tool.~~

Commented [AL30]: 61, 97, 699

~~8.2.3.3 Development considers methods to improve sustainable living opportunities, such as through the inclusion of facilities or programs for efficient water use, alternative waste management, edible gardening, and active living.~~

Commented [AL31]: 172, 300, 264, 651, 117, 130

~~8.2.4 8.2.3 Objective - Provide reasonable protection of amenity values, within the context of an increasingly intensified suburban zone where character is changing and higher density housing is sought. Development provides high quality living environments for residents and maintains provides reasonable protection of the amenity of adjoining sites taking into account the planned medium density character of the area.~~

Commented [AL32]: 699

Commented [AL33]: Clarification and return to notified wording

Policies

~~8.2.4.1-8.2.3.1 Apply recession plane, building height, yard setbacks and site coverage, and window sill height controls as the primary means of ensuring reasonable protection of neighbours' access to sunlight, privacy and amenity values.~~

Commented [AL34]: 238, 717, 847

Commented [AL35]: 699

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8.2.4.2 Ensure buildings are designed and located to respond positively to site context through methods to maximise solar gain and limit energy costs.

Commented [AL36]: 699

8.2.4.3 Where compliance with design controls is not practical due to site characteristics, development shall be designed to maintain solar gain to adjoining properties.

Commented [AL37]: 699

8.2.3.2 Ensure built form achieves an acceptable level of privacy for the subject site and neighbouring residential units through the application of setbacks, offsetting of habitable room windows, screening or other means.

Commented [AL38]: Clarification

Commented [AL39]: 383

8.2.3.3 Ensure building heights along the western side of Designation 270 do not prevent access to views from the formed walkway to the west toward Lake Wanaka and beyond.

Commented [AL40]: 73, 55, 92

8.2.3.4 Ensure developments of increased density take into account the amenity of existing developments on adjoining sites acknowledging the anticipated future amenity and character of the zone.

Commented [AL41]: 512, 536

~~8.2.5 8.2.4 Objective - Development supports the creation of vibrant, safe and healthy environments.~~

Commented [AL42]: Consequential deletion as policies are either covered elsewhere or have been relocated

Policies

~~8.2.5.1 8.2.4.1 Promote active living through providing or enhancing connections to public places and active transport networks (walkways and cycleways) where possible.~~

Commented [AL43]: 591

~~8.2.5.2 8.2.4.2 Design p Provides a positive connection to the street and public places, and promotes ease of walkability for people of all ages.~~

Commented [AL44]: Deleted as is the same in content as Policy 8.2.6.1 below

Commented [AL45]: & Panel's 4th Procedural Minute

~~8.2.5.3 8.2.4.3 Encourage W walking and cycling is encouraged through provision of bicycle parking and, where appropriate for the scale of activity, end-of-trip facilities (shower cubicles and lockers) for use by staff, guests or customers of non-residential activities.~~

Commented [AL46]: Deleted as the content is the same as Policy 8.2.2.1 and Policy 8.2.2.2.

Commented [AL47]: & Panel's 4th Procedural Minute

Commented [AL48]: 591

~~8.2.5.4 8.2.4.4 Protect P public health and safety is protected through design methods for non-residential developments to increase passive surveillance and discourage crime, such as through the provision of security lighting, avoidance of long blank facades, corridors and walkways; and good signage.~~

Commented [AL49]: 591

Commented [AL50]: Relocated to site under 8.2.8 (now 8.2.7)

~~8.2.6 8.2.54 Objective - In Arrowtown medium density development responds sensitively to the town's character.~~

Policies

~~8.2.6.1 8.2.54.1 Notwithstanding the higher density of development anticipated in the zone, ensure development is of a form that is sympathetic to the character of Arrowtown, including its building design and form, scale, layout, and materials in accordance with the Arrowtown Design Guidelines 2006-2016, with particular regard given to:~~

- i. ~~Building design and form;~~
- ii. ~~Scale, layout and relationship of buildings to the street; and~~
- iii. ~~Materials and landscape responses.~~

Commented [AL51]: 26, 304, 268

~~8.2.6.2 8.2.54.2 Flat roofed housing forms are avoided.~~

~~8.2.6.3 8.2.54.3 Medium density housing development responds sensitively to the street and public spaces through the inclusion of landscaping (including hedges along the street boundary, small trees and shrubs) to soften increased building mass.~~

Commented [AL52]: 26, 304, 268

~~8.2.7 8.2.65 Objective - Ensure mMedium density development efficiently utilises existing infrastructure and minimises impacts on infrastructure and roading networks.~~

Commented [AL53]: 699 and 505

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Policies

8.2.7.1 Medium density development is provided close to town centres and local shopping zones to reduce private vehicle movements and maximise walking, cycling and public transport patronage.

Commented [AL54]: 699

8.2.7.2-8.2.65.1 Ensure development connects to existing or planned adjacent Medium density development is located in areas that are well-served by public transport linkages, trail/track networks and infrastructure, trail/track networks, and is designed in a manner consistent with the capacity of infrastructure networks and maintains the safety, efficiency and functionality of those networks.

Commented [AL55]: Clarification

Commented [AL56]: 699 and 505

Commented [AL57]: 719

8.2.7.3-8.2.65.2 Access and parking is located and designed to optimise maintain the efficiency and safety of the transportation network and minimise impacts adverse effects to on-street parking.

Commented [AL58]: 719

Commented [AL59]: 505

8.2.7.4 A reduction in parking requirements may be considered in Queenstown and Wanaka where a site is located within 400 m of either a bus stop or the edge of a town centre zone.

Commented [AL60]: 699, 505, 668, 599

8.2.7.5-8.2.65.3 Encourage Low impact approaches to storm water management, including on-site treatment and storage / dispersal approaches are enabled to limit demands on public infrastructure networks.

Commented [AL61]: 699 and 408

8.2.8-8.2.76 Objective - Provide for e Community activities and facilities that are generally best located in a residential environment close to residents.

Commented [AL62]: Panel Minute

Commented [AL63]: 524

Policies

8.2.8.1-8.2.76.1 Enable the establishment of community activities and facilities where adverse effects on residential amenity in terms of noise, traffic, hours of operation, lighting, glare and visual impact can be suitably avoided or mitigated.

Commented [AL64]: 524

8.2.8.2 Ensure any community uses or facilities are of limited intensity and scale, and generate only small volumes of traffic.

Commented [AL65]: 408

8.2.8.3-8.2.76.2 Ensure any community activities uses or facilities are of a design, scale and appearance compatible with a residential context.

Commented [AL66]: 408

8.2.10-8.2.87 Objective - Provide for limited s Small-scale commercial activities are provided for where such activities: they:

- contribute to a diverse residential environment;
- maintain residential character and amenity; and
- do not compromise the primary purpose of the zone for residential use.

Commented [SG67]: Renumbering as a result of withdrawal of Visitor Accommodation provisions and other deleted provisions shown above.

Commented [AL68]: 717 & 847

Commented [AL69]: Panel Minute

Policies

8.2.10-8.2.87.1 Support C commercial activities that directly serve the day-to-day needs of local residents, or enhance social connection and vibrancy of the residential environment may be supported, provided these do not undermine residential amenity, the viability of the zone or a nearby Town Centre.

Commented [AL70]: Panel's 4th Procedural Minute

8.2.10-2-8.2.87.2 Ensure any commercial development is of low scale and intensity and generates small volumes of traffic.

8.2.10-3-8.2.87.3 Mitigate C commercial activities which generate the adverse noise effects generated by commercial activities are not supported in the residential environment.

Commented [AL71]: Panel's 4th Procedural Minute

Commented [AL72]: Clarification

MEDIUM DENSITY RESIDENTIAL 8

~~8.2.10.4 8.2.87.4~~ Ensure C commercial activities are suitably located and designed to maximise or encourage walking, cycling and public transport patronage.

~~8.2.10.5 8.2.87.5~~ Locate C commercial activities are located at ground floor level and provide a quality built form which activates the street, and adds visual interest to the urban environment.

~~8.2.10.6 8.2.87.6~~ Ensure any commercial development is of a design, scale and appearance compatible with its surrounding residential context.

~~8.2.5.3 8.2.4.3 8.2.7.7~~ Encourage W walking and cycling to and from the business is encouraged through provision of bicycle parking and, where appropriate for the scale of activity, end-of-trip facilities (shower cubicles and lockers) for use by staff, guests or customers of non-residential activities.

~~8.2.5.4 8.2.4.4 8.2.7.8~~ Protect P public health and safety is protected through design methods for non-residential developments to increase passive surveillance and discourage crime, such as through the provision of security lighting, avoidance of long blank facades, corridors and walkways; and good signage.

~~8.2.11 8.2.98~~ Objective - The development of land fronting State Highway 6 (between Hansen Road and Ferry Hill Drive) provides a high quality residential environment which is sensitive to its location at the entrance to Queenstown, minimises traffic impacts to the State Highway network, and is appropriately serviced.

Policies

~~8.2.11.1~~ Intensification does not occur until adequate water supply services are available to service the development.

~~8.2.11.2 8.2.98.2~~ Encourage A low impact stormwater network design is provided that utilises on-site treatment and storage / dispersal approaches, and avoids impacts on the State Highway network.

~~8.2.11.3 8.2.98.3~~ Provide a A planting buffer is provided along the road frontage to soften the view of buildings from the State Highway network.

~~8.2.11.4 8.2.98.4~~ Provide for S safe and legible transport connections are provided that avoid any new access to the State Highway, and integrates with the road network and public transport routes on the southern side of State Highway 6.

Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) prior to determining an internal and external road network design under this policy.

Note: Attention is drawn to the need to obtain a Section 93 notice from the NZ Transport Agency for all subdivisions on State Highways which are declared Limited Access Roads. The NZ Transport Agency should be consulted and a request made for a notice under Section 93 of the Government Roading Powers Act 1989.

~~8.2.11.5 8.2.98.5~~ Require that T the design of any road or vehicular access within individual properties is of a form and standard that accounts for long term traffic demands for the area between Hansen Road and Ferry Hill Drive, and does not require the need for subsequent retrofitting or upgrade.

~~8.2.11.6 8.2.98.6~~ Provide a A safe and legible walking and cycle environment is provided that links to the other internal and external pedestrian and cycling networks and pedestrian and cyclist destinations on the southern side of State Highway 6 (such as public transport stations, schools, open space, and commercial areas) along the safest, most direct and convenient routes and is of a form and layout that encourages walking and cycling.

Commented [AL73]: Panel's 4th Procedural Minute

Commented [AL74]: Clarification

Commented [AL75]: & Panel's 4th Procedural Minute

Commented [AL76]: 591

Commented [AL77]: 591

Commented [AL78]: Relocated from 8.2.4.3 and 8.2.4.4

Commented [KB79]: Provisions deleted due to rezoning to HDRZ and BMUZ, Queenstown Mapping Stream 13.

Refer to Right of Reply for Chapter 8 MDRZ for original recommendations.

Commented [AL80]: 177 & 408

Commented [AL81]: Panel's 4th Procedural Minute

Commented [AL82]: Panel's 4th Procedural Minute

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- provides a safe and convenient waiting area adjacent to the State Highway, which provides shelter from weather
- provides a direct and legible network.

Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) to determine compliance with this policy.

8.2.11.7 8.2.98.7 Provide An internal road network is provided that ensures road frontages are not dominated by vehicular access and parking.

8.2.12 8.2.109 Objective – The Wanaka Town Centre Transition Overlay enables non-residential development forms which support the role of the Town Centre and are sensitive to the transition with residential uses are located within the Wanaka Town Centre Transition Overlay.

Policies

8.2.12.1 8.2.109.1 Enable non-residential uses to establish in a discrete area of residential-zoned land adjoining the Wanaka Town Centre, where these activities suitably integrate with and support the role of the Town Centre.

8.2.12.2 8.2.109.2 Require Non-residential and mixed use activities provide a quality built form which activates the street, minimises the visual dominance of parking and adds visual interest to the urban environment.

8.2.12.3 Allow consideration of variances to Rules for site coverage, setbacks and parking where part of an integrated development proposal which demonstrates high quality urban design.

8.2.109.3 Ensure the amenity of adjoining residential properties outside of the Wanaka Town Centre Transition Overlay is protected through design and application of setbacks and to mitigate dominance, overshadowing and privacy effects.

8.2.13 8.2.110 Objective – Manage the development of land within noise affected environments to ensure mitigation of noise and reverse sensitivity effects.

Policies

8.2.13.1 8.2.110.1 Require, as necessary A all new and altered buildings for activities sensitive to road noise residential and other noise sensitive activities (including community uses) located within 80 m of the State Highway shall be designed to provide protection from sleep disturbance and maintain appropriate amenity meet internal sound levels of AS/NZ 2107:2000.

8.2.13.2 8.2.110.2 Encourage all new and altered buildings containing an Activity Sensitive to Aircraft Noise (ASAN) located within the flight paths of the Queenstown Airport (identified by Figure 1 - Airport Approach and Protection Measures) to be designed and built to achieve an internal design sound level of 40 dB Ldn.

8.3 Other Provisions and Rules

8.3.1 District Wide

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

1 Introduction	2 Definitions	3 Strategic Direction
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Commented [AL83]: 408

Commented [AL84]: 717 and 847

Commented [AL85]: Panel's 4th Procedural Minute

Commented [AL86]: Deferred by the Panel until the hearing on mapping

Commented [AL87]: Panel's 4th Procedural Minute

Commented [AL88]: Panel's 4th Procedural Minute

Commented [AL89]: 505

Commented [AL90]: 505

Commented [AL91]: 505

Commented [AL92]: 408

Commented [AL93]: Panel's 4th Procedural Minute

Commented [AL94]: 719

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4 Urban Development	5 Tangata Whenua	6 Landscapes
24-Signs (18 <u>Operative DP</u>)	25-Earthworks (22 <u>Operative DP</u>)	26 Historic Heritage
27 Subdivision	28 Natural Hazards	29—Transport (14 <u>Operative DP</u>)
30 <u>Energy and Utilities and Renewable Energy</u>	31—Hazardous Substances (16 <u>Operative DP</u>)	32 Protected Trees
33 Indigenous Vegetation	34 Wilding Exotic Trees	35 Temporary Activities and Relocated Buildings
36 Noise	37 Designations	Planning Maps

8.3.2 Clarification

Advice Notes

- 8.3.2.1 A permitted activity must comply with all the rules listed in the activity and standards tables, and any relevant district wide rules.
- 8.3.2.2 Where an activity does not comply with a Standard listed in the Standards table, the activity status identified by the Non-Compliance Status column shall apply. Where an activity breaches more than one Standard, the most restrictive status shall apply to the Activity.
- 8.3.2.3 Objectives and Policies apply to all activities. Site or location specific Objectives and Policies will apply in addition to all other Objectives and Policies.

8.3.2.3 The following abbreviations are used within this Chapter.

<u>P</u>	<u>Permitted</u>	<u>C</u>	<u>Controlled</u>
<u>RD</u>	<u>Restricted Discretionary</u>	<u>D</u>	<u>Discretionary</u>
<u>NC</u>	<u>Non Complying</u>	<u>PR</u>	<u>Prohibited</u>

Commented [AL95]: Clarification

Commented [AL96]: Provision relocated from below to sit under Advice Notes

General Rules

- ~~8.3.2.4~~ 8.3.2.34 The 'Additional Rules for Activities in the Wanaka Town Centre Transition Overlay' apply in addition to the 'Rules for Activities in the Medium Density Residential Zone' and shall override these to the extent of any inconsistency.
- 8.3.2.5 8.3.2.45 Development resulting in more than one (1) residential unit per lot shall show each residential unit contained within the net site area. For the purposes of this rule net site area means an area of land shown on a plan with defined boundaries (legally defined or otherwise), less any area for shared access or any strip of land less than 6m in width.

8.3.2.6 8.3.2.5 The following abbreviations are used within this Chapter.

<u>P</u>	<u>Permitted</u>	<u>C</u>	<u>Controlled</u>
<u>RD</u>	<u>Restricted Discretionary</u>	<u>D</u>	<u>Discretionary</u>
<u>NC</u>	<u>Non Complying</u>	<u>PR</u>	<u>Prohibited</u>

Commented [AL97]: Clarification

Commented [AL98]: Provision relocated to above to sit under Advice Notes

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8.4 Rules - Activities

	Activities located in the Medium Density Residential Zone	Activity status
8.4.1	Activities which are not listed in this table	NC
Rules for Activities in the Medium Density Residential Zone generally		
8.4.2	Informal airports for emergency landings, rescues and fire fighting	P
8.4.3	Airports not otherwise defined	PR
8.4.4	Building Restriction Area Where a building restriction area is shown on the District Plan Maps, no building shall be located within the restricted area	NC
8.4.5	Bulk material storage Outdoor Storage	PR
8.4.6	Commercial Activities in Queenstown, Frankton or Wanaka, comprising no more than 100m ² of gross floor area	D
8.4.7	Commercial Activities (not otherwise identified)	NC
8.4.8	Commercial Recreation	D
8.4.9	Community facilities and/or activities	D
8.4.10	Dwelling, Residential Unit, Residential Flat 8.4.10.1 One (1) per site in Arrowtown, <u>except within the Arrowtown Historic Management Transition Overlay Area</u> 8.4.10.2 For all other locations, three (3) or less per site Note – Additional rates and development contributions may apply for multiple units located on one site.	P
8.4.11	Dwelling, Residential Unit, Residential Flat 8.4.11.1 <u>One (1) or more per site within the Arrowtown Historic Management Transition Overlay Area</u> 8.4.11.2 Two (2) or more per site in Arrowtown 8.4.11.3 For all other locations, four (4) or more per site Discretion is restricted to all of the following: ◦ The location, external appearance, site layout and design and how the development addresses its context and contributes positively to the residential character and amenity of the area of buildings and fences ◦ The extent to which the development positively addresses the street activation ◦ <u>visual privacy of adjoining properties</u> ◦ The extent to which the design advances housing diversity and	RD

Commented [AL99]: No submissions on this, but bulk material storage is not defined in Chapter 2, although Outdoor Storage is defined.

Commented [AL100]: Rule reverts to notified wording as no scope to recommend its deletion

Commented [AL101]: 408

Commented [AL102]: 836

Commented [AL103]: 383

Commented [AL104]: 199, 306, 264, 180, 26

Commented [AL105]: 836

Commented [AL106]: 383

Commented [AL107]: 199, 306, 264, 180, 26

Commented [AL108]: 699

Commented [AL109]: 512, 536

Commented [AL110]: 699

Commented [AL111]: 699

Commented [AL112]: 383

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Activities located in the Medium Density Residential Zone	Activity status
<p>promotes sustainability either through construction methods, design or function:</p> <ul style="list-style-type: none"> ◦ In Arrowtown, the extent to which the development responds positively to consistency with Arrowtown's character, utilising the Arrowtown Design Guidelines 2006 2016 as a guide ◦ For land fronting State Highway 6 between Hansen Road and the Shotover River, provision of a Traffic Impact Assessment, Landscaping Plan and Maintenance Program, and extent of compliance with Rule 8.5.3: <ul style="list-style-type: none"> ◦ safety and effective functioning of the State Highway network; ◦ integration with other access points through the zone to link up to Hansen Road, the Eastern Access Road Roundabout and/or Ferry Hill Drive; ◦ integration with public transport networks ◦ integration with pedestrian and cycling networks, including to those across the State Highway; ◦ The extent to which building dominance mass is broken down and articulated in order to reduce impacts on neighbouring properties and the public realm ◦ Design of P parking and access: safety, efficiency and impacts to on-street parking and neighbours ◦ Design and integration of landscaping The extent to which landscaped areas are well integrated into the design of the development and contribute meaningfully to visual amenity and streetscape, including the use of small trees, shrubs or hedges that will reach at least 1.8m in height upon maturity ◦ Where a site is subject to any n Natural hazards and where the proposal results in an increase in gross floor area: an assessment by a suitably qualified person is provided that addresses <p style="margin-left: 20px;"><u>Assessment matters relating to natural hazards:</u></p> <ul style="list-style-type: none"> • the nature and degree of risk the hazard(s) pose to people and property, • whether the proposal will alter the risk to any site, and • the extent to which whether such risk can be avoided or sufficiently mitigated⁴; <p>Note – Additional rates and development contributions may apply for</p>	

Commented [AL113]: 699

Commented [AL114]: 699

Commented [KB115]: Provisions deleted due to rezoning to HDRZ and BMUZ, Queenstown Mapping Stream 13.
Refer to Right of Reply for Chapter 8 MDRZ for original recommendations.

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Commented [AL119]: Deferred by the Panel to the hearings on mapping

Commented [AL120]: 699

Commented [AL121]: 699

Commented [AL122]: Re-phrasing all matters of discretion to be matters of discretion rather than assessment matters

⁴ Policies that guide the assessment of proposals on land affected by natural hazards are located in Chapter 28.

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	Activities located in the Medium Density Residential Zone	Activity status
	multiple units located on one site.	
8.4.12	Factory Farming	PR
8.4.13	Fish or meat processing	PR
8.4.14	Forestry	PR
8.4.15	<p>Home occupation where:</p> <p>8.4.15.1 No more than one full time equivalent person from outside the household shall be employed in the home occupation activity.</p> <p>8.4.15.2 The maximum number of vehicle trips* shall be:</p> <p style="margin-left: 20px;">a. Heavy Vehicles: none permitted</p> <p style="margin-left: 20px;">b. other vehicles: 10 per day.</p> <p>8.4.15.3 Maximum net floor area of 60m².</p> <p>8.4.15.4 Activities and the storage of materials shall be indoors.</p> <p>*A vehicle trip is two movements, generally to and from a site.</p>	P
8.4.16	Home occupation not otherwise identified	D
8.4.18 8.4.17 8.4.16	Manufacturing and/or product assembling activities	PR
8.4.19 8.4.18 8.4.17	Mining	PR
8.4.20 8.4.19 8.4.18	Panel beating, spray painting, motor vehicle repair or dismantling, fibre glassing, sheet metal work, bottle or scrap storage, motor body building.	PR
8.4.21 8.4.20 8.4.19	Retirement village	D
8.4.24 8.4.21 8.4.20	Any activity requiring an Offensive Trade Licence under the Health Act 1956	PR
Additional Rules for Activities in the Wanaka Town Centre Transition Overlay		
8.4.25 8.4.22 8.4.21	<p>Buildings</p> <p>Discretion is restricted to consideration of all of the following: external appearance, materials, signage platform, lighting, impact on the street, and natural hazards to ensure that:</p> <ul style="list-style-type: none"> • The design of the building blends well with and its contributes to an 	RD

Commented [AL123]: Standards in 8.4.15 relocated to 7.5.15 along with discretionary status in 8.4.16

Commented [SG124]: Renumbering as a result of withdrawal of Visitor Accommodation provisions. Notified as 8.4.18 – 8.4.21

Commented [SG125]: Renumbering as a result of withdrawal of Visitor Accommodation provisions. Notified as 8.4.24

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	Activities located in the Medium Density Residential Zone	Activity status
	<p>integrated built form</p> <ul style="list-style-type: none"> • The external appearance of the building is sympathetic to the surrounding natural and built environment. The use of stone, schist, plaster or natural timber is encouraged • The views along a street or of significant view shafts have been considered and responded to • <u>Maintenance of the visual privacy of adjoining properties</u> • The building facade provides an active interface to open space on to which it fronts, and the detail of the facade is sympathetic to other buildings in the vicinity, having regard to: <ul style="list-style-type: none"> - Building materials - Glazing treatment - Symmetry - External appearance - Human scale - Vertical and horizontal emphasis. • Storage areas are appropriately located and screened • Where a site is subject to any n Natural hazards and where the proposal results in an increase in gross floor area: an assessment by a suitably qualified person is provided that addresses <p style="margin-left: 20px;"><u>Assessment matters relating to natural hazards:</u></p> <ul style="list-style-type: none"> • the nature and degree of risk the hazard(s) pose to people and property, • whether the proposal will alter the risk to any site, and • the extent to which whether such risk can be avoided or sufficiently <u>mitigated-reduced</u>². 	
<u>8.4.26</u> <u>8.4.23</u> <u>8.4.22</u>	Commercial activities	P
<u>8.4.27</u> <u>8.4.24</u> <u>8.4.23</u>	Community activities	P

Commented [AL126]: 335

Commented [AL127]: 383

² ~~Policies that guide the assessment of proposals on land affected by natural hazards are located in Chapter 28.~~

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	Activities located in the Medium Density Residential Zone	Activity status
8.4.29 8.4.25 8.4.24	<p>Licensed Premises for the consumption of alcohol on the premises between the hours of 8am and 11pm, and also to:</p> <ul style="list-style-type: none"> • any person who is residing (permanently or temporarily) on the premises. • any person who is present on the premises for the purpose of dining up until 12am. 	P

Commented [SG128]: Renumbering as a result of withdrawal of Visitor Accommodation provisions. Notified as 8.4.29

8.5 Rules - Standards

	Standards for activities located in the Medium Density Residential Zone	Non-compliance status
8.5.1	<p>Building Height (for flat and sloping sites)</p> <p>8.5.1.1 Wanaka and Arrowtown: A maximum of 7 metres except for the following:</p> <p style="margin-left: 20px;">a. Within 15 metres of Designation 270: Queenstown Lakes District Council recreation reserve where the maximum height is 5.5 metres;</p> <p>8.5.1.2 All other locations: A maximum of 8 metres.</p> <p>Note: Refer to Definition for interpretation of building height.</p>	NC
8.5.2	<p>Sound insulation and mechanical ventilation</p> <p>8.5.2.1 For buildings located within 80 m of a State Highway 6 between Hansen Road and the Shotover River;</p> <p>Any residential buildings, or buildings containing activity sensitive to road noise, and located within 80 m of the road boundary of a State Highway 6 between Lake Hayes and Frankton shall be designed to meet internal sound levels of AS/NZ 2407:2000 achieve an Indoor Design Sound Level of 40 dB L_{Aeq}(24h).</p> <p>Compliance with this rule can be demonstrated by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction will achieve the internal design sound level.</p>	NC
8.5.3	<p>Development on land fronting State Highway 6 between Hansen Road and Ferry Hill Drive shall provide the following:</p> <p style="margin-left: 20px;">8.5.3.1 Transport, parking and access design that:</p> <p style="margin-left: 40px;">a. Ensures connections to the State Highway network are only via Hansen Road, the Eastern Access Road Roundabout, and/or Ferry Hill Drive</p> <p style="margin-left: 40px;">b. There is no new vehicular access to the State Highway Network.</p> <p>8.5.3.2 A Traffic Impact Assessment which addresses all of the following:</p>	NC

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Commented [KB135]: Provisions deleted due to rezoning to HDRZ and BMUZ, Queenstown Mapping Stream 13.

Refer to Right of Reply for Chapter 8 MDRZ for original recommendations.

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MEDIUM DENSITY RESIDENTIAL 8

Standards for activities located in the Medium Density Residential Zone	Non-compliance status
<p>c. Potential traffic effects to the local and State Highway network (including outcomes of consultation with the New Zealand Transport Agency (NZTA))</p> <p>d. Potential effects of entry and egress to the local and State Highway network (including outcomes of consultation with the New Zealand Transport Agency (NZTA))</p> <p>e. An access network design via Hansen Road, the Eastern Access Road Roundabout, and/or Ferry Hill Drive, and the avoidance of any new access to the State Highway Network</p> <p>f. Integration with existing transport networks and cumulative effects of traffic demand with known current or future developments</p> <p>g. Integration with public transport networks</p> <p>h. Methods of traffic demand management.</p> <p>i. Integration with pedestrian and cycling networks, including to those across the State Highway.</p> <p>8.5.3.3 8.5.3.2A Landscaping Plan and Maintenance Program which provides a planting buffer fronting State Highway 6 as follows and shall include all of the following:</p> <p>a. the retention of existing vegetation (where practicable)</p> <p>b. a minimum of 2 tiered planting (inclusive of tall trees and low shrubs)</p> <p>c. planting densities and stock sizes which are based on achieving full coverage of the planting areas within 2 years</p> <p>d. use of tree species having a minimum height at maturity of 1.8 m</p> <p>e. appropriate planting layout which does not limit solar access to new buildings or roads.</p> <p>a. A density of two plants per square metre located within 4m of the State Highway 6 road boundary selected from the following species:</p> <ul style="list-style-type: none"> • <u>Ribbonwood (Plagianthus regius)</u> • <u>Cerokia cotoneaster</u> • <u>Pittosporum tenuifolium</u> • <u>Crisilinea</u> • <u>Coprosma propinqua</u> • <u>Olearia dartonii</u> <p>Once planted these plants are to be maintained in perpetuity.</p>	

Commented [AL137]: 717 and 847

Commented [AL138]: 399, FS1061, FS1270 and 408

Commented [AL139]: Deferred by the Panel to the hearing on mapping

MEDIUM DENSITY RESIDENTIAL 8

	Standards for activities located in the Medium Density Residential Zone	Non-compliance status
8.5.4	<p>Building Coverage</p> <p>A maximum of 45%.</p> <p><u>Discretion is restricted to the following:</u></p> <ul style="list-style-type: none"> • <u>External appearance, location and visual dominance of the buildings as viewed from both the street and adjacent properties</u> • <u>Impact upon the character of the surrounding area</u> • <u>External amenity for the future occupants of the residential units</u> • <u>Impacts upon access to views, sunlight and shading of adjacent properties</u> • <u>Access and parking</u> • <u>In Arrowtown, consistency with Arrowtown's character, utilising the Arrowtown Design Guidelines 2016 as a guide</u> • <u>Natural hazards where the proposal results in an increase in gross floor area</u> <p><u>Assessment matters relating to natural hazards:</u></p> <ul style="list-style-type: none"> • <u>the nature and degree of risk the hazard(s) pose to people and property,</u> • <u>whether the proposal will alter the risk to any site, and</u> • <u>whether such risk can be avoided or sufficiently reduced.</u> 	D-RD
8.5.5	<p>Density</p> <p>8.5.5.1 The maximum site density shall be one residential unit or dwelling per 250m² net site area.</p> <p>However, this rule shall not apply where the development can achieve certification to a minimum 6-star level using the New Zealand Green Building Council Homestar™ Tool.</p> <p>Notwithstanding the above, the exceptions applying to developments achieving certification to a minimum 6-star level using the New Zealand Green Building Council Homestar™ Tool shall cease to apply at a date being five years after the date the Medium Density Residential Zone is made operative.</p> <p>8.5.5.2 The minimum site density for the Medium Density Residential zoned land in Frankton adjoining State Highway 6 and in Wanaka adjoining Aubrey Road shall be one residential unit per 400m² net site area.</p> <p><u>Discretion is restricted to the following:</u></p> <ul style="list-style-type: none"> • <u>Proximity to employment centres and public transport routes</u> • <u>Internal and external amenity for the future occupants of the residential units</u> 	NC-D-RD

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Commented [AL147]: Submission 620 has been withdrawn. No longer have scope to recommend this rule

MEDIUM DENSITY RESIDENTIAL 8

	Standards for activities located in the Medium Density Residential Zone	Non-compliance status
	<ul style="list-style-type: none"> • <u>Impacts upon adjacent properties in respect of dominance, outlook and privacy</u> • <u>External appearance, building bulk and dominance effects upon the streetscape</u> • <u>Traffic, parking and access</u> • <u>Noise</u> • <u>Rubbish storage and collection</u> • <u>Natural hazards where the proposal results in an increase in gross floor area</u> <p><u>Assessment matters relating to natural hazards:</u></p> <ul style="list-style-type: none"> • <u>the nature and degree of risk the hazard(s) pose to people and property,</u> • <u>whether the proposal will alter the risk to any site, and</u> • <u>whether such risk can be avoided or sufficiently reduced.</u> 	
8.5.6	<p>Recession plane (applicable to flat sites only, and for including accessory buildings on flat and sloping sites)</p> <ul style="list-style-type: none"> • Northern Boundary: 2.5m and 55 degrees. • Western and Eastern Boundaries: 2.5m and 45 degrees. • Southern Boundaries: 2.5m and 35 degrees. • Gable end roofs may penetrate the building recession plane by no more than one third of the gable height. • Recession planes do not apply to site boundaries adjoining a town centre zone, fronting the road, or a park or reserve. <p>Note - Refer to Definitions for detail of the interpretation of recession planes.</p> <p><u>Discretion is restricted to the following:</u></p> <ul style="list-style-type: none"> • <u>Privacy effects</u> • <u>Access to sunlight and the impacts of shading</u> • <u>Effects upon access to views of significance</u> • <u>Visual dominance and external appearance</u> • <u>In Arrowtown, consistency with Arrowtown's character, utilising the Arrowtown Design Guidelines 2016 as a guide</u> 	NC-RD
8.5.7	<p>Landscaped permeable surface</p> <p>At least 25% of site area shall comprise landscaped permeable surface.</p> <p><u>Where a proposal does not provide 25%, discretion is restricted to the</u></p>	NC-RD

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MEDIUM DENSITY RESIDENTIAL 8

	Standards for activities located in the Medium Density Residential Zone	Non-compliance status
	<p>following:</p> <ul style="list-style-type: none"> The effects of any reduced landscape provision on the visual appearance or dominance of the site and buildings from adjacent sites and the public realm; The ability for adequate on-site stormwater disposal In Arrowtown, consistency with Arrowtown's character, utilising the Arrowtown Design Guidelines 2016 as a guide 	
8.5.8	<p>Minimum Boundary Setback</p> <p>8.5.8.1 Road boundary setback: 3m, <u>except for:</u></p> <ol style="list-style-type: none"> State Highway boundaries where the setback shall be 4.5m Garages which shall be setback 4.5m <p>8.5.8.2 All other boundaries: 1.5m <u>except for:</u></p> <ol style="list-style-type: none"> Sites adjoining Designation 270: Queenstown Lakes District Council recreation reserve where the minimum setback shall be 6m. <p><u>Discretion is restricted to the following:</u></p> <ul style="list-style-type: none"> External appearance and visual dominance of the building as viewed from the street and adjacent properties Amenity and character of the streetscape Access to sunlight, shading and privacy of adjoining properties Access to views of significance On-site parking In Arrowtown, consistency with Arrowtown's character, utilising the Arrowtown Design Guidelines 2016 as a guide <p>Exceptions to side and rear boundary setbacks (excluding the setback in 8.5.8.2(a)) include:</p> <p>Accessory buildings for residential activities may be located within the set back distances, where they do not exceed 7.5m in length, there are no windows or openings (other than for carports) along any walls within 1.5m of an internal boundary, and comply with rules for Building Height and Recession Plane.</p>	<p>D-RD</p>
8.5.9	<p>Continuous Building Length</p> <p>The continuous length of any building facade above one-storey ground floor level shall not exceed 46m <u>24m</u>.</p>	<p>RD</p>

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Commented [AL162]: Consequential change due to 8.5.8.2 above

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MEDIUM DENSITY RESIDENTIAL 8

	Standards for activities located in the Medium Density Residential Zone	Non-compliance status
	<p>Where a proposal exceeds this length, discretion is restricted to all of the following:</p> <ul style="list-style-type: none"> • Building dominance • Building design, materials and appearance • <u>In Arrowtown, consistency with Arrowtown's character, utilising the Arrowtown Design Guidelines 2016 as a guide</u> • The extent to which variation in the form of the building including the use of projections and recessed building elements, varied roof form, and varied materials and textures, reduces the potential dominance of the building • The extent to which topography or landscaping mitigates any dominance impacts • The extent to which the height of the building influences the dominance of the building in association with the continuous building length 	
8.5.10	<p>Window Sill heights</p> <p>Window sill heights above the first storey shall not be set lower than 1.5m above the floor level where the external face of the window is within 4m of the site boundary.</p> <p>Exceptions to this rule are where building elevations face the street or reserves, or where opaque glass is used for windows. In these scenarios the rule does not apply.</p>	D
8.5.14 <u>8.5.10</u>	<p>Waste and Recycling Storage Space</p> <p>8.5.14.1-8.5.10.1 Residential activities shall provide, as a minimum, space for a 120 litre residential wheelie bin and 240 litres recycling wheelie bin per residential unit.</p> <p>8.5.14.2-8.5.10.2 All developments shall suitably screen waste and recycling storage space from neighbours, a road or public space, in keeping with the building development or provide space within the development that can be easily accessed by waste and recycling collections.</p>	NC
8.5.12 <u>8.5.11</u>	<p>Glare</p> <p>8.5.12.1-8.5.11.1 All exterior lighting shall be directed away from the adjacent sites and roads and downward to limit effects on the night sky.</p> <p>8.5.12.2-8.5.11.2 No activity on any site shall result in greater than a 3.0 lux spill (horizontal or vertical) of lights onto any other site measured at any point inside the boundary of the other site.</p>	NC
8.5.13 <u>8.5.12</u>	<p>Setback of buildings from water bodies</p> <p>The minimum setback of any building from the bed of a river, lake or</p>	RD

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MEDIUM DENSITY RESIDENTIAL 8

	Standards for activities located in the Medium Density Residential Zone	Non-compliance status
	<p>wetland shall be 7m.</p> <p>Discretion is restricted to all of the following:</p> <ul style="list-style-type: none"> • indigenous biodiversity values • Visual amenity values • Landscape character • Open space and the interaction of the development with the water body • Environmental protection measures (including landscaping and stormwater management) • Whether the waterbody is subject to flooding or natural hazards and any mitigation to manage the location of the building 	
8.5.14 8.5.13	<p>Setbacks from electricity transmission infrastructure</p> <p>8.5.14.1-National Grid Sensitive Activities are located outside of the National Grid Yard.</p>	NC
8.5.14	<p><u>Dominance of Garages</u></p> <p><u>Garage doors and their supporting structures (measured parallel to the road) are not to exceed 50% of the frontage of the site as viewed from the road width of the front elevation of the building which is visible from the street.</u></p>	D
8.5.15	<p><u>Height Restrictions for Land Adjoining Designation 270</u></p> <p><u>No building or building element on the western side of Designation 270 shall rise greater than 1.5m above the nearest point of the formed walkway path within Designation 270.</u></p> <p><u>Discretion is restricted to the following:</u></p> <ul style="list-style-type: none"> • <u>Access to views to the west toward Lake Wanaka and the mountains beyond from the walkway within Designation 270</u> 	RD
8.5.16	<p><u>Home Occupation</u></p> <p><u>8.5.16.1 No more than one full time equivalent person from outside the household shall be employed in the home occupation activity.</u></p> <p><u>8.5.16.2 The maximum number of vehicle trips* shall be:</u></p> <p style="padding-left: 40px;"><u>a. Heavy Vehicles: none permitted</u></p> <p style="padding-left: 40px;"><u>b. Other vehicles: 10 per day.</u></p> <p><u>8.5.16.3 Maximum net floor area of 60m².</u></p> <p><u>8.5.16.4 Activities and the storage of materials shall be indoors.</u></p> <p><u>*A vehicle trip is two movements, generally to and from a site.</u></p>	D

Commented [AL171]: 166

Commented [AL172]: 117

Commented [AL173]: 73, 55, 92

Commented [AL174]: Relocated from 8.4.15 above

MEDIUM DENSITY RESIDENTIAL 8

8.6 Rules - Non-Notification of Applications

8.6.1 Applications for Controlled activities shall not require the written consent of other persons and shall not be notified or limited-notified.

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8.6.2 ~~8.6.1~~ The following Restricted Discretionary activities shall not require the written consent of other persons and shall not be notified or limited-notified except where direct vehicle crossing or right of way access on to or off a State Highway is sought where New Zealand Transport Agency will be notified an affected party:

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Commented [KB176]: 719 – Queenstown Mapping Stream 13 Reply. Consistency change as detailed in the Right of Reply for the LDRZ

Commented [KB177]: 719 – Queenstown Mapping Stream 13 Reply. Consistency change as detailed in the Right of Reply for the LDRZ

8.6.2.1 Residential development where the development is able to achieve certification to a minimum 6-star level using the New Zealand Green Building Council Homestar™ Tool.

Commented [KB178]: 719

8.6.2.2 Notwithstanding the above, clause 8.6.2.1 shall cease to apply at a date being five years after the date the Medium Density Residential Zone is made operative.

Commented [AL179]: 199, 177, 362, 264, 506, 676, 503

Commented [AL180]: 61, 97, 699

8.6.1.1 Residential units which comply with rule 8.4.11 and all of the Standards in 8.5

Commented [AL181]: 408, FS1270 199, 177, 362, 264

Commented [AL182]: Clarification

MEDIUM DENSITY RESIDENTIAL 8

Chapter 27 – Subdivision and Development

27.6.1 No lots to be created by subdivision, including balance lots, shall have a net site area or where specified, average, less than the minimum ~~or more than the maximum~~ specified.

Zone		Minimum Lot Area
Residential	Medium Density Residential	250m ²
Zone		Maximum Lot Area
Residential	Medium Density Residential	The maximum lot area for the Medium Density Residential zoned land in Frankton adjoining State Highway 6 and in Wanaka adjoining Aubrey Road shall be 400m²

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 Commented [AL184]: Submission 620 has been withdrawn. No longer have scope to recommend this provision

Commented [AL185]: 620
 Commented [AL186]: Submission 620 has been withdrawn. No longer have scope to recommend this provision

HIGH DENSITY RESIDENTIAL 9

Key:

Recommended changes shown in brown underlined text for additions and ~~brown strike through~~ text for deletions, Appendix 3 of the Right of Reply for 1B Queenstown Urban Frankton and South dated 6 October 2017.

Recommended changes shown in green underlined text for additions and ~~green strike through~~ text for deletions, Attachment A of the Rebuttal Evidence for 1B Queenstown Urban Frankton and South dated 7 July 2017.

The provisions that the Hearings Panel deferred to the Queenstown Mapping hearing from the Residential hearing and specifically from Chapter 8 Medium Density Residential, are shown in orange underlined text with recommended changes shown in blue underlined text for additions and ~~blue strike through~~ text for deletions, Appendix 1 to s42A Group 1B dated 25 May 2017.

Recommended changes to notified chapter are shown in red underlined text for additions and ~~red strike through~~ text for deletions, Appendix 1 to Right of Reply, dated 11 November 2016.

Recommended changes to notified chapter are shown in underlined text for additions and ~~strike through~~ text for deletions. Appendix 1 to section 42A report, dated 14 September 2016.

Note: The provisions relating to Visitor Accommodation, which were withdrawn from the PDP by resolution of Council on 23 October 2015, are not shown in this Revised Chapter.

9 High Density Residential

9.1 Zone Purpose

The High Density Residential Zone will provide for more intensive use of land within close proximity to town centres that is easily accessible by public transport, cycle and walk ways. In conjunction with the Medium Density Residential Zone, the zone will play a key planning role in minimising urban sprawl and consolidating growth in existing urban areas.

In Queenstown, ~~buildings greater than two storeys in height are anticipated the High Density Residential Zone enables higher profile buildings than the other Residential Zones~~, subject to high design quality and environmental performance. In Wanaka, ~~buildings of two storeys in height lower building heights~~ are anticipated, accounting for its less urban character, however relatively high densities are achievable. Such development will result in a greater diversity of housing supply, help support the function and vibrancy of town centres, and reduce reliance on private transport.

Commented [KB1]: 410, FS1059, FS1331, NZIA (238), FS1260 - Consequential amendment as a result of changes to Redrafted rule 9.5.1

Development in the zone will facilitate good non-vehicular connections and access to high quality public open space.

Development controls will provide some degree of protection for existing amenity values. However given the focus on intensification, over time some private and public views and amenities will be affected to varying degrees as the character of this area changes and evolves into one that is more urban.

Small scale commercial activity will be enabled, either to support larger residential developments, or to provide low impact local services.

Community facilities are anticipated, given the need for community activities within residential areas. However, large scale community facilities will need to be carefully scrutinised to ensure they are compatible with the residential environment they are locating within.

9.2 Objectives and Policies

9.2.1 Objective – High-density housing development will occur in urban areas close to town centres, to provide greater housing diversity and respond to strong projected growth in visitor numbers.

HIGH DENSITY RESIDENTIAL 9

Policies

9.2.1.1 Provide sufficient high density zoned land ~~with the potential to be developed to greater than two storeys in Queenstown and two storeys in Wanaka to that~~ enables diverse housing supply close to town centres.

Commented [KB2]: 410, FS1059, FS1331, NZIA (238), FS1260 - Consequential amendment as a result of changes to Redrafted rule 9.5.1

9.2.2 Objective - High-density residential development will ~~provide~~ a positive contribution to the environment through quality urban design that demonstrates strong urban design principles and seeks to maximise environmental performance.

Commented [KB3]: 238

Policies

9.2.2.1 Buildings shall address ~~streets and other~~ public spaces places and public roads (including service lanes, accessways, and right of ways) with active edges ~~with and~~ limited presentation of blank and unarticulated walls or facades.

9.2.2.2 Street edges Road boundary/boundaries shall not be dominated by garaging, parking and accessways.

9.2.2.3 Where street activation compliance with Policies 9.2.2.1 and 9.2.2.2 is not practical due to considerations or constraints such as slope, multiple road frontages, solar orientation, aspect and privacy, as a minimum buildings shall provide some form of visual connection with the street (such as through the inclusion of windows, outdoor living areas, low profile fencing or landscaping).

Commented [KB4]: Officer recommendations, for clarification

9.2.2.4 The mass of buildings shall be broken down through variation in facades and roof form, building separation or other techniques to reduce dominance impacts on streets, parks and neighbouring properties, as well as creating interesting building forms.

9.2.2.5 Ensure well designed landscaped areas are integrated into the design of developments and add meaningfully to the amenity of the development for residents, neighbours and the wider public.

9.2.2.6 Ensure buildings are designed and located to respond positively to site context through methods to maximise solar gain and limit energy costs.

9.2.2.7 ~~Incentivise greater building height where development is Breaches to the permitted maximum building heights may be appropriate where development is of quality urban design, designed to achieve a high environmental performance, and effects can be avoided, remedied or mitigated.~~

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9.2.3 Objective – A reasonable degree of protection of amenity values will be provided, within the context of an increasingly intensified and urban zone where character is changing.

Policies

9.2.3.1 Apply recession plane, building height, floor area ratio, yard setback and site coverage controls as the primary means of limiting overly intensive development and ensuring reasonable protection of neighbours' outlook, sunshine and light access, and privacy.

Commented [KB8]: #208

9.2.3.2 ~~Ensure that w~~Where development standards are breached, impacts on the amenity values of neighbouring properties, and on public views (especially towards lakes and mountains), are ~~no more than minor relative to a complying development scenario-adequately mitigated.~~

Commented [KB9]: #520

9.2.3.3 Ensure built form achieves an acceptable level of privacy for the subject site and neighbouring residential units through the application of setbacks, offsetting of habitable windows, screening or other means.

Commented [KB10]: #383

Commented [KB11]: Fourth Procedural Minute

9.2.4 Objective – Provide for eCommunity facilities and activities are provided for where they that are generally best located in a residential environment close to residents.

Commented [KB12]: Officer recommendation for consistency with recommended changes made through the LDRZ s42A

HIGH DENSITY RESIDENTIAL 9

Policies

9.2.4.1 Enable the establishment of community facilities and activities where adverse effects on residential amenity values such as noise, traffic and visual impact can be avoided or mitigated.

Commented [KB13]: Officer recommendation for consistency with recommended changes made through the LDRZ s42A

9.2.5 ~~Objective – Generally discourage commercial development is discouraged except when it is small scale and generates minimal amenity impacts.~~

Commented [KB14]: Fourth Procedural Minute

Policies

9.2.5.1 Ensure any commercial development is low scale, is of limited intensity, and generates small volumes of traffic.

9.2.5.2 Ensure any commercial development is of a design, scale and appearance compatible with its context.

9.2.6 Objective - High-density residential development will efficiently utilise existing infrastructure and minimise impacts on infrastructure and existing transport networks, including services for active and public transport.

Commented [KB15]: 798, 719

Commented [KB16]: 798

Policies

9.2.6.1 Promote high-density development close to town centres to reduce private vehicle movements, maximise walking, cycling and public transport patronage and reduce the need for capital expenditure on infrastructure.

9.2.6.2 Development supports active living through providing or enhancing connections to public places, public transport and active transport networks (walkways, trails and cycleways).

Commented [KB17]: 798

9.2.6.3 Development provides facilities to encourage walking and cycling, such as provision of bicycle parking spaces and, where appropriate for the scale of activity, end-of-trip facilities (shower cubicles and lockers).

9.2.6.4 Ensure access and parking is located and designed to optimise the connectivity, efficiency and safety of the transport network.

Commented [KB18]: 719

9.2.6.5 Enable development to provide a lower provision of on-site parking than would otherwise be anticipated, where the activity has characteristics that justify this, or travel plans can adequately demonstrate approaches that mitigate a lower parking provision.

9.2.6.6 Site layout and design provides low impact approaches to storm water management through providing permeable surface on site and the use of a variety of stormwater management measures.

9.2.6.7 A reduction in parking requirements may be considered in Queenstown and Wanaka where a site is located within 400 m of a bus stop or the edge of a town centre zone.

9.2.7 Objective – development within noise affected environments is located and designed to mitigate noise and reverse sensitivity effects.

9.2.7.1 All new and altered buildings for residential and other Activities Sensitive to Road Noise located within 80 m of the State Highway shall be designed to achieve an Indoor Design Sound Level of 40 dB LAeq(24h).

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9.2.8 Objective - The development of land fronting State Highway 6 (between Hansen Road and Ferry Hill Drive) provides a high quality residential environment which is sensitive to its location at the entrance to Queenstown, minimises traffic impacts to the State Highway network, and is appropriately serviced.

Commented [KB20]: 717, 847. clarification amendment Queenstown Hearing (Stream 13).

Commented [RL21]: Transferred from Chapter 8 MDR, Hearing Stream 6

HIGH DENSITY RESIDENTIAL 9

Policies

9.2.8.1 Encourage low impact stormwater design that utilises on-site treatment and storage / dispersal approaches, and avoids impacts on the State Highway network.

9.2.8.2 Provide or retain a planting buffer along the road frontage to soften the view of buildings from the State Highway network.

Commented [SG22]: 847. Queenstown Hearing (Stream 13)

9.2.8.3 Provide for safe and legible transport connections ~~are provided~~ that avoid any new access to the State Highway, and integrates with the road network and public transport routes on the southern side of State Highway 6.

Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) prior to determining an internal and external road network design under this policy.

Note: Attention is drawn to the need to obtain a Section 93 notice from the NZ Transport Agency for all subdivisions on State Highways which are declared Limited Access Roads. The NZ Transport Agency should be consulted and a request made for a notice under Section 93 of the Government Roading Powers Act 1989.

9.2.8.4 Require that the design of any road or vehicular access within individual properties is of a form and standard that accounts for long term traffic demands for the area between Hansen Road and Ferry Hill Drive, and does not require the need for subsequent retrofitting or upgrade.

9.2.8.5 Provide a safe and legible walking and cycle environment that links to other internal and external pedestrian and cycling networks and destinations on the southern side of State Highway 6 along the safest, most direct and convenient routes and is of a form and layout that encourages walking and cycling.

Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) prior to determining walking and cycling network design under this policy.

Commented [KB23]: 719 - Queenstown Mapping (Stream 13) Rebuttal.

9.2.8.6 Provide an internal road and access network design that ensures road frontages are not dominated by vehicular access and parking.

Commented [KB24]: 847, 717 Queenstown Mapping Stream 13 Reply

9.2.XXX Promote coordinated, efficient and well designed development by requiring, prior to, or as part of subdivision and development, construction of the following to appropriate Council standards:

Commented [SG25]: 847. Queenstown Hearing (Stream 13)

- a 'fourth leg' off the ~~eastern access roundabout (EAR)~~ Hawthorne Drive roundabout;
- a legal internal road access between Hansen Road and Ferry Hill Drive; and
- new and safe pedestrian connections between the ~~Eastern Access Roundabout Hawthorne Drive Roundabout~~ and Ferry Hill Drive and the southern side of State Highway 6.

Commented [KB26]: 719 - Queenstown Mapping (Stream 13) Rebuttal.

Commented [KB27]: 719 Queenstown Mapping Stream 13 Reply – Clarification amendment

Commented [KB28]: 719 - Queenstown Mapping (Stream 13) Rebuttal.

Commented [KB29]: 719 Queenstown Mapping Stream 13 Reply – Clarification amendment

9.3 Other Provisions and Rules

9.3.1 District Wide

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

1 Introduction	2 Definitions	3 Strategic Direction
4 Urban Development	5 Tangata Whenua	6 Landscapes

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24—Signs (18 <u>Operative ODP</u>)	25—Earthworks (22 <u>Operative ODP</u>)	26 Historic Heritage
27 Subdivision	28 Natural Hazards	29—Transport (14 <u>Operative ODP</u>)
30 Utilities and Renewable Energy	31—Hazardous Substances (16 <u>Operative ODP</u>)	32 Protected Trees
33 Indigenous Vegetation	34 Wilding Exotic Trees	35 Temporary Activities and Relocated Buildings
36 Noise	37 Designations	Planning Maps

9.3.2 Clarification

Advice notes

- (a) A permitted activity must comply with all the rules listed in the activity and standards tables, and any relevant district wide rules.
- (b) Where an activity does not comply with a Standard listed in the Standards table, the activity status identified by the 'Non-Compliance Status' column shall apply. Where an activity breaches more than one Standard, the most restrictive status shall apply to the Activity.
- (c) The following abbreviations are used within this Chapter.

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

9.4 Rules - Activities

	Activities located in the High Density Residential Zone	Activity status
9.4.1	Activities which are not listed in this table	NC
9.4.2	Building Restriction Area Where a building restriction area is shown on the District Plan Maps, no building shall be located within the restricted area	NC
9.4.3	Dwelling, Residential Unit, Residential Flat comprising three (3) or less per site <i>Note – Additional rates and development contributions may apply for multiple units located on one site.</i>	P
9.4.4	Dwelling, Residential Unit, Residential Flat comprising four (4) or more per site Discretion is restricted to all the following: <ul style="list-style-type: none"> • The location, external appearance and design of buildings • The extent to which the development positively addresses the street 	RD

Commented [KB30]: Clarification amendment

Commented [KB31]: Officer recommendation for consistency with recommended changes made through the LDRZ s42A

Commented [KB32]: 383

Commented [KB33]: Officer recommendation for consistency with recommended changes made through the LDRZ s42A

Commented [KB34]: 383

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	Activities located in the High Density Residential Zone	Activity status
	<ul style="list-style-type: none"> • The extent to which building mass is broken down and articulated in order to reduce impacts on neighbouring properties (<u>including sunshine and light access</u>) and the public realm • Parking and access arrangements: safety and efficiency • The extent to which landscaped areas are well integrated into the design of the development and contribute meaningfully to the amenity of the development • <u>Maintenance of the visual privacy of adjoining properties</u> • Where a site is subject to any natural hazards and where the proposal results in an increase in gross floor area: an assessment by a suitably qualified person is provided that addresses <u>Assessment matters relating to natural hazards:</u> <ul style="list-style-type: none"> ◦ the nature and degree of risk the hazard(s) pose to people and property, ◦ whether the proposal will alter the risk to any site, and ◦ the extent to which whether such risk can be avoided or sufficiently mitigated⁴reduced. • For land fronting State Highway 6 between Hansen Road and the Shotover River-Ferry Hill Drive <ul style="list-style-type: none"> ◦ <u>safety and effective functioning of the State Highway network;</u> ◦ <u>Integration with other access points through the zone to link up to Hansen Road, the Eastern Access Road Hawthorne Drive Roundabout and/or Ferry Hill Drive;</u> ◦ <u>Integration with public transport networks</u> ◦ <u>Integration with pedestrian and cycling networks, including to those across the State Highway</u> <p><i>Note – Additional rates and development contributions may apply for multiple units located on one site.</i></p>	
	<p>Residential Unit, comprising four (4) or more per site for the land fronting State Highway 6 between Hansen Road and Ferry Hill Drive</p>	D
9.4.5	Home occupation	P

Commented [KB35]: 208

Commented [KB36]: 383

Commented [KB37]: Officer recommendation for consistency as detailed in the Right of Reply for the ARHMZ

Commented [KB38]: 717, 847. clarification amendment Queenstown Hearing (Stream 13).

Commented [RL39]: Transferred from Chapter 8 MDR, Hearing Stream 6

Commented [JB40]: Clarification amendment. Queenstown Hearing (Stream 13)

Commented [KB41]: 719 - - Queenstown Mapping (Stream 13) Rebuttal.

Commented [KB42]: 847. Queenstown Hearing (Stream 13)

Commented [KB43]: 847. Queenstown Hearing (Stream 13)

⁴ Policies that guide the assessment of proposals on land affected by natural hazards are located in Chapter 28.

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	Activities located in the High Density Residential Zone	Activity status
9.4.6	Commercial activities comprising no more than 100m ² of gross floor area, integrated within a residential development comprising at least 20 dwellings residential units.	P
9.4.7	Commercial Activities not otherwise identified	NC
9.4.148	Commercial recreation	D
9.4.159	Community facilities and / or activities	D
9.4.1610	Retirement village	D
9.4.1711	Panel beating, spray painting, motor vehicle repair or dismantling, fibre glassing, sheet metal work, bottle or scrap storage, motor body building.	PR
9.4.1812	Manufacturing and/or product assembling activities	PR
9.4.1913	Mining	PR
9.4.2014	Factory Farming	PR
9.4.2115	Fish or meat processing	PR
9.4.2216	Flood Risk The construction or relocation of buildings with a gross floor area greater than 20m ² and having a ground floor level less than: 9.4.22.1 RL 312.0m above sea level (412.0m Otago Datum) at Queenstown and Frankton. 9.4.22.2 RL 281.9m above sea level (381.9m Otago Datum) Wanaka	PR
9.4.2317	Forestry	PR
9.4.2418	Any activity requiring an Offensive Trade Licence under the Health Act 1956	PR
9.4.2519	Airports other than the use of land and water for emergency landings, rescues and fire fighting	PR
9.4.2620	Bulk material Outdoor storage	PR

Commented [KB44]: Officer recommendation for consistency with recommended changes made through the LDRZ s42A

Commented [SG45]: Renumbering result of withdrawal of Visitor Accommodation provisions.

Commented [KB46]: Officer recommendation for consistency with recommended changes made through the LDRZ s42A

9.5 Rules - Standards

	Standards for activities located in the High Density Residential Zone	Non-compliance status
9.5.1	Building Height – Flat Sites (Queenstown)	NC
9.5.1.1	Queenstown: 3 storeys within a A maximum height of 12 metres; or 4 storeys within a maximum height of 15 metres	RD (buildings)

Commented [KB47]: 410, FS1059, FS1331, NZIA (238), FS1260 - Consequential amendment as a result of changes to Redrafted rule 9.5.1

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	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<p>where a residential apartment building can achieve certification to a minimum 6-star level using the New Zealand Green Building Council Homestar™ Tool, or where a visitor accommodation building can achieve a Green Star Rating of at least 4 stars</p> <p><u>Except: The permitted maximum height for buildings in the High Density Residential Zone located immediately west of the Kawarau Falls Bridge shall be 10 metres and in addition no building shall protrude through a horizontal line drawn due north commencing at 7 metres above any given point along the required boundary setbacks at the southern zone boundary</u></p> <p><u>Except: Within the area identified on the planning maps, No building or building element on the south side of Frankton Road (SH6A) shall rise above the nearest point of the roadway centreline.</u></p> <p><u>Where a proposed building exceeds this permitted height and does not exceed 15 metres (4 storeys), a Restricted Discretionary activity consent shall be required with discretion restricted to all of the following:</u></p> <ul style="list-style-type: none"> • <u>The extent to which the infringement provides for greater the design and quality of the building, including:</u> <ul style="list-style-type: none"> ◦ <u>articulation of rooflines and visual interest</u> ◦ <u>material use and quality</u> ◦ <u>the avoidance of large monolithic buildings</u> ◦ <u>the impact on the street scene</u> ◦ <u>active street frontages and the treatment of corner sites</u> ◦ <u>Crime Prevention Through Environmental Design (CPTED) considerations</u> ◦ <u>integration of landscaping</u> ◦ <u>how the development addresses its context and contributes positively to character and amenity</u> ◦ <u>environmental performance.</u> • <u>The extent to which the infringement adversely affects the amenity values of neighbouring properties, relative to a complying proposal, with particularly reference to dominance impacts, views and outlook, and sunlight access to adjacent properties.</u> <ul style="list-style-type: none"> • <u>The extent to which the infringement adversely affects the aAmenity of views and outlook from SH6A.</u> • <u>Where a site is subject to any nNatural hazards and where the proposal results in an increase in gross floor area: an assessment by a suitably qualified person is provided that addresses</u> <p><u>Assessment matters relating to natural hazards:</u></p> <ul style="list-style-type: none"> ◦ the nature and degree of risk the hazard(s) pose to people and property, ◦ whether the proposal will alter the risk to any site, and 	<p>with maximum height up to 15m)</p> <p>NC (for buildings with a maximum height over 15m)</p>

Commented [KB48]: 238

Commented [KB59]: Clarification, consequence of deletion of 9.5.3

Commented [KB49]: 529

Commented [KB50]: Officer recommendation, for clarification

Commented [KB51]: 208, 520

Commented [KB52]: 410, FS1059, FS1331, NZIA (238), FS1260 - Consequential amendment as a result of changes to Redrafted rule 9.5.1

Commented [KB53]: Consequential amendment. 410, FS1059, FS1331, NZIA (238), FS1260.

Commented [KB54]: Consequential amendment for 238

Commented [KB55]: 410, FS1059, FS1331, NZIA (238), FS1260.

Commented [KB56]: Consequential amendment, 208, 520

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	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<p>° the extent to which whether such risk can be avoided or sufficiently mitigated^{reduced}.</p> <p>9.5.1.2 Wanaka: A maximum height of 8 metres.</p> <p>Notes:</p> <ul style="list-style-type: none"> Refer to Definition for interpretation of building height. Ground slope in relation to building height shall be determined by measurement over the extremities of each building elevation. Flat sites are where the ground slope is equal to or less than 6 degrees (i.e equal to or less than 1 in 9.5). 	
<p>9.5.2</p>	<p>Building Height – Flat Sites (Wanaka)</p> <p>A maximum height of 8 metres.</p> <p>Where a proposed building exceeds this permitted height and does not exceed 10 metres a Restricted Discretionary activity consent shall be required with discretion restricted to all of the following:</p> <ul style="list-style-type: none"> the design and quality of the building, including: <ul style="list-style-type: none"> ° articulation of rooflines and visual interest ° material use and quality ° the avoidance of large monolithic buildings ° the impact on the street scene ° active street frontages and the treatment of corner sites ° Crime Prevention Through Environmental Design (CPTED) considerations ° integration of landscaping ° how the development addresses its context and contributes positively to character and amenity ° environmental performance. ° The extent to which the infringement adversely affects the amenity values of neighbouring properties, relative to a complying proposal, with particular reference to dominance impacts, views and outlook, and sunlight access to adjacent properties. <p>Notes:</p> <ul style="list-style-type: none"> Refer to Definition for interpretation of building height. 	<p>RD (buildings with a maximum height up to 10m)</p> <p>NC (buildings with a maximum height over 10m)</p>

Commented [KB57]: Officer recommendation for consistency as detailed in the Right of Reply for the ARHMZ

Commented [KB58]: Consequential amendment to 166

Commented [KB61]: 238

Commented [KB62]: Clarification and consequential amendment resulting from deletion of Homestar/Green star provisions and creation of new RD status for buildings in Queenstown to 15m in height.

Commented [KB63]: 238

Commented [KB60]: 238

² Policies that guide the assessment of proposals on land affected by natural hazards are located in Chapter 28.

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	Standards for activities located in the High Density Residential Zone	Non-compliance status
9.5.23	<p>Building Height – Sloping sites</p> <p>The permitted height shall be 7 metres</p> <p><u>Except: The permitted maximum height for buildings in the High Density Residential Zone located immediately west of the Kawarau Falls Bridge shall be 10 metres and in addition no building shall protrude through a horizontal line drawn due north commencing at 7 metres above any given point along the required boundary setbacks at the southern zone boundary..</u></p> <p><u>Except: Within the area identified on the planning maps, No building or building element on the south side of Frankton Road (SH6A) shall rise above the nearest point of the roadway centreline.</u></p> <p>Where a proposed building exceeds this permitted height and does not exceed 10 metres, a Restricted Discretionary activity consent shall be required with discretion restricted to all of the following:</p> <ul style="list-style-type: none"> • <u>The extent to which the infringement provides for greater the design and quality of the building, including:</u> <ul style="list-style-type: none"> ◦ <u>articulation of rooflines and visual interest</u> ◦ <u>material use and quality</u> ◦ <u>the avoidance of large monolithic buildings</u> ◦ <u>the impact on the street scene</u> ◦ <u>active street frontages and the treatment of corner sites</u> ◦ <u>Crime Prevention Through Environmental Design (CPTED) considerations</u> ◦ <u>integration of landscaping</u> ◦ <u>how the development addresses its context and contributes positively to character and amenity</u> ◦ <u>environmental performance.</u> • <u>The extent to which the infringement adversely affects the amenity values of neighbouring properties relative to a complying proposal, with particular reference to dominance impacts, views and outlook, and sunlight access to adjacent properties.</u> <ul style="list-style-type: none"> • <u>The extent to which the infringement adversely affects the Aamenity of views and outlook from SH6A.</u> • <u>Where a site is subject to any nNatural hazards and where the proposal results in an increase in gross floor area: an-assessment by a suitably qualified person is provided that addresses</u> <p><u>Assessment matters relating to natural hazards:</u></p> <ul style="list-style-type: none"> ◦ <u>the nature and degree of risk the hazard(s) pose to people and property,</u> ◦ <u>whether the proposal will alter the risk to any site, and</u> ◦ <u>the extent to which whether such risk can be avoided or</u> 	<p>RD (buildings with maximum height up to 10m)</p> <p>NC (for buildings with a maximum height over 10m)</p>

Commented [KB64]: 529

Commented [KB65]: Officer recommendation, for clarification

Commented [KB66]: 208, 520

Commented [KB72]: Clarification, consequence of deletion of 9.5.3

Commented [KB67]: Consequential amendment for consistency with Redrafted rule 9.5.1.

Commented [KB68]: Consequential amendment for 238

Commented [KB69]: Consequential amendment, 208, 520

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	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<p style="text-align: center;">sufficiently mitigated³reduced.</p> <p>Notes:</p> <ul style="list-style-type: none"> Refer to Definition for interpretation of building height. Ground slope in relation to building height shall be determined by measurement over the extremities of each building elevation. Sloping sites are where the ground slope is greater than 6 degrees (i.e greater than 1 in 9.5). 	
9.5.3	<p>Maximum Building Height – Sloping Sites</p> <p>The maximum building height shall be 10 metres.</p> <p>Notes:</p> <ul style="list-style-type: none"> Refer to the Definitions for interpretation of building height. Ground slope in relation to building height shall be determined by measurement over the extremities of each building elevation. Sloping sites are where the ground slope is greater than 6 degrees (i.e greater than 1 in 9.5). 	NC
9.5.4	<p>Building Coverage</p> <p>9.5.4.1 Flat Sites a maximum of 70% site coverage</p> <p>9.5.4.2 Sloping Sites a maximum of 65% site coverage</p> <p>Building coverage does not include any veranda over public space and does not apply to underground structures, which are not visible from ground level.</p> <p>Note:</p> <ul style="list-style-type: none"> Ground slope in relation to building height shall be determined by measurement over the extremities of each building elevation. Sloping sites are where the ground slope is greater than 6 degrees (i.e greater than 1 in 9.5). Flat sites are where the ground slope is equal to or less than 6 degrees (i.e equal to or less than 1 in 9.5). 	NC
9.5.5	<p>Floor Area Ratio – Flat sites only</p> <p>Gross floor area on a site shall not exceed a Floor Area Ratio of 2.0.</p> <p>Note:</p> <ul style="list-style-type: none"> Ground slope in relation to building height shall be determined by measurement over the extremities of each building elevation. Flat sites are where the ground slope is equal to or less than 6 degrees (i.e equal to or less than 1 in 9.5). 	NC
9.5.6 ⁵	<p>Recession plane (applicable to all buildings, including accessory buildings)</p> <p>9.5.6.1 For Flat Sites from 2.5 metres above ground level a 45 degree</p>	NC

Commented [KB70]: Officer recommendation for consistency as detailed in the Right of Reply for the ARHMZ

Commented [KB71]: Consequential amendment to 166

Commented [KB74]: Clarification amendment, this rule was confusing in a table with permitted activity standards, and suggests 10m is a permitted standard.

Commented [KB73]: Consequential amendment to 166

Commented [KB75]: #551, #612 (supported by FS1271, FS1331

Commented [KB76]: 166

Commented [KB78]: 208

Commented [KB77]: Consequential amendment to 166

³ Policies that guide the assessment of proposals on land affected by natural hazards are located in Chapter 28.

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	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<p>recession plane applies to all boundaries, other than the northern boundary of the site where a 55 degree recession plane applies.</p> <p>9.5.6.2 No recession plane for sloping sites</p> <p>9.5.6.3 Gable end roofs may penetrate the building recession plane by no more than one third of the gable height</p> <p>9.5.6.4 Recession planes do not apply to site boundaries adjoining a Town Centre or Business Mixed Use Zone, fronting the road, or adjoining a park or reserve.</p> <p>Note - Refer to the Definitions for detail of the interpretation of recession planes</p>	
9.5.76	<p>Landscaped permeable surface coverage</p> <p>At least 20% of site area shall comprise landscaped (permeable) surface.</p>	NC
9.5.87	<p>Continuous Building Length</p> <p>The continuous length of any building facade above one-storey ground floor level shall not exceed 30m.</p> <p>Where a proposal exceeds this length, a Restricted Discretionary activity consent shall be required with discretion restricted to all of the following:</p> <ul style="list-style-type: none"> • Building dominance • Building design, materials and appearance • The extent to which variation in the form of the building including the use of projections and recessed building elements, varied roof form, and varied materials and textures, reduces the potential dominance of the building • The extent to which topography or landscaping mitigates any dominance impacts • The extent to which the height of the building influences the dominance of the building in association with the continuous building length. • Where a site is subject to any natural hazards and where the proposal results in an increase in gross floor area: an assessment by a suitably qualified person is provided that addresses <ul style="list-style-type: none"> ◦ Assessment matters relating to natural hazards: <ul style="list-style-type: none"> ◦ the nature and degree of risk the hazard(s) pose to people and property, 	RD

Commented [KB79]: 238

Commented [KB80]: Officer recommendation for consistency with recommended changes made through the MDRZ s42A

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	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<p>° whether the proposal will alter the risk to any site, and</p> <p>° the extent to which whether such risk can be avoided or sufficiently mitigated⁴reduced.</p>	
9.5.98	<p>Minimum Boundary Setbacks</p> <p>9.5.9.1 All boundaries 2 metres except for state highway boundaries where the setback shall be 4.5m</p> <p>9.5.9.2 Exceptions to side and rear boundary setbacks:</p> <p>Accessory buildings for residential activities may be located within the side and rear setback distances, where they do not exceed 7.5m in length, there are no windows or openings (other than for carports) along any walls within 1.5m of an internal boundary, and comply with rules for Building Height and Recession Plane.</p> <p><u>Setbacks for land on the northern side of SH6 at Frankton:</u></p> <ul style="list-style-type: none"> • at the property boundary fronting SH6: a minimum of 50m • at the boundary fronting Ferry Hill Drive: 6m (except that this rule does not apply to LOT 1 DP 497316). 	D
9.5.409	<p>Waste and Recycling Storage Space</p> <p>9.5.409.1 Residential activities three units or less shall provide, as a minimum, space for a 120 litre residential wheelie bin and 240 litres recycling wheelie bin per unit.</p> <p>9.5.409.2 All developments shall screen waste and recycling storage space from neighbours, a road or public place, in keeping with the building development or, provide space within the development that can be easily accessed by waste and recycling collections.</p>	NC
9.5.4410	<p>Glare</p> <p>9.5.44.1 All exterior lighting shall be directed away from the adjacent sites and roads, and so as to limit the effects on the night sky; and</p> <p>9.5.44.2 No activity on any site shall result in greater than a 3.0 lux spill (horizontal or vertical) of lights onto any other site measured at any point inside the boundary of the other site</p>	NC
9.5.11	<p><u>Sound insulation and mechanical ventilation</u></p> <p><u>All new and altered buildings for residential and other Activities Sensitive to Road Noise, located within 80m of the State highway, shall be designed to</u></p>	NC

Commented [KB81]: Officer recommendation for consistency as detailed in the Right of Reply for the ARHMZ

Commented [KB82]: 719

Commented [KB83]: Officer recommendation for consistency with MDRZ and LDRZ

Commented [KB84]: Consequential amendment arising from recommendations of 847, 717 to remove duplication with the inclusion of a 20m wide BRA on planning map 31a. Queenstown Mapping (Stream 13)

Commented [JB85]: Consequential amendment to 847 and 717. Also 380. Queenstown Hearing (Stream 13)

Commented [KB86]: Consequential amendment arising from recommendations of 717, 847. Queenstown Mapping (Stream 13)

Commented [KB87]: 392

Commented [KB88]: 719

⁴ ~~Policies that guide the assessment of proposals on land affected by natural hazards are located in Chapter 28.~~

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	Standards for activities located in the High Density Residential Zone	Non-compliance status
	achieve an Indoor Design Sound Level of 40 dB LAeq(24h).	
9.5.12	<p>Home Occupation</p> <p>9.5.12.1 No more than one full time equivalent person from outside the household shall be employed in the home occupation activity.</p> <p>9.5.12.2 The maximum number of vehicle trips* shall be:</p> <ol style="list-style-type: none"> a. Heavy Vehicles: none permitted b. other vehicles: 10 per day. <p>9.5.12.3 Maximum net floor area of 60m².</p> <p>9.5.12.4 Activities and the storage of materials shall be indoors.</p> <p>*A vehicle trip is two movements, generally to and from a site.</p>	D
9.5.13	<p>Development on land fronting State Highway 6 between Hansen Road and Ferry Hill Drive shall provide the following:</p> <p>9.5.13.1 Transport, parking and access</p> <p>Access and parking is designed and constructed so that:</p> <ol style="list-style-type: none"> a. connections to the State Highway network are only via Hansen Road, the Eastern Access Road Hawthorne Drive Roundabout and/or Ferry Hill Drive b. there is no new vehicular access directly to the State Highway Network. c. <u>pedestrian connections across the State Highway are provided</u> d. <u>An internal road access is provided connecting those properties identified on Structure Plan XXX in Chapter 27</u> <p>9.5.13.2 Landscaping which provides or retains a planting buffer fronting State Highway 6 as follows:</p> <ol style="list-style-type: none"> a. <u>A density of two plants per square metre located within 4m of the State Highway 6 road boundary selected from the following species:</u> <ul style="list-style-type: none"> • <u>Ribbonwood (Plagianthus regius)</u> • <u>Corokia cotoneaster</u> • <u>Pittosporum tenuifolium</u> • <u>Grisilinea</u> • <u>Coprosma propinqua</u> • <u>Olearia dartonii</u> b. <u>Once planted these plants are to be maintained in perpetuity.</u> 	NC
9.5.14	<p>Setbacks from electricity transmission infrastructure</p> <p>National Grid Sensitive Activities are located outside of the National Grid Yard</p>	NC

Commented [KB89]: Consistency with LDRZ Right of Reply recommended changes

Commented [RL95]: Transferred from Chapter 8 MDR, Hearing Stream 6

Commented [KB90]: 717, 847. Consequential amendment Queenstown Hearing (Stream 13).

Commented [KB91]: 719 -- Queenstown Mapping (Stream 13) Rebuttal.

Commented [KB92]: 717, 847. Consequential amendment Queenstown Hearing (Stream 13).

Commented [KB93]: 717, 847. Consequential amendment Queenstown Hearing (Stream 13).

Commented [SG94]: 847. Queenstown Hearing (Stream 13)

Commented [SG96]: 847. Queenstown Hearing (Stream 13)

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9.6 Rules - Non-Notification of Applications

- 9.6.1 Applications for Controlled activities shall not require the written consent of other persons and shall not be notified or limited-notified, except where ~~direct vehicle crossing or right of way~~ access on to or off a State Highway is sought where New Zealand Transport Agency will be notified an affected party.
- 9.6.2 The following Restricted Discretionary activities shall not require the written consent of other persons and shall not be notified or limited-notified, except where ~~direct vehicle crossing or right of way~~ access on to or off a State Highway is sought where New Zealand Transport Agency will be notified an affected party.:
- 9.6.2.1 Residential development involving the development of 4 or more dwellings residential units.
- 9.6.3 The following ~~Restricted Discretionary~~ activities will not be publicly notified but notice will be served on those persons considered to be adversely affected if those persons have not given their written approval:
- 9.6.3.1 Restricted Discretionary building height for sloping sites.
- 9.6.3.2 Boundary setback breaches up to 0.6m.

Commented [KB97]: 719 – consistency change as detailed in the Right of Reply for the LDRZ

Commented [KB98]: 719

Commented [KB99]: 719 - - consistency change as detailed in the Right of Reply for the LDRZ

Commented [KB100]: 719 - - consistency change as detailed in the Right of Reply for the LDRZ

Commented [KB101]: 719 - - consistency change as detailed in the Right of Reply for the LDRZ

Commented [KB102]: 719

Commented [KB103]: Officer recommendation for consistency with recommended changes made through the LDRZ s42A

Commented [KB104]: 520, 166

Commented [KB105]: Consequential amendment to #238 and deletion of Homestar/Green star incentive, and creation of new RD height limit for flat sites of 15m

Commented [KB106]: 520, 166

HIGH DENSITY RESIDENTIAL 9

DEFINITIONS

Activity Sensitive To Aircraft Noise (ASAN)/Activities sensitive to road noise - Means any residential activity, visitor accommodation activity, community activity and day care facility activity as defined in this District Plan including all outdoor spaces associated with any educational facility, but excludes activity in police stations, fire stations, courthouses, probation and detention centres, government and local government offices.

Commented [KB107]: Consequential amendment to 719

Floor Area Ratio Floor Area Ratio is the ratio between Gross Floor Area and Site Area

Commented [KB108]: #208

NEW DEFINITIONS:

Flat site – A flat site is where the ground slope is equal to or less than 6 degrees (i.e equal to or less than 1 in 9.5). Ground slope in relation to building height shall be determined by measurement over the extremities of each building elevation. Where all elevations indicate a ground slope of less than 6 degrees (i.e equal to or less than 1 in 9.5), rules applicable to flat sites will apply.

Commented [KB109]: Consequential amendment to 166

Commented [KB110]: 238

Sloping site – A sloping site is where the ground slope is greater than 6 degrees (i.e greater than 1 in 9.5). Ground slope in relation to building height shall be determined by measurement over the extremities of each building elevation. Where any elevation indicates a ground slope of greater than 6 degrees (i.e greater than 1 in 9.5), rules applicable to sloping sites will apply.

Commented [KB111]: Consequential amendment to 166

Commented [KB112]: 238

BUSINESS MIXED USE ZONE 16

Key:

Recommended changes shown in brown underlined text for additions and ~~brown strike through~~ text for deletions, Appendix 3 of the Right of Reply for 1B Queenstown Urban Frankton and South dated 6 October 2017.

Recommended changes to notified chapter are shown in red underlined text for additions and ~~red strike through~~ text for deletions, Appendix 1 to Right of Reply, dated 13 December 2016

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

16 Business Mixed Use Zone

16.1 Purpose

The intention of this zone is to provide for complementary commercial, business, retail and residential uses that supplement the activities and services provided by town centres. Higher density living opportunities close to employment and recreational activities are also enabled. Significantly greater building heights are enabled in the Business Mixed Use Zone in Queenstown, provided that high quality urban design outcomes are achieved.

16.2 Objectives and Policies

16.2.1 Objective – An area comprising a high intensity mix of compatible residential and non-residential activities is enabled.

Policies

- 16.2.1.1 Accommodate a variety of activities while managing the adverse effects that may occur and potential reverse sensitivity.
- 16.2.1.2 To enable a range and mix of compatible business, residential and other complementary activities to achieve an urban environment that is desirable to work and live in.
- 16.2.1.3 Avoid activities that have noxious, offensive, or undesirable qualities from locating within the Business Mixed Use Zone to ensure that appropriate levels of amenity are maintained ~~a high quality urban environment is maintained.~~
- 16.2.1.4 ~~Residential and visitor accommodation activities are enabled, while acknowledging that there will be a lower level of amenity than residential zones due to the mix of activities provided for.~~
- 16.2.1.5~~4~~ For sites fronting adjoining Gorge Road in Queenstown, discourage the establishment of high density residential and visitor accommodation activities at ground floor level, except where commercial and/or business activities continue to have primacy at the interface with the street.
- 16.2.1.6~~5~~ Provide appropriate noise limits to minimise adverse noise effects received within the Business Mixed Use Zone and by nearby properties.
- 16.2.1.7~~6~~ Ensure that residential development and visitor accommodation provide acoustic insulation over and above the minimum requirements of the Building Code ~~to avoid~~ reverse sensitivity.

Commented [AB1]: 238.96

Commented [AB2]: 700.1; 238.97

Commented [AB3]: 238.98; amendment provides further clarity regarding the application of the policy

Commented [AB4]: 238.98

Commented [AB5]: No scope to amend this policy but on the merits, recommend rewording from "avoid" to "limit reverse sensitivity effects"

BUSINESS MIXED USE ZONE 16

16.2.1.8z Ensure that the location and direction of lights does not cause significant glare to other properties, roads and public places and promote lighting design that mitigates adverse effects on the night sky, and provide a safe and well lit environment for pedestrians.

Commented [AB6]: 238.101

16.2.1.9g Ensure that outdoor storage areas are appropriately located and screened to limit any adverse visual effects and to be consistent with the appropriate levels of amenity on public places and adjoining residential zones.

Commented [AB7]: 238.102

16.2.1.9 Minimise opportunities for criminal activity through incorporating Crime Prevention Through Environmental Design (CPTED) principles as appropriate in the design of lot configuration and the street network, carparking areas, public and semi-public spaces, accessways/pedestrian links/lanes, and landscaping.

Commented [AB8]: 238.101, 392.13

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

Commented [AB9]: 238.103

Policies

16.2.2.1 Require the design of buildings to contribute positively to the visual quality, vitality, safety and interest of streets and public spaces by providing active and articulated building frontages, and avoid large expanses of blank walls fronting public spaces.

16.2.2.2 Require development close to residential zones to provide suitable screening to mitigate adverse visual effects, loss of privacy, and minimise overlooking and shading effects to residential neighbours.

16.2.2.3 Require a high standard of amenity, and manage compatibility issues of activities within and between developments through site layout, landscaping and design measures.

Commented [AB10]: 392.13

16.2.2.4 Utilise and, where appropriate, link with public open space nearby where it would mitigate any lack of open space provision on the development site.

16.2.2.5 Incorporate design treatments to the form, colour or texture of buildings to add variety, moderate their scale and provide visual interest from a range of distances.

16.2.2.6 Where large format retail is proposed, it should be developed in association with a variety of integrated, outward facing uses to provide reasonable activation of building facades.

16.2.2.7 Provide for significantly taller development above the permitted height limit in the Business Mixed Use Zone in Queenstown, subject to high design quality.

Allow buildings between 12m and 20m heights in the Queenstown Business Mixed Use Zone in situations when:

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

Commented [AB11]: 392.13

16.2.2.8 Apply consideration of the operational and functional requirements of non-residential activities as part of achieving high quality building and urban design outcomes.

Commented [AB12]: 746.2

16.2.2.9 Encourage the layout and design of new buildings, location of outdoor living spaces and landscaping to integrate with Horne Creek (applies only to sites in the Gorge Road area that contain a daylighted section of Horne Creek).

Commented [AB13]: 238.6; FS1226

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~~For any proposal to substantially develop or redevelop a site containing Horne Creek in the Gorge Road area, the following shall apply:~~

~~a) For sites that contain any section of the creek that is not culverted:~~

- ~~• Require the layout and design of new buildings, location of outdoor living spaces and landscaping to integrate with the creek;~~
- ~~• Require any landscaping on the banks of the creek to consist of native plant species that will have a positive effect on the ecology of the creek;~~

~~b) For sites that contain any section of the creek that is culverted (excluding where it passes beneath a road or driveway):~~

- ~~• Require the daylighting of the creek to assist with improving the creek's ecological values and to provide visual amenity, acknowledging that this may not be possible on sites where the creek is located within the main body of the site and when daylighting would have a significant impact on the ability for the site to be developed.~~
- ~~• Where daylighting occurs, part (a) of this policy applies.~~

Commented [AB14]: 238.6

16.2.8 **Objective - The development of land fronting State Highway 6 (between Hansen Road and Ferry Hill Drive) provides a high quality residential environment which is sensitive to its location at the entrance to Queenstown, minimises traffic impacts to the State Highway network, and is appropriately serviced.**

Commented [KB15]: 847, 717 Queenstown Mapping Hearing Stream 13 – consistency amendments with adjoining HDRZ and including those provisions transferred from Chapter 8 (MDR) Hearing Stream 6.

Policies

16.2.8.1 Encourage low impact stormwater design that utilises on-site treatment and storage / dispersal approaches, and avoids impacts on the State Highway network.

16.2.8.2 Provide ~~or retain~~ a planting buffer along the road frontage to soften the view of buildings from the State Highway network.

Commented [SG16]: 717, 847. Queenstown Hearing (Stream 13)

16.2.8.3 Provide for safe and legible transport connections ~~are provided~~ that avoid any new access to the State Highway, and integrates with the road network and public transport routes on the southern side of State Highway 6.

Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) prior to determining an internal and external road network design under this policy.

Note: Attention is drawn to the need to obtain a Section 93 notice from the NZ Transport Agency for all subdivisions on State Highways which are declared Limited Access Roads. The NZ Transport Agency should be consulted and a request made for a notice under Section 93 of the Government Roading Powers Act 1989.

16.2.8.4 Require that the design of any road or vehicular access within individual properties is of a form and standard that accounts for long term traffic demands for the area between Hansen Road and Ferry Hill Drive, and does not require the need for subsequent retrofitting or upgrade.

16.2.8.5 Provide a safe and legible walking and cycle environment that links to other internal and external pedestrian and cycling networks and destinations on the southern side of State Highway 6 along the safest, most direct and convenient routes and is of a form and layout that encourages walking and cycling.

Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) prior to determining walking and cycling network design under this policy.

Commented [KB17]: 719 - Queenstown Mapping (Stream 13) Rebuttal.

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16.2.8.6 Provide an internal road and access network design that ensures road frontages are not dominated by vehicular access and parking.

Commented [KB18]: 847, 717 Queenstown Mapping Stream 13 Reply

16.2.XXX Promote coordinated, efficient and well designed development by requiring, prior to, or as part of subdivision and development, construction of the following to appropriate Council standards:

Commented [SG19]: 847. Queenstown Hearing (Stream 13)

- a 'fourth leg' off the eastern access roundabout (EAR)/Hawthorne Drive roundabout;
- a legal internal road access between Hansen Road and Ferry Hill Drive; and
- new and safe pedestrian connections between the Eastern Access Roundabout Hawthorne Drive Roundabout and Ferry Hill Drive and the southern side of State Highway 6.

Commented [KB20]: 719 - Queenstown Mapping (Stream 13) Rebuttal.

16.2.X Objective – an area that excludes activities that are sensitive to aircraft noise is retained within an airports outer control boundary, to act as a buffer between airports and activities sensitive to aircraft noise (ASAN).

Commented [KB21]: 719 Queenstown Mapping Stream 13 Reply – Clarification amendment

Commented [KB22]: 719 - Queenstown Mapping (Stream 13) Rebuttal.

Commented [KB23]: 719 Queenstown Mapping Stream 13 Reply – Clarification amendment

9.2.X.X Prohibit all new Activity Sensitive to Aircraft Noise (ASAN) within the Outer Control Boundary (OCB) at Queenstown Airport to avoid adverse effects arising from aircraft operations.

Commented [KB24]: 751,847,399,717,177. Queenstown Mapping (Stream 13)

16.3 Other Provisions and Rules

16.3.1 District Wide

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

1 Introduction	2 Definitions	3 Strategic Direction
4 Urban Development	5 Tangata Whenua	6 Landscapes
24 Signs (18 <u>Operative DP</u>)	25 Earthworks (22 <u>Operative DP</u>)	26 Historic Heritage
27 Subdivision	28 Natural Hazards	29 Transport (14 <u>Operative DP</u>)
30 Utilities and Renewable Energy	31 Hazardous Substances (16 <u>Operative DP</u>)	32 Protected Trees
33 Indigenous Vegetation	34 Wilding Exotic Trees	35 Temporary Activities and Relocated Buildings
36 Noise	37 Designations	Planning Maps

Commented [AB25]: Minor, non-substantive change for clarification only.

16.3.2 Clarification

Advice Notes

Commented [AB26]: Minor, non-substantive change for clarification only.

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

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16.3.2.2 The following abbreviations are used within this Chapter.

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

16.4 Rules - Activities

	Activities located in the Business Mixed Use Zone	Activity status
16.4.1	Activities which are not listed in this table and comply with all standards	P
16.4.1A	Building Restriction Area Where a building restriction area is shown on the District Plan Maps, no building shall be located within the restricted area	NC
16.4.1.B	Activities Sensitive to Aircraft Noise (ASAN) within the Queenstown Airport Outer Control Boundary (OCB)	PR

Commented [KB27]: 847,717 Consistency amendment with recommended BRA on planning map 31a. Queenstown Mapping Stream 13 Right of Reply

Commented [KB28]: 847, 717 Queenstown Mapping Stream 13

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16.4.2	<p>Buildings</p> <p>*Discretion is restricted to consideration of all of the following: external appearance, materials, signage platform, lighting, impact on the street, Horne Creek (in the Gorge Road area) and natural hazards to ensure that:</p> <ul style="list-style-type: none"> • 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; • Whether the design of the building blends well with and contributes to an integrated built form and is sympathetic to the surrounding natural environment; • The external appearance of the building is sympathetic to the surrounding natural and built environment; • Building materials: • Glazing treatment: • Symmetry: • Vertical and horizontal emphasis: • Location of storage: • Signage platforms: • Landscaping: • Integration of landscaping • How the development addresses its context and contributes positively to character and amenity • Environmental performance • The detail of the facade is sympathetic to other buildings in the vicinity, having regard to; building materials, glazing treatment, symmetry, external appearance, vertical and horizontal emphasis and storage; • Where residential units are proposed as part of a development, the extent to which the provision of open space is provided on site either through private open space or communal open space, or a combination thereof; and • Where substantial development or redevelopment is proposed for a site containing Horne Creek (in the Gorge Road area), the integration of the development with the Horne eCreek (in the Gorge Road area), including site layout, and landscaping and, where practicable, the daylighting of culverted sections of the creek; and • Where a site is subject to any Natural hazards and where the proposal to results in an increase in gross floor area: an assessment by a suitably qualified person is provided that addresses including considering the nature and degree of risk the hazard(s) pose to people and property, whether the proposal will alter the risk to any site, and the extent to which such risk can be avoided or sufficiently mitigated.^[1] 	RD*
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Commented [AB29]: Minor, non-substantive change to make consistent with other chapters

Commented [AB30]: Minor, non-substantive changes to rephrase to be matters of discretion rather than assessment matters, and addition of further matters of discretion to further assist with the implementation of Policy 16.2.2.1.

Commented [AB31]: 238.6

Commented [AB32]: Further minor non-substantive change to specify as assessment matters, rather than matters of discretion. The matters have been shifted under 'Assessment matters' heading beneath the matters of discretion within this rule.

Commented [AB33]: Minor, non-substantive changes to rephrase to be matters of discretion rather than assessment matters, and addition of further matters of discretion to further assist with the implementation of Policy 16.2.2.1.

Commented [AB34]: 392.13

Commented [KB35]: 847,717 Queenstown Mapping Stream 13 Right of Reply

Commented [AB36]: Minor, non-substantive changes to rephrase to be matters of discretion rather than assessment matters, and addition of further matters of discretion to further assist with the implementation of Policy 16.2.2.1.

Commented [AB37]: 238.6

Commented [AB38]: 238.6; FS1226

^[1] Policies that guide the assessment of proposals on land affected by natural hazards are located in Chapter 28.

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	<p><u>Assessment matters relating to buildings:</u></p> <ul style="list-style-type: none"> <u>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 and/or car parking fronting public spaces;</u> <u>Whether the design of the building blends well with and contributes to an integrated built form and is sympathetic to the surrounding natural environment;</u> <u>Management of the transition with the rural zone at Frankton through an appropriate design response that maintains connections to the surrounding outstanding natural landscape.</u> <p>Assessment Matters relating to natural hazards:</p> <ul style="list-style-type: none"> the nature and degree of risk the hazard(s) pose to people and property; whether the proposal will alter the risk to any site; and whether such risk can be avoided or sufficiently reduced. 	
<p>16.4.3</p>	<p>Licensed Premises</p> <p>Premises licensed for the consumption of alcohol on the premises between the hours of 11pm and 8am, provided that this rule shall not apply to the sale of liquor:</p> <p>This rule shall not apply to the sale and supply of alcohol:</p> <p>16.4.3.1 to any person who is residing (permanently or temporarily) on the premises; and/or</p> <p>16.4.3.2 to any person who is present on the premises for the purpose of dining up until 12am.</p> <p>*Discretion is restricted to consideration of all of the following:</p> <ul style="list-style-type: none"> The scale of the activity; Car parking and traffic generation; Effects on amenity (including that of adjoining residential zones and public reserves); The configuration of activities within the building and site (e.g. outdoor seating, entrances); Noise issues; Hours of operation; and Any relevant Council alcohol policy or bylaw. 	<p>RD*</p>

Commented [KB39]: 847, 717 Queenstown Mapping Stream 13 Right of Reply.

Commented [AB40]: 238.6

Commented [KB41]: 847,717 Queenstown Mapping Stream 13 Right of Reply.

Commented [AB42]: Minor, non-substantive change to rephrase to be a matter of discretion, with the accompanying guidance clearly listed as assessment matters. The change also implements notified Policy 28.3.2.3 of Chapter 28 (Natural Hazards), which lists the information requirements for natural hazards assessments and does not include a requirement for all natural hazard assessments to be undertaken by a suitably qualified person.

Commented [AB43]: Minor, non-substantive change to make consistent with other chapters

Commented [AB44]: Recommend that this be removed from a merits perspective as the Council does not have a Council alcohol policy and breach of any bylaw could result in enforcement action being required, but as there is no scope within submissions this change has not been made.

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16.4.4	Visitor Accommodation in respect of: <p>*Discretion is restricted to consideration of all of the following:</p> <p>Control is reserved to the following:</p> <ul style="list-style-type: none"> • The location, provision, and screening of access and parking and traffic generation; • Landscaping; • The location, nature and scale of visitor accommodation and ancillary activities relative to one another within the site and relative to neighbouring uses; • The location and screening of bus and car parking from public places; and • Where the site adjoins a residential zone: <ul style="list-style-type: none"> • Noise generation and methods of mitigation; and • Hours of operation, in respect of ancillary activities. 	RDC*
16.4.5	Daycare Facilities <p>*Discretion is restricted to consideration of all of the following:</p> <ul style="list-style-type: none"> • The compatibility of the development with respect to existing land uses on the subject site and nearby properties; • Potential reverse sensitivity issues; • Traffic, parking and access limitations; and • Noise associated with the activity on the subject site. 	RD*
16.4.6	Warehousing , Storage & Lock-up Facilities (including vehicle storage) and Trade Suppliers <p>*Discretion is restricted to consideration of all of the following:</p> <ul style="list-style-type: none"> • The impact of buildings on the streetscape and neighbouring properties in terms of dominance impacts from large, utilitarian buildings; • The provision, location and screening of access, parking and traffic generation; and • Landscaping. 	RD* NC (in the zone at Frankton North)
16.4.7	Industrial Activities not otherwise provided for in this Table	NC
16.4.8	Service Stations	NC
16.4.9	Panelbeating, spray painting, motor vehicle repair or dismantling.	NC
16.4.10	Fibreglassing, sheet metal work, bottle or scrap storage, motorbody building or wrecking, fish or meat processing (excluding that which is ancillary to a retail premises such as a butcher, fishmonger or supermarket), or any activity requiring an Offensive Trade Licence under the Health Act 1956.	PR
<u>16.4.11</u>	<u>Fish or meat processing (excluding that which is ancillary to a retail premises such as a butcher, fishmonger or supermarket).</u>	
<u>16.4.12</u>	<u>Any activity requiring an Offensive Trade Licence under the Health Act 1956.</u>	
<u>16.4.14</u>	Factory Farming	PR

Commented [AB45]: Non-substantive change for consistency with other PDP Chapters and to improve clarity for Plan users

Commented [AB46]: 542.3, 545.3, 550.3, 556.8, 571.20, 634.8, 1366.20.

Commented [AB47]: Minor, non-substantive change to make consistent with other chapters

Commented [AB48]: Minor non-substantive change to remove wording that could be open to misinterpretation

Commented [AB49]: Minor, non-substantive change to make consistent with other chapters

Commented [KB50]: 847,717 Queenstown Mapping Stream 13

Commented [AB51]: Minor, non-substantive change to make consistent with other chapters (relates to 16.4.10, 16.4.11 and 16.4.12)

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16.4.124	Mining Activities	PR
16.4.135	Forestry Activities	PR
16.4.146	Airport	PR

BUSINESS MIXED USE ZONE 16

16.5 Rules - Standards

	Standards for activities located in the Business Mixed Use Zone	Non-compliance status
16.5.1	<p>Setbacks and sunlight access – sites adjoining a Residential zone or separated by a road from a Residential zone</p> <p>16.5.1.1 Buildings on sites adjoining, or separated by a road from, a Residential zone shall not project beyond a recession line constructed at an <u>the following</u> angles of 35° inclined towards the site from points 3m above the Residential zone boundary:</p> <p style="padding-left: 40px;">(a) <u>45° applied on the northern boundary; and</u></p> <p style="padding-left: 40px;">(b) <u>35° applied on all other boundaries</u></p> <p>16.5.1.2 Where a site adjoins a Residential Zone all buildings shall be set back not less than 3m.</p> <p>*Discretion is restricted to consideration of all of the following:</p> <ul style="list-style-type: none"> • the visual effects of the height, scale, location and appearance of the building, in terms of visual dominance and loss of residential privacy on adjoining properties and any resultant shading effects; and • <u>screen planting.</u> 	RD*
16.5.2	<p>Storage</p> <p>Outdoor storage and storage of waste and recycling shall be screened from public places and adjoining Residential zones.</p> <p>*Discretion is restricted to consideration of all of the following:</p> <ul style="list-style-type: none"> • the effects on visual amenity; • the location relative to the public realm and adjoining residential properties; • consistency with the character of the locality; and • whether pedestrian and vehicle access is compromised. 	RD*

Commented [AB52]: 556.9, 634.9, 550.4, 542.4

Commented [AB53]: Minor, non-substantive change to make consistent with other chapters

Commented [AB54]: 556.9, 634.9, 550.4, 542.4

Commented [AB55]: Minor, non-substantive change to make consistent with other chapters

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	Standards for activities located in the Business Mixed Use Zone	Non-compliance status
16.5.3	<p>Residential activities and visitor accommodation activities located on sites fronting Gorge Road in Queenstown</p> <p>(a) <u>All residential activities and visitor accommodation activities fronting on sites adjoining Gorge Road in Queenstown located within 10m of the boundary adjoining Gorge Road</u> shall be restricted to first floor level or above, with the exception of foyer and stairway spaces at ground level to facilitate access to upper levels.</p> <p>(b) <u>In all instances where residential activities occur at ground floor level, a landscaped front yard setback of a minimum depth of 2m shall be provided along the site frontage, excluding accessways.</u></p> <p>*Discretion is restricted to consideration of <u>all of</u> the following:</p> <ul style="list-style-type: none"> • <u>the effects of residential and visitor accommodation activities at ground floor level</u> on surrounding buildings and activities; • <u>location of residential and visitor accommodation activities at ground floor level</u> relative to the public realm; and • <u>the maintenance of active and articulated street frontages; and</u> • <u>the effects on privacy for occupants and visual amenity.</u> 	RD*
16.5.4	<p>Building Coverage Maximum building coverage of 75%</p>	D
16.5.5	<p>Acoustic insulation</p> <p>For all residential development and visitor accommodation the following shall apply:</p> <p>16.5.5.1 A mechanical ventilation system shall be installed for all critical listening environments in accordance with Table 6 in Chapter 36; and</p> <p>16.5.5.2 All elements of the façade of any critical listening environment shall have an airborne sound insulation of at least 40 dB R_w+C_{tr} determined in accordance with ISO 10140 and ISO 717-1.</p>	D
16.5.6	<p>Fencing A solid fence of 1.8m shall be erected on the boundary of any residential zone.</p>	D

Commented [AB56]: 238.98; amendment provides further clarity regarding the application of redraft Policy 16.2.1.4; and introduction of the 10m setback for ground floor residential and visitor accommodation activities also ensures that policy 16.2.1.4 is achieved without requiring all residential and visitor accommodation activities on sites adjoining Gorge Road to be above ground floor level, which is not the intent of the policy.

Commented [AB57]: 392.13

Commented [AB58]: Minor, non-substantive change to make consistent with other chapters

Commented [AB59]: 392.13

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	Standards for activities located in the Business Mixed Use Zone	Non-compliance status
16.5.7	<p>Landscaping</p> <p>Landscaping shall be provided on a minimum of 10% of the site area.</p> <p>Discretion is restricted to consideration of all of the following:</p> <ul style="list-style-type: none"> • <u>Design, scale and type of landscaping, including the species used;</u> • <u>Location of landscaping;</u> • <u>Amenity values;</u> • <u>Where appropriate, the use of indigenous species within the Horne Creek riparian area that supports the establishment of ecological corridors.</u> 	RD
16.5.7g	<p>Maximum building height</p> <p>The maximum building height shall be:</p> <p>16.5.7g.1 Queenstown</p> <p style="margin-left: 40px;">a. Up to 12m – Permitted</p> <p style="margin-left: 40px;">b. 12m to 20m – Restricted Discretionary*</p> <p>8.X Frankton</p> <p style="margin-left: 40px;">a. Up to 12m – Permitted</p> <p>16.5.7g.2 Wanaka</p> <p style="margin-left: 40px;">a. Up to 12m – Permitted</p> <p>*Discretion is restricted to consideration of all of the following:</p> <ul style="list-style-type: none"> • <u>the design and quality of the building, including the use of articulated facades, active street frontages and the treatment of corner sites;</u> • <u>modulated roof forms, including screening of plant and services</u> • <u>material use and quality;</u> • <u>the avoidance of large monolithic buildings; and</u> • <u>the impact on the street scene;</u> • <u>privacy and outlook for residential uses</u> • <u>sunlight access to adjoining residential zoned land and/or public space;</u> • <u>Crime Prevention Through Environmental Design (CPTED) considerations;</u> • <u>where appropriate, the integration of Horne Creek into the development and landscaping; and</u> • <u>facilitation of the provision of residential activities.</u> <p>16.5.8.3 <u>Any fourth storey (excluding basements) and above shall be set back a minimum of 3m from the building frontage.</u></p>	NC

Commented [AB60]: 392.13

Commented [AB61]: Minor, non-substantive change to make consistent with other chapters

Commented [KB62]: 847, 717 Queenstown Mapping Stream 13 Reply

Commented [AB63]: 392.13

Commented [AB64]: 238.6

Commented [AB65]: 392.13

Commented [AB66]: 392.13

BUSINESS MIXED USE ZONE 16

	Standards for activities located in the Business Mixed Use Zone	Non-compliance status									
16.5.79	<p>Noise</p> <p>16.5.89.1 Sound* from activities shall not exceed the following noise limits at any point within any other site in this zone:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">a. Daytime</td> <td style="width: 30%;">(0800 to 2200hrs)</td> <td style="width: 40%; text-align: right;">60 dB L_{Aeq(15 min)}</td> </tr> <tr> <td>b. night-time</td> <td>(2200 to 0800hrs)</td> <td style="text-align: right;">50 dB L_{Aeq(15 min)}</td> </tr> <tr> <td>c. night-time</td> <td>(2200 to 0800hrs)</td> <td style="text-align: right;">75 dB L_{AFmax}</td> </tr> </table> <p>*measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802:2008</p> <p>Exemptions:</p> <ul style="list-style-type: none"> • The noise limits in rule 16.5.8.1 shall not apply to construction sound which shall be assessed in accordance and comply with NZS 6803:1999. <p>Note:</p> <ul style="list-style-type: none"> • Sound from activities which is received in another zone shall comply with the noise limits set in the zone standards for that zone. 	a. Daytime	(0800 to 2200hrs)	60 dB L _{Aeq(15 min)}	b. night-time	(2200 to 0800hrs)	50 dB L _{Aeq(15 min)}	c. night-time	(2200 to 0800hrs)	75 dB L _{AFmax}	NC
a. Daytime	(0800 to 2200hrs)	60 dB L _{Aeq(15 min)}									
b. night-time	(2200 to 0800hrs)	50 dB L _{Aeq(15 min)}									
c. night-time	(2200 to 0800hrs)	75 dB L _{AFmax}									

Commented [AB67]: Minor non-substantive change for clarity

BUSINESS MIXED USE ZONE 16

	Standards for activities located in the Business Mixed Use Zone	Non-compliance status
16.5.910	<p>Glare</p> <p>16.5.910.1 All exterior lighting installed on sites or buildings within the business zone shall be directed away from adjacent sites, roads and public places, except footpath or pedestrian link amenity lighting, and so as to limit the effects on the night sky.</p> <p>16.5.910.2 No activity shall result in a greater than 10 lux spill (horizontal or vertical) of light onto any adjoining property within the Business Mixed Use Zone, measured at any point inside the boundary of any adjoining property.</p> <p>16.5.910.3 No activity shall result in a greater than 3 lux spill (horizontal or vertical) of light onto any adjoining property which is in a Residential zone measured at any point more than 2m inside the boundary of the adjoining property.</p> <p>16.5.910.4 External building materials shall either:</p> <ol style="list-style-type: none"> a. Be coated in colours which have a reflectance value of between 0 and 36%; or b. Consist of unpainted wood (including sealed or stained wood), unpainted stone, unpainted concrete, or copper; <p>Except that:</p> <ul style="list-style-type: none"> • Architectural features, including doors and window frames, may be any colour; and roof colours shall have a reflectance value of between 0 and 20%. 	NC

Commented [AB68]: Recommend that this be removed from a merits perspective but no scope so has not been struck out. See paragraph 13.12 of the s42A report.

Recommended that this be removed as it is understood to be *ultra vires* for uncertainty.

BUSINESS MIXED USE ZONE 16

	Standards for activities located in the Business Mixed Use Zone	Non-compliance status
16.5.11	<p><u>Development on land fronting State Highway 6 between Hansen Road and Ferry Hill Drive shall provide the following:</u></p> <p>16.5.11.1 Transport, parking and access</p> <p>Access and parking is designed and constructed so that:</p> <ol style="list-style-type: none"> <u>connections to the State Highway network are only via Hansen Road, the Eastern Access Road Hawthorne Drive Roundabout, and/or Ferry Hill Drive</u> <u>there is no new vehicular access directly to the State Highway Network.</u> <u>pedestrian connections across the State Highway are provided</u> <u>An internal road access is provided connecting those properties identified on the Frankton North Structure Plan in Chapter 27</u> <p>16.5.11.2 Landscaping which provides or retains a planting buffer fronting State Highway 6 as follows:</p> <ol style="list-style-type: none"> A density of two plants per square metre located within 4m of the State Highway 6 road boundary selected from the following species: <ul style="list-style-type: none"> • <u>Ribbonwood (Plagianthus regius)</u> • <u>Corokia cotoneaster</u> • <u>Pittosporum tenuifolium</u> • <u>Grisilinea</u> • <u>Coprosma propinqua</u> • <u>Olearia dartonii</u> <u>Once planted these plants are to be maintained in perpetuity.</u> 	NC
16.5.12	<p><u>Setbacks from electricity transmission infrastructure</u></p> <p>National Grid Sensitive Activities are located outside of the National Grid Yard</p>	NC

Commented [KB69]: 717, 847. clarification amendment Queenstown Hearing (Stream 13).

Commented [KB70]: 717, 847. Consequential amendment Queenstown Hearing (Stream 13).

Commented [KB71]: 719 - - Queenstown Mapping (Stream 13) Rebuttal.

Commented [KB72]: 717, 847. Consequential amendment Queenstown Hearing (Stream 13).

Commented [KB73]: 717, 847. Consequential amendment Queenstown Hearing (Stream 13).

Commented [SG74]: 717, 847. Queenstown Hearing (Stream 13)

Commented [SG75]: 717, 847. Queenstown Hearing (Stream 13)

BUSINESS MIXED USE ZONE 16

16.6 Non-Notification of Applications

- 16.6.1 Applications for Controlled activities shall not require the written consent of other persons and shall not be notified or limited-notified except where direct vehicle crossing or right of way access on to or off a State Highway is sought where New Zealand Transport Agency will be notified an affected party.
- 16.6.2 The following Restricted Discretionary activities shall not require the written consent of other persons and shall not be notified or limited-notified except where direct vehicle crossing or right of way access on to or off a State Highway is sought where New Zealand Transport Agency will be notified an affected party.
- 16.6.2.1 Buildings.
- 16.6.2.2 Building Heights between 12m and 20m in the Business Mixed Use Zone in Queenstown.
- 16.6.3 The following Restricted Discretionary activities will not be publicly notified but notice will be served on those persons considered to be adversely affected if those persons have not given their written approval:
- 16.6.3.1 Setbacks and sunlight access – sites adjoining, or separated by a road from, a Residential zone.

Commented [KB76]: 719 – consistency change as detailed in the Right of Reply for the LDRZ

Commented [KB77]: 719

Commented [KB78]: 719 - – consistency change as detailed in the Right of Reply for the LDRZ

Commented [KB79]: 719 - – consistency change as detailed in the Right of Reply for the LDRZ

BUSINESS MIXED USE ZONE 16

RECOMMENDED CHANGES TO DEFINITIONS:

Building Supplier (~~Three Parks and Industrial B Zones~~)

Commented [AB80]: 344.10

means a business primarily engaged in selling goods for consumption or use in the construction, modification, cladding, fixed decoration or outfitting of buildings and without limiting the generality of this term, includes:

- glaziers;
- locksmiths; and
- suppliers of:
 - awnings and window coverings;
 - bathroom, toilet and sauna installations;
 - electrical materials and plumbing supplies;
 - heating, cooling and ventilation installations;
 - kitchen and laundry installations, excluding standalone appliances;
 - paint, varnish and wall coverings;
 - permanent floor coverings;
 - power tools and equipment;
 - safes and security installations; and
 - timber and building materials.

Trade Supplier

means a business engaged in sales to businesses and institutional customers and may also include sales to the general public, and wholly consists of suppliers of goods in one or more of the following categories:

- automotive and marine suppliers;

- building suppliers;

- catering equipment suppliers;

- farming and agricultural suppliers;

- garden and patio suppliers;

- hire services (except hire or loan of books, video, DVD and other similar home entertainment items);

- industrial clothing and safety equipment suppliers; and

- office furniture, equipment and systems suppliers.

Commented [AB81]: 344.11

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Key:

Brown underlined text for additions and ~~brown strike through~~ text for deletions from the Council's Right of Reply for Hearing Stream 13 Queenstown Mapping dated 6 October 2017.

Blue underlined text for additions and ~~strike through~~ text for deletions, Appendix 6 to Craig Barr's Right of Reply for Hearing Stream 12 Upper Clutha Mapping, dated 10 July 2017.

Purple underlined text for additions and ~~strike through~~ text for deletions from the Council's Right of Reply for Hearing Stream 06 Residential dated 11 November 2016; Hearing Stream 08 Business dated 13 December 2016; and Hearing Stream 09 Resort Zones dated 24 February 2017.

Red underlined text for additions and ~~strike through~~ text for deletions (or relocated text), Appendix 1 to Nigel Bryce's Right of Reply, dated 26 August 2016

Green underlined text for additions and ~~strike through~~ text for deletions, dated 29 July 2016 (Additional Information)

Red text in comment bubbles for additions as at 19 July 2016, which updates referencing in response to the Panel's Minute dated 7 July 2016 concerning references to PDP provisions.

Black underlined text for additions and ~~strike through~~ text for deletions or relocated, Appendix 1 to Nigel Bryce's s42A report, dated 29 June 2016.

27 Subdivision and Development

27.1 Purpose

Subdivision and the resultant development enables the creation of new housing and land use opportunities, and is a key driver of the District's economy. The council will support subdivision that is well designed, is located in the appropriate locations anticipated by the District Plan with the appropriate capacity for servicing and integrated transportation.

All subdivision requires resource consent ~~as a discretionary activity~~ unless specified as a permitted activity. It is recognised that subdivisions will have a variable nature and scale with different issues to address. Good subdivision design, servicing and the management of natural hazards are underpinned by ~~logic and~~ a shared objective to create healthy, attractive and safe places.

Good subdivision creates neighbourhoods and places that people want to live or work within, and should also result in more environmentally responsive development that reduces car use, encourages walking and cycling, and maximises access to sunlight.

Good subdivision design will be encouraged by the use of the ~~QLDC Land Development and Subdivision Code of Practice, and the~~ QLDC Subdivision Design Guidelines 2015. The Subdivision Design Guidelines 2015 includes subdivision and

Commented [RC1]: Consequential amendment as a consequence of changes to rule framework.

Commented [RC2]: Submission 383.47

SUBDIVISION and DEVELOPMENT 27

urban design principles and outcomes that ~~so are guiding principles to~~ give effect to the objectives and policies of the Subdivision and Strategic Directions Chapters, in both designing and assessing subdivision proposals. Proposals at odds with these documents are not likely to be consistent with the policies of the Subdivision and Strategic Directions chapters, and therefore, may not achieve the purpose of the RMA. The purpose of the QLDC Land Development and Subdivision Code of Practice is to provide a best practice guideline for subdivision and development infrastructure in the District.

~~Except where specific provisions are provided to assess subdivision, such as the Rural, Gibbston and Rural Lifestyle Zones, +~~ The subdivision chapter is the primary method to ensure that the District's neighbourhoods are quality environments that take into account the character of local places and communities.

Infrastructure upgrades necessary to support subdivision and future development are to be undertaken and paid for by subdividers and developers in accordance with the Council's 10 Year Plan Development Contributions Policy.

27.2 Objectives and Policies – district wide

27.2.1 **Objective - Subdivision will ~~create~~ **enable** quality environments that ensure the District is a desirable place to live, visit, work and play.**

Policies

27.2.1.1 Require subdivision infrastructure to be consistent with the QLDC Land Development and Subdivision Code of Practice constructed, and designed to an appropriate standard that and is fit for purpose, while recognising opportunities for innovative design.

Commented [RC3]: Officer suggested amendment given that Code of Practice refers specifically to 'subdivision infrastructure'

Commented [RC4]: Submission 248.9, 567.16, FS1117.225, 806.170, 632.6, 806.171

27.2.1.2 Support To enable subdivision that is consistent with the QLDC Subdivision Design Guidelines 2015, recognising that good subdivision design responds to the neighbourhood context and the opportunities and constraints of the application site.

27.2.1.3 Require that allotments are a suitable size and shape, and are able to be serviced and developed to the anticipated land use of the applicable zone.

27.2.1.4 Where m-Discourage non-compliance with minimum allotment sizes are not proposed to be achieved, however where minimum allotment sizes are not achieved consideration will be given to whether the extent to which any adverse effects are mitigated or compensated by achieving providing:

Commented [RC5]: Submission 453.12

Commented [RC6]: Grammatical change as a consequence of submission 453.12

- i. desirable urban design outcomes.
- ii. greater efficiency in the development and use of the land resource.
- iii. affordable or community housing.

27.2.1.5 The Council recognises that there is an expectation by future landowners that the effects and resources required of by anticipated land uses will have been resolved through the subdivision approval process.

Commented [RC7]: Submission 453.13

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- 27.2.1.6 Ensure the requirements of other relevant agencies are fully integrated into the subdivision development process.
- 27.2.1.7 Recognise there will be certain subdivision activities, such as boundary adjustments, that ~~are undertaken only for ownership purposes and~~ will not require the provision of services.
- 27.2.1.8 Avoid subdivision of a residential flat from a residential unit, except where it can be demonstrated that the subdivision will not result in an increase in the level of non-compliance with the standards of the underlying zone.
- 27.2.1.9 Avoid the subdivision of land resulting in the division of a residential building platform.

27.2.2 **Objective - Subdivision design achieves benefits for the subdivider, future residents and the community.**

Policies

- 27.2.2.1 Ensure subdivision design provides a high level of amenity for future residents by aligning roads and allotments to maximise sunlight access.
- 27.2.2.2 Ensure subdivision design maximises the opportunity for buildings to front the road.
- 27.2.2.3 ~~Locate~~ Open spaces and reserves are located ~~in appropriate locations~~ having regard to topography, accessibility, use and ease of maintenance, ~~while ensuring these areas and~~ are a practicable size for their intended use.
- 27.2.2.4 Subdivision ~~shall seek to provide for~~ will have good and integrated connections and accessibility to:
- i. existing and planned areas of employment;
 - ii. community ~~activities and~~ facilities;
 - iii. services;
 - iv. trails ~~and trail connections~~;
 - v. public transport; and
 - vi. ~~existing and planned adjoining~~ neighbourhoods both within and adjoining the subdivision area.
- ~~27.2.2.5 Subdivision design will provide for safe walking and cycling connections that reduce vehicle dependence within the subdivision.~~
- 27.2.2.5 Subdivision design will integrate neighbourhoods by creating and utilising connections that are easy and safe to use for pedestrians and cyclists and that reduce vehicle dependence within the subdivision.

Commented [RC8]: Submission 632.44

Commented [RC9]: Grammatical change as a consequence of submission 632.44

Commented [RC10]: Submission 524.45

Commented [RC11]: Submission 671.5 and 625.13

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27.2.2.6 Encourage innovative subdivision design that responds to the local context, climate, landforms and opportunities for views or shelter.

27.2.2.7 Encourage informal surveillance of streets and the public realm for safety by requiring that the minority of allotments within a subdivision are fronting, or have primary access to, cul-de-sacs and private lanes.

27.2.2.8 ~~Encourage~~ Promote informal surveillance for safety by ensuring through overlooking of open spaces and transport corridors from are visible and overlooked by adjacent sites and dwellings and by effective lighting.

27.2.2.9 Manage subdivision within or near to electricity transmission corridors and electricity sub-transmission lines to facilitate good amenity and urban design outcomes, while minimising avoiding potential adverse effects (including reverse sensitivity effects) on the National Grid and electricity sub-transmission lines transmission network.

27.2.3 ~~Objective - Recognise~~ The potential of small scale and infill subdivision be recognised and provided for while acknowledging that the opportunities to undertake comprehensive their design are limited limitations.

Policies

27.2.3.1 Acknowledge that small scale subdivision, (for example subdivision involving the creation of fewer than four allotments), and infill subdivision where the subdivision involves established buildings, might have limited opportunities to give effect to policies 27.2.2.4, 27.2.2.65 and 27.2.2.87.

27.2.3.2 While acknowledging potential limitations, encourage small scale and infill subdivision to:

- i. Ensure lots are shaped and sized to allow adequate sunlight to living and outdoor spaces, and provide adequate on-site amenity and privacy;
- ii. Where possible, locate lots so that they over-look and front road and open spaces;
- iii. ~~Where possible, a~~ Avoid the creation of multiple rear sites, unless except where this is not practicable;
- iv. Where buildings are constructed with the intent of a future subdivision, encourage site and development design to maintain, create and enhance positive visual coherence of the development with the surrounding neighbourhood;
- v. Identify and create opportunities for connections to services and facilities in the neighbourhood.

Commented [RC12]: Submission 632.59

Commented [RC13]: Dowd for Aurora (635)

Commented [RC14]: A MacLeod for Transpower

Commented [RC15]: Dowd for Aurora (635)

Commented [RC16]: Submission 805.64, 635.37, 719.134

Commented [RC17]: Grammatical change as a consequence of submission 632.60

Commented [RC18]: Submission 453

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27.2.4 ~~Objective - Identify, incorporate and enhance nNatural features, indigenous biodiversity and heritage values are identified, incorporated and enhanced within subdivision design.~~

Commented [RC19]: Officer suggested amendment to remove any ambiguity around the term 'natural features'.

Commented [RC20]: Grammatical change to read more like an outcome statement, and submission 806.180.

Policies

27.2.4.1 Enhance biodiversity, riparian and amenity values by incorporating existing and planned waterways and vegetation into the design of subdivision, transport corridors and open spaces.

27.2.4.2 Ensure that subdivision and changes to the use of land that result from subdivision do not reduce the values of heritage items and protected features scheduled or identified in the District Plan.

~~27.2.4.3 The Council will support subdivision design that includes the joint use of stormwater and flood management networks with open spaces and pedestrian/cycling transport corridors and recreational opportunities where these opportunities arise.~~

Commented [RC21]: Resiting of notified Policy 27.2.4.3 to redrafted Policy 27.2.5.13

27.2.4.3 Encourage Provide for the protection of heritage and archaeological sites, and avoid the unacceptable loss of archaeological sites and heritage items in the first instance, and where effects on these features cannot be reasonably avoided, effects shall be mitigated to an extent that is proportionate to the level of significance of the feature.

Commented [RC22]: Officer suggested amendment to better align policy with RMA provisions

~~27.2.4.4 Ensure opportunity for the input of the applicable agencies where the subdivision and resultant development could modify or destroy any archaeological sites.~~

Commented [RC23]: Submissions 632 and 806

~~27.2.4.6~~ 27.2.4.4 Encourage subdivision design to protect and incorporate archaeological sites or cultural features, recognising these features can contribute to and create a sense of place. Where applicable, have regard to Maori culture and traditions in relation to ancestral lands, water, sites, wahi tapu and other taonga.

Commented [RC24]: Notified Policy 27.2.4.6, now redrafted Policy 27.2.4.5.

27.2.4.7 27.2.4.5 Encourage initiatives to protect and enhance landscape, vegetation and indigenous biodiversity by having regard to:

Commented [RC25]: Notified Policy 27.2.4.7, now redrafted Policy 27.2.4.6

- i. Whether any landscape features or vegetation are of a sufficient value that they should be retained and the proposed means of protection;
- ii. Where a reserve is to be set aside to provide protection to vegetation and landscape features, whether the value of the land so reserved should be off-set against the development contribution to be paid for open space and recreation purposes.

~~27.2.4.6~~ 27.2.4.6 Ensure that new subdivisions and developments recognises, incorporates and where appropriate adopt suitable measures to enhances existing established protected indigenous vegetation.

Commented [RC26]: Proposed New Policy 27.2.4.7

Commented [RC27]: Submission 809.5

For the purposes of this policy, the adoption of suitable measures to enhance existing established protected indigenous vegetation may include, but not be limited to protective fencing, destocking, removal of

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existing wilding species and invasive weeds or active ecological restoration with indigenous tree and shrub species common to the area.

- 27.2.5 ~~Objective - Require i-~~Infrastructure and services are provided to new lots subdivisions and developments. ~~in anticipation of the likely effects of land use activities on those lots and within overall developments.~~

Commented [RC28]: Submission 635.35

Policies

Transport, Access and Roads

- 27.2.5.1 Integrate subdivision roading with the existing road networks in ~~an~~ a safe and efficient manner that reflects ~~expected~~ potential traffic levels and the provision for safe and convenient walking and cycling.

Commented [RC29]: Submission 719.134

Commented [RC30]: Officer suggested amendment given that Code of Practice is based on 'potential' demand not expected.

For the purposes of this policy, reference to 'potential traffic levels' refers to those traffic levels anticipated by the zoning of the District Plan.

- 27.2.5.2 Ensure safe and efficient pedestrian, cycle and vehicular access is provided to all lots created by subdivision and to all developments.

- 27.2.5.3 ~~Provide linkages to public transport networks, trail, walking, and cycling networks and public transport linkages, where useful linkages can be developed.~~

Commented [RC31]: Submission 798.49

- 27.2.5.4 ~~The design of subdivision and roading networks to recognise~~ To ensure the physical and visual effects of subdivision and roading are minimised by utilising existing topographical features, ~~to ensure the physical and visual effects of subdivision and roading are minimised.~~

Commented [RC32]: Submission 632.47

- 27.2.5.5 Ensure appropriate design and amenity associated with roading, vehicle access ways, trails and trail connections, walkways and cycle ways within subdivisions are provided for by having regard to:

Commented [RC33]: Submission 671.5 and 625.13

- i. The location, alignment, gradients and pattern of roading, vehicle parking, service lanes, access to lots, trails, walkways and cycle ways, and their safety and efficiency.
- ii. The number, location, provision and gradients of access ways and crossings from roads to lots for vehicles, cycles and pedestrians, and their safety and efficiency.
- iii. The standard of construction and formation of roads, private access ways, vehicle crossings, service lanes, walkways, cycle ways and trails.
- iv. The provision and vesting of corner splays or rounding at road intersections.
- v. The provision for and standard of street lighting, having particular regard to the siting and location, the provision for public safety and to the avoidance of upward light spill on the night sky.
- vi. The provision of appropriate tree planting within roads.

Commented [RC34]: Submission 632.53

Commented [RC35]: Submission 289.18

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- vii. Any requirements for widening, formation or upgrading of existing roads.
- viii. Any provisions relating to access for future subdivision on adjoining land.
- ix. The provision of public transport routes and improved linkages to public transport routes and bus shelters.

Commented [RC36]: Submission 798.50

Water supply, stormwater, wastewater

27.2.5.6 All new lots shall be provided with connections to a reticulated water supply, stormwater disposal and/or sewage treatment and disposal system, where such systems are available or should be provided for.

Water

27.2.5.7 Ensure water supplies are of a sufficient capacity, including fire fighting requirements, and of a potable standard, for the anticipated land uses on each lot or development.

27.2.5.8 Encourage the efficient and sustainable use of potable water by acknowledging that the Council's reticulated potable water supply may be restricted to provide primarily for households' living and sanitation needs and that water supply for activities such as irrigation and gardening may be expected to be obtained from other sources.

27.2.5.9 Encourage initiatives to reduce water demand and water use, such as roof rain water capture and use and greywater recycling.

27.2.5.10 Ensure appropriate water supply, design and installation by having regard to:

- i. The availability, quantity, quality and security of the supply of water to the lots being created;
- ii. Water supplies for fire fighting purposes;
- iii. The standard of water supply systems installed in subdivisions, and the adequacy of existing supply systems outside the subdivision;
- iv. Any initiatives proposed to reduce water demand and water use.

27.2.5.11 Ensure that the provision of any necessary additional infrastructure for water supply, stormwater disposal and/or sewage treatment and disposal and the upgrading of existing infrastructure is undertaken and paid for by subdividers and developers ~~in accordance with the Council's 10 Year Plan Development Contributions Policy.~~

Stormwater

27.2.5.12 Ensure appropriate stormwater design and management by having regard to:

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- i. ~~Recognise and encourage~~ Viable alternative design for stormwater management that minimises run-off and recognises stormwater as a resource through re-use in open space and landscape areas;
- ii. The capacity of existing and proposed stormwater systems;
- iii. The method, design and construction of the stormwater collection, reticulation and disposal systems, including connections to public reticulated stormwater systems;
- iv. The location, scale and construction of stormwater infrastructure;
- v. The effectiveness of any methods proposed for the collection, reticulation and disposal of stormwater run-off, including opportunities to maintain and enhance water quality through, ~~including~~ the control of water-borne contaminants, litter and sediments, and the control of peak flow.

Commented [RC37]: Officer suggested amendment to improve policy.

Commented [RC38]: Submission 632.49

- 27.2.5.13 The Council will support subdivision design that includes the joint use of stormwater and flood management networks with open spaces and pedestrian/cycling transport corridors and recreational opportunities where these opportunities arise, provided maintenance and operation requirements are acceptable to Council if the assets are to be vested.

Commented [RC39]: Resiting of existing Policy 27.2.4.3

Commented [RC40]: Officer suggested amendment

For the purpose of this policy, term 'acceptable to Council' means that any system shall be appropriate from a Council maintenance and operation perspective and shall be fit for purpose once vested. Where land is to be vested as reserve, Council will ensure that the open space area is of a sufficient size, gradient and surface to be useful, and can be maintained at a reasonable cost to the Council.

Wastewater

- 27.2.5.14 Treating and disposing of sewage is provided for in a manner that:

- ~~i. is consistent with~~ Maintains public health; ~~and~~
- ~~ii. a-Avoids or mitigates~~ adverse effects on the environment in the first instance; and
- ~~iii. Where effects on the environment cannot be reasonably avoided,~~ effects shall be minimised to an extent that is proportionate to the level of significance of the effects.

Commented [RC41]: Submission 632.50

- 27.2.5.15 Ensure appropriate sewage treatment and disposal by having regard to:

- i. The method of sewage treatment and disposal;
- ii. The capacity of, and impacts on, the existing reticulated sewage treatment and disposal system;

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- iii. The location, capacity, construction and environmental effects of the proposed sewage treatment and disposal system.

27.2.5.16 Ensure that the design and provision of any necessary infrastructure at the time of subdivision takes into account the requirements of future development on land in the vicinity.

Energy Supply and Telecommunications

27.2.5.17 To ensure adequate provision is made for the supply and installation of reticulated energy, including street lighting, and communication facilities for the anticipated land uses while:

- i. Providing flexibility to cater for advances in telecommunication and computer media technology, particularly in remote locations;
- ii. Ensure the method of reticulation is appropriate for the visual amenity and landscape values of the area by generally requiring services are underground and in the context of rural environments where this may not be practicable, infrastructure is sited in a manner that does not adversely impact upon visual amenity and landscape values of the receiving environment;
- iii. Have regard to the design, location and direction of lighting to avoid upward light spill, recognising the night sky as an element that contributes to the District's sense of place;
- iv. Generally require connections to electricity supply and telecommunications systems to the boundary of the net area of the lot, other than lots for access, roads, utilities and reserves. Where the subdivision provides for a residential building platform the proposed connections to electricity supply and telecommunications systems shall be established to the residential building platform.

Easements

27.2.5.18 Ensure that services, shared access and public access is identified and managed by the appropriate easement provisions.

27.2.5.19 Ensure that easements are of an appropriate size, location and length for the intended use of both the land and easement.

27.2.6 **Objective - Cost of services to be met by subdividers.**

Policies

27.2.6.1 In accordance with Council's 10 Year Plan Development Contributions Policy, R require subdividers and developers to meet the costs of the provision of new services or the extension or upgrading of existing services (including head works), that are attributable to the effects of the subdivision or development, including where applicable:

- i. roading, walkways and cycling trails;

Commented [RC42]: Officer suggested amendment

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- ii. water supply;
- iii. sewage collection, treatment and disposal;
- iv. stormwater collection, treatment and disposal;
- v. trade waste disposal;
- vi. provision of energy;
- vii. provision of telecommunications and computer media;
- viii. provision of reserves and reserve improvements.

27.2.6.2 ~~Contributions will be in accordance with Council's 10 Year Plan Development Contributions Policy.~~

Commented [RC43]: Consequential amendment as a result of amendment in Policy 27.2.6.1

27.2.7 **Objective - Create esplanades where opportunities arise.**

Policies

27.2.7.1 Create esplanades reserves or strips ~~where opportunities exist, particularly where the subdivision would provide nature conservation, natural character, natural hazard mitigation, infrastructural or recreational benefits is of large scale or has an impact on the District's landscape.~~ In particular, Council will encourage esplanades where they:

Commented [RC44]: Submission 632.55

- i. are important for public access or recreation, would link with existing or planned trails, walkways or cycleways, or would create an opportunity for public access;
- ii. have high actual or potential value with regard to the maintenance of indigenous biodiversity;
- iii. comprise significant indigenous vegetation or significant habitats of indigenous fauna;
- iv. are considered to comprise an integral part of an outstanding natural feature or landscape;
- v. would benefit from protection, in order to safeguard the life supporting capacity of the adjacent lake and river;
- vi. would not put an inappropriate burden on Council, in terms of future maintenance costs or issues relating to natural hazards affecting the land.

27.2.7.2 Avoid reducing the width of esplanade reserves or strips, or the waiving of the requirement to provide an esplanade reserve or strip, except where the following apply:

- i. safe public access and recreational use is already possible and can be maintained for the future;
- ii. it can be demonstrated that a full width esplanade reserve or strip is not required to maintain the natural functioning of adjoining rivers or

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lakes:

iii. a reduced width in certain locations can be offset by an increase in width in other locations or areas, which would result in a positive public benefit in terms of access and recreation.

~~27.2.7.2~~ 27.2.7.3 To use opportunities through the subdivision process to improve the level of protection for the natural character and nature conservation values of lakes and rivers, as provided for in Section 230 of the Resource Management Act 1991.

27.2.8 **Objective - ~~Facilitate~~ Boundary adjustments, cross-lease and unit title subdivision are provided for., and where appropriate, provide exemptions from the requirement of esplanade reserves.**

Commented [RC45]: Grammatical change to read more like an outcome statement

Commented [RC46]: Submission 383.48

Policies

27.2.8.1 Enable minor cross-lease and unit title subdivision of existing units without the need to obtain resource consent where there is no potential for adverse effects associated with the change in boundary location.

For clarity this policy does not provide for the subdivision of approved residential building platforms located within the Rural and Rural Lifestyle Zones.

27.2.8.2 Ensure boundary adjustment, cross-lease and unit title subdivisions are appropriate with regard to:

- i. The location of the proposed boundaries;
- ii. In rural areas, the location of boundaries with regard to approved residential building platforms, existing buildings, and vegetation patterns and existing or proposed accesses;
- iii. Boundary treatment;
- iv. The location of existing or proposed accesses and Easements for access and services.

Commented [RC47]: Submission 719.140

27.2.8.3 Provide for unit title, strata title or cross lease subdivision of existing approved buildings where land use consent is approved for a multi unit commercial or residential development, including visitor accommodation development and the unit title, strata-title or cross lease subdivision is undertaken in accordance with the approved land use consent.

27.3 **Location-specific objectives and policies**

In addition to the district wide objectives and policies in Part 27.2, the following objectives and policies relate to subdivision in specific locations.

Commented [RC48]: Relocated from Notified Section 27.7 (page 15)

27.3.1 **Objective - Peninsula Bay, Ensure effective public access is provided throughout the Peninsula Bay land.**

Commented [RC49]: Relocated from Notified Objective 27.7.1 (page 15)

Policies

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27.3.1.1 Ensure that before any subdivision or development occurs within the Peninsula Bay Low Density Residential Zone, a subdivision consent has been approved confirming easements for the purposes of public access through the Open Space Zone.

Commented [RC50]: Relocated from Notified Policy 27.7.1.1 (page 15)

27.3.1.2 Within the Peninsula Bay site, to ensure that public access is established through the vesting of reserves and establishment of easements prior to any further subdivision.

Commented [RC51]: Relocated from Notified Policy 27.7.1.2 (page 15)

27.3.1.3 Ensure that easements for the purposes of public access are of an appropriate size, location and length to provide a high quality recreation resource, with excellent linkages, and opportunities for different community groups.

Commented [RC52]: Relocated from Notified Policy 27.7.1.3 (page 15)

27.3.2 **Objective - Kirimoko, Wanaka – To create a liveable urban environment that achieves best practice in urban design; the protection and incorporation of landscape and environmental features into the design of the area; and high quality built form.**

Commented [RC53]: Relocated from Notified Objective 27.7.2 (page 16)

Policies

27.3.2.1 Protect the landscape quality and visual amenity of the Kirimoko Block and preserve sightlines to local natural landforms.

Commented [RC54]: Relocated from Notified Policy 27.7.2.1 (page 16)

27.3.2.2 Protect the natural topography of the Kirimoko Block and incorporate existing environmental features into the design of the site.

Commented [RC55]: Relocated from Notified Policy 27.7.2.2 (page 16)

27.3.2.3 Ensure that urban development of the site is restricted to lower areas and areas of concealed topography, such as gullies (all zoned Low Density Residential) and that visually sensitive areas such as the spurs are left undeveloped (building line restriction area).

Commented [RC56]: Relocated from Notified Policy 27.7.2.3 (page 16)

27.3.2.4 Ensure the provision of open space and community facilities that are suitable for the whole community and that are located in safe and accessible areas.

Commented [RC57]: Relocated from Notified Policy 27.7.2.4 (page 16)

27.3.2.5 Develop an interconnected network of streets, footpaths, walkways and open space linkages that facilitate a safe, attractive and pleasant walking, cycling and driving environment.

Commented [RC58]: Relocated from Notified Policy 27.7.2.5 (page 16)

27.3.2.6 Provide for road and walkway linkages to neighbouring developments.

Commented [RC59]: Relocated from Notified Policy 27.7.2.6 (page 16)

27.3.2.7 Ensure that all roads are designed and located to minimise the need for extensive cut and fill and to protect the natural topographical layout and features of the site.

Commented [RC60]: Relocated from Notified Policy 27.7.2.7 (page 16)

27.3.2.8 Minimise disturbance of existing native plant remnants and enhance areas of native vegetation by providing linkages to other open space areas and to areas of ecological value.

Commented [RC61]: Relocated from Notified Policy 27.7.2.8 (page 16)

27.3.2.9 Design for stormwater management that minimises run-off and recognises stormwater as a resource through re-use in open space and landscape areas.

Commented [RC62]: Relocated from Notified Policy 27.7.2.9 (page 16)

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27.3.2.10 Require the roading network within the Kirimoko Block to be planted with appropriate trees to create a green living environment appropriate to the areas.

Commented [RC63]: Relocated from Notified Policy 27.7.2.10 (page 16)

27.3.3 **Objective - Large Lot Residential Zone between Studholme Road and Meadowstone Drive - ~~Ensure protection of~~ Landscape and amenity values ~~in recognition of~~ the zone's low density character and transition with rural areas be recognised and protected.**

Commented [RC64]: Grammatical change to read more like an outcome statement

Commented [RC65]: Relocated from Notified Objective 27.7.4 (page 17)

Policies

27.3.3.1 Have regard to the impact of development on landscape values of the neighbouring rural areas and features of these areas, with regard to minimising the prominence of housing on ridgelines overlooking the Wanaka township.

Commented [RC66]: Relocated from Notified Policy 27.7.4.1 (page 17)

27.3.3.2 Subdivision and development within land located on the northern side of Studholme Road identified as 'Urban Landscape Protection' by the 'Wanaka Structure Plan 2007' shall have regard to the adverse effects of development and associated earthworks on slopes, ridges and skylines.

Commented [RC67]: Relocated from Notified Policy 27.7.4.2 (page 17)

27.3.4 **Objective - Bob's Cove Rural Residential Zone (excluding sub-zone) - ~~Recognise &~~ The special character of the Bob's Cove Rural Residential Zone is recognised and provided for.**

Commented [RC68]: Grammatical change to read more like an outcome statement

Commented [RC69]: Relocated from Notified Objective 27.7.5 (page 17)

Policies

27.3.4.1 ~~Have regard to the need to provide for street lighting in the proposed subdivision. If street lighting is required in the proposed subdivision to satisfy the Council's standards, then~~ In order to maintain the rural character of the zone, ~~the all~~ street lighting shall be low in height from the ground, of reduced lux spill and directed downwards to avoid adverse effects on the night sky.

Commented [RC70]: Relocated from Notified Policy 27.7.5.1 (page 17)

27.3.5 **Objective - Ferry Hill Rural Residential Sub Zone - ~~Maintain and enhance~~ The visual amenity values and landscape character within and around the Ferry Hill Rural Residential Sub Zone to be maintained and enhanced.**

Commented [RC71]: Grammatical change to read more like an outcome statement

Commented [RC72]: Relocated from Notified Objective 27.7.6 (page 17)

Policies

27.3.5.1 Enable subdivision which provides for appropriate, integrated and orderly development in accordance with the Concept Development Plan for the Ferry Hill Rural Residential sub-zone located in Chapter 22 (at part 22.7.2) ~~and in accordance with the Concept Development Plan set out in part 27.14.~~

Commented [RC73]: Consequential amendment as a result of new Location Specific Rules under 27.7 and the relocation of Policy 27.7.6.1 into the rules under 27.7.

27.3.6 **Objective - Makarora Rural Lifestyle Zone - ~~The avoidance of mitigation of the effects of natural hazards are avoided or mitigated and the maintenance and enhancement of~~ landscape character, visual amenity and nature conservation values are maintained or enhanced.**

Commented [RC74]: Grammatical change to read more like an outcome statement

Commented [RC75]: Relocated from Notified Objective 27.7.7 (page 18)

Policies

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Natural Hazards

27.3.6.1 Particular regard shall be had to the avoidance or mitigation of natural hazards identified on the Council's hazard register associated with the location of a building platform and future anticipated land uses within the building platform.

Commented [RC76]: Relocated from Notified Policy 27.7.7.1 (page 18)

27.3.6.2 The Council shall be satisfied as to whether consultation has been undertaken with the Otago Regional Council with regard to any matters associated with defences against water, and in particular taken the opportunity to reconcile any potential issues associated with flood defence works encouraged by the Otago Regional Council, and the District Plan's objectives, policies and servicing standards for subdivision in the Makarora Rural Lifestyle Zone.

Commented [RC77]: Relocated from Notified Policy 27.7.7.2 (page 18)

Landscape Values, Rural Character

27.3.6.3 In recognition of the landscape values within the Makarora Rural Lifestyle Zone, regard shall be had to the potential merits with the concentration or clustering of built form to areas with high potential to absorb development while retaining areas that are more sensitive in their natural state.

Commented [RC78]: Relocated from Notified Policy 27.7.7.3 (page 18)

27.3.6.4 In considering the appropriateness of the form and density of development, including the identification of building platforms in the Makarora Rural Lifestyle Zone the following matters shall be taken into account:

- i. The extent to which the location and size of proposed building platforms either detracts from or has the potential to enhance landscape values and rural character;
- ii. whether and to what extent there is the opportunity for the aggregation of built development to utilise common access ways including pedestrian linkages, services and commonly-held open space (i.e. open space held in one title whether jointly or otherwise);
- iii. whether and to what extent development is concentrated/clustered in areas with a high potential to absorb development while retaining areas that are more sensitive in their natural state.

Commented [RC79]: Relocated from Notified Policy 27.7.7.4 (page 18)

27.3.7 **Objective - Wyuna Station Rural Lifestyle Zone - To provide for a deferred rural lifestyle zone on the terrace to the east of, and immediately adjoining, the Glenorchy Township.**

Commented [RC80]: Relocated from Notified Objective 27.7.8 (page 19)

Policies

27.3.7.1 Prohibit or defer development of the zone until such a time that:

- i. the zone can be serviced by a reticulated wastewater disposal scheme within the property that services both the township and proposed zone. This may include the provision of land within the zone for such purpose; or

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- ii. the zone can be serviced by a reticulated wastewater disposal scheme located outside of the zone that has capacity to service both the township and proposed zone; or
- iii. the zone can be serviced by an on-site (individual or communal) wastewater disposal scheme no sooner than two years from the zone becoming operative on the condition that should a reticulated scheme referred to above become available and have capacity within the next three years then all lots within the zone shall be required to connect to that reticulated scheme.

27.3.8 **Objective - Wyuna Station Rural Lifestyle Zone - Subject to Objective 27.7.7 27.3.7 to enable rural living development is enabled in a way that maintains the visual amenity values that are experienced from the Glenorchy Township, Oban Street and the Glenorchy-Paradise Road.**

Commented [RC81]: Relocated from Notified Policy 27.7.8.1 (page 19)

Commented [RC82]: Grammatical change to read more like an outcome statement

Commented [RC83]: Relocated from Notified Objective 27.7.9 (page 19)

Policies

27.3.8.1 The subdivision design, identification of building platforms and associated mitigation measures shall ensure that built form and associated activities within the zone are reasonably inconspicuous when viewed from Glenorchy Township, Oban Street or the Glenorchy-Paradise Road. Measures to achieve this include:

- i. Prohibiting development over the sensitive areas of the zone via building restriction areas;
- ii. Appropriately locating buildings within the zone, including restrictions on future building bulk;
- iii. Using excavation of the eastern part of the terrace to form appropriate building platforms;
- iv. Using naturalistic mounding of the western part of the terrace to assist visual screening of development;
- v. Using native vegetation to assist visual screening of development;
- vi. The maximum height of buildings shall be 4.5m above ground level prior to any subdivision development.

Commented [RC84]: Relocated from Notified Policy 27.7.9.1 (page 19)

27.3.8.2 Maintain and enhance the indigenous vegetation and ecosystems within the building restriction areas of the zone and to suitably and comprehensively maintain these areas into the future. As a minimum, this shall include:

- i. Methods to remove or kill existing wilding exotic trees and weed species from the lower banks of the zone area and to conduct this eradication annually;
- ii. Methods to exclude and/or suitably manage pests within the zone in order to foster growth of indigenous vegetation within the zone, on an ongoing basis;

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- iii. A programme or list of maintenance work to be carried out on a year to year basis in order to bring about the goals set out above.

Commented [RC85]: Relocated from Notified Policy 27.7.9.2 (page 19 and 27-20)

27.3.9 Objective - Industrial B Zone

Policies

- i. Reserved for Stage 2 of the District Plan Review.

27.3.10 Objective - Industrial B Zone

Policies

- i. Reserved for Stage 2 of the District Plan Review.

27.3.11 Objective - Industrial B Zone

Policies

- i. Reserved for Stage 2 of the District Plan Review.

27.3.12 Objective - Industrial B Zone

Policies

- i. Reserved for Stage 2 of the District Plan Review.

27.3.13 Objective - Jacks Point Zone - Subdivision shall have regard to identified location specific opportunities and constraints identified within the Jacks Point Structure Plan located within Chapter 41.

Commented [RC86]: Relocated from Notified Objective 27.7.14 (page 20)

Policies

27.3.13.1 Ensure that subdivision and development achieves the objectives and policies located within Chapter 41.

Commented [RC87]: Relocated from Notified Policy 27.7.14.1 (page 20)

27.3.13.2 Enable subdivision which provides for appropriate, integrated and orderly development in accordance with the Jacks Point Structure Plan located within Chapter 41.

27.3.13.3 The extent to which the subdivision achieves the matters of control listed under ~~Rule 27.7.1~~ Rule 27.7.4 and as they relate to the Jacks Point Structure Plan located within Chapter 41.

27.3.13.4 Enable the creation of lots which breach the minimum lot size standard within the Hanley Downs Residential Activity Area of the Jacks Point Zone provided appropriate design controls are established to ensure a high quality urban design outcome and that effects on adjacent sites are avoided or minimised.

Commented [MSOffice88]: RCL (632)

Right of Reply dated 24 February 2017, Chapter 41.

27.3.13.5 Ensure that, where the minimum lot size standard is breached within either the Hanley Downs or Jacks Point Residential Activity Areas of the Jacks Point Zone, legally enforceable design controls are imposed on the title in relation to bulk and location and other design matters aimed at achieving a high quality urban design outcome and avoiding or minimising effects on adjacent sites.

Commented [MSOffice89]: Jacks Point Landowners, Sally and Clive Geddes (540), Margaret Joans Williams (605), and Tim and Paula Williams (601).

Right of Reply dated 24 February 2017, Chapter 41.

Commented [RC90]: Consequential amendment as a consequence of Redrafted Location Specific Rules under 27.7.1

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- 27.3.14 **Objective – Waterfall Park - Subdivision shall provide for a range of visitor, residential and recreational facilities, sympathetic to the natural setting have regard to identified location specific opportunities and constraints.**

Commented [RC91]: Relocated from Notified Objective 27.7.17 (page 22)

Policies

- 27.3.14.1 Enable subdivision which provides for appropriate, integrated and orderly development in accordance with the Waterfall Park Structure Plan located within Chapter 42.

Commented [RC92]: Relocated from Notified Policy. 27.7.17.1 (page 22)

- 27.3.14.2 The extent to which the subdivision achieves the matters of control listed under Rule 27.7.1 and as they relate to the Waterfall Park Structure Plan located within Chapter 42.

Commented [RC93]: Consequential amendment as a result of Redrafted Location Specific Rules under 27.7.1

- 27.3.15 **Objective – Millbrook - Subdivision shall provide for resort development while having particular regard to landscape, heritage, ecological, water and air quality values.**

Commented [RC94]: Relocated from Notified Objective 27.7.19 (page 23)

Policies

- 27.3.15.1 Enable subdivision which provides for appropriate, integrated and orderly development in accordance with the Millbrook Structure Plan located within Chapter 43.

Commented [RC95]: Relocated from Notified Policy. 27.7.19.1 (page 23)

- 27.3.15.2 The extent to which the subdivision achieves the matters of control listed under Rule 27.6.1 and as they relate to the Millbrook Structure Plan located within Chapter 43.

Commented [RC96]: Consequential amendment as a consequence of integrating notified 27.7.20.1 (page 27-23) into Redrafted Location Specific Rules under 27.7 (page 27-25/26)

- 27.3.16 **Objective – Orchard Road Structure Plan – Infrastructure and roading connections that integrate with adjoining land within the Wanaka Urban Growth Boundary and the wider roading network to assist with creating a comprehensive and integrated infrastructure and transport network.**

Commented [CB97]: Hearing stream 12. ORHL (91) New objective and policies for structure plan at Orchard Road

Policies

- 27.3.16.1 a. Ensure subdivision and development is consistent with the roading layout of the Orchard Road Structure Plan; or

- b. Enable variances to the roading layout shown on the Orchard Road Structure Plan only when the variance results in a roading layout that is consistent with the QLDC Subdivision Design Guidelines 2015 and the layout ensures that the level of demand anticipated by the District Plan is provided for.

- 27.3.16.2 Enable variances to the roading layout shown on the Orchard Road Structure Plan that provide one roading connection with Orchard Road only where the road connections to the adjoining road network demonstrate that two connections to Orchard Road are not necessary.

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27.3.16.3 Have regard to any infrastructure constraints for servicing the Orchard Road Structure Plan, and ensure that subdivision and development are appropriately serviced.

Note: costs associated with network upgrades may be required to be met by the developer.

27.3.17 **Objective** – Orchard Road Structure Plan – A sensitive transition from rural to urban through effective landscaping and building setbacks.

Commented [CB98]: Hearing Stream 12. ORHL (91) New objective and policies for structure plan at Orchard Road

Policies

27.3.17.1 The 15 metre wide landscape strip and Building Restriction Area provides an effective visual transition from rural to urban through a mix of shrub and tree plantings to achieve good amenity and a defined urban edge.

27.3.17.2 Enable variances to the 15 metre wide landscape strip and Building Restriction Area shown on the Orchard Road Structure Plan only when the variance will limit the visual impact of resultant development to the same degree or better than that which would be achieved by implementing the Structure Plan.

27.3.18 **Objective** - Orchard Road Structure Plan – An integrated public walking and cycling link is provided within the landscape strip and Building Restriction Area.

Commented [CB99]: Hearing Stream 12. ORHL (91) New objective and policies for structure plan at Orchard Road

Policies

27.3.18.1 Require the landscape strip and Building Restriction Area shown on the Orchard Road Structure Plan to provide a public walking/cycling link to adjoining land to the north and discourage fragmentation of this land.

Note: Discouraging fragmentation could be achieved by vesting the land that comprises the landscape strip and Building Restriction Area in Council.

27.3.19 **Objective** – West Meadows Drive Structure Plan – The integration of road connections between West Meadows Drive and Meadowstone Drive.

Commented [CB100]: Hearing Stream 12. Willowridge (249), Blennerhassett and Anderson (335) New Objective and policies

Policies

27.3.19.1 Enable subdivision which has a roading layout that is consistent with the West Meadows Drive Structure Plan.

27.3.19.2 Enable variances to the West Meadows Drive Structure Plan on the basis that the roading layout results in the western end of West Meadows Drive being extended to connect with the roading network and results in West Meadows Drive becoming a through-road.

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Objective – Frankton North Structure Plan – An integrated infrastructure and roading network, with roading connections that integrate with adjacent land and the wider roading network.

Policies

27.X.X.X Ensure subdivision and development is consistent with and connects to those properties shown on the Frankton North Structure Plan, and is of a form and standard that accounts for long term traffic demands without the need for subsequent retrofitting or upgrade.

27.X.X.X Enable variances to the roading layout shown on the Frankton North Structure Plan only when the variance is consistent with the QLDC Subdivision Design Guidelines 2015 and is necessary to:

- a. maintain integrated roading connections;
- b. ensure the level of demand anticipated by the District Plan is provided for; and
- c. ensure a form and standard that accounts for long term traffic demands without the need for subsequent retrofitting or upgrade.

Objective – Frankton North Structure Plan – An integrated public walking and cycling network with safe access across the state highway.

Policies

27.X.X.X Ensure subdivision and development provides, or has access to, a safe and legible walking and cycle environment adjacent to and across the State Highway along the safest, most direct and convenient routes; and links to other internal and external pedestrian and cycling networks.

Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) prior to determining walking and cycling network design under this policy

Objective – Frankton North Structure Plan – An ‘Amenity Corridor’ is provided along the boundary of the State Highway to achieve a high quality and functional entrance to Queenstown

27.X.X.X Require the ‘Amenity Corridor’ and Building Restriction Area shown on the Frankton North Structure Plan to provide an integrated public walking/cycling link with safe connections to the state highway, and discourage fragmentation of this land.

Note: Discouraging fragmentation could be achieved by vesting the land in Council.

27.X.X.X Require the ‘Amenity Corridor’ and Building Restriction Area shown on the Frankton North Structure Plan to provide a landscaping strip to soften

Commented [KB101]: 717, 847 Queenstown Mapping Stream 13 Reply

Commented [KB102]: 717, 847 Queenstown Mapping Stream 13 Reply

Commented [KB103]: 719 - Queenstown Mapping (Stream 13) Rebuttal.

Commented [KB104]: 717, 847 Queenstown Mapping Stream 13 Reply

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building dominance and ensure high level of amenity from the state highway and discourage fragmentation of this land.

Note: Discouraging fragmentation could be achieved by vesting the land in Council.

27.X.X.X Consider variances to the amenity corridor where this would achieve better urban design and amenity outcomes for the public realm than that which would be achieved by implementing the Structure Plan.

27.4 Other Provisions and Rules

27.4.1 District Wide

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

1 Introduction	2 Definitions	3 Strategic Direction
4 Urban Development	5 Tangata Whenua	6 Landscapes
24 Signs (18 <u>Operative DP</u>)	25 Earthworks (22 <u>Operative DP</u>)	26 Historic Heritage
28 Natural Hazards	29 Transport (14 <u>Operative DP</u>)	30 Utilities and Renewable Energy
31 Hazardous Substances (16 <u>Operative-DP</u>)	32 Protected Trees	33 Indigenous Vegetation
34 Wilding Exotic Trees	35 Temporary Activities and Relocated Buildings	36 Noise
37 Designations	Planning Maps	

27.4.2 Earthworks associated with subdivision

27.4.2.1 Earthworks undertaken for the development of land associated with any subdivision shall ~~not require a separate resource consent under the rules of the District Wide Earthworks Chapter, but be shall~~ be considered against the matters of control or discretion of the District Wide Earthworks Chapter as part of any subdivision activity and in particular Rule 15.2.20.

27.4.3 Zones exempt from the Proposed District Plan and subdivision chapter

27.4.3.1 The following zones are not subject to this part of the Proposed District Plan: stage 1 (at the date of notification: 26 August 2015) and the subdivision chapter shall not apply to the following:

Commented [RC105]: Relocated from Notified Rule 27.3.1 (page 9)

Commented [RC106]: John Young for Remarkables Park Limited and Queenstown Park Limited

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- a Frankton Flats A Zone
- b Frankton Flats B Zone
- c Remarkables Park Zone
- d Mount Cardrona Station Zone
- e Three Parks Zone
- f Kingston Village Special Zone
- g Open Space Zone

Subdivision in the above zones is subject to the relevant provisions of Chapter 15 of the Queenstown Lakes Operative District Plan 2009.

Commented [RC107]: John Young for Remarkables Park Limited and Queenstown Park Limited

27.4.3.2 In addition, all the Special Zones within Chapter 12 of the operative District Plan, except as identified below, are excluded from the proposed District Plan subdivision chapter:

- a Jacks Point
- b Waterfall Park
- c Millbrook

27.5 Rules – Subdivision

27.5.1 All subdivision requires resource consent unless specified as a permitted activity. The abbreviations set out below are used in the following tables. Any activity which is not permitted (P) or prohibited (PR) requires resource consent.

Commented [RC108]: Consequential clarification provision related to the recommended changes to the rules and activity status.

<u>P</u>	<u>Permitted</u>	<u>C</u>	<u>Controlled</u>
<u>RD</u>	<u>Restricted Discretionary</u>	<u>D</u>	<u>Discretionary</u>
<u>NC</u>	<u>Non Complying</u>	<u>PR</u>	<u>Prohibited</u>

	Boundary Adjustments	Activity status

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	Boundary Adjustments	Activity status
27.5.2	<p>An adjustment to existing cross-lease or unit title due to an alteration to the size of the lot by alterations to the building outline, the conversion from cross-lease to unit title, the addition of an accessory building, or the relocation of accessory buildings providing the activity complies with all other provisions of the District Plan or has obtained a land use resource consent.</p> <p style="color: red;"><u>In order to adhere to this rule a certificate of compliance must be issued under section 223(1)(b) of the Act.</u></p>	P
27.5.3	<p>For boundary adjustment subdivision activities where there are two or more existing lots which each have separate Certificates of Title, new lots may be created by subdivision for the purpose of an adjustment of the boundaries between the existing lots, provided:</p> <p>(i) <u>In the case of the Rural, Gibbston Character and Rural Lifestyle Zones the building platform is retained in its approved location;</u></p> <p style="color: red;"><u>(ii) No new residential building platform shall be identified and approved as part of a boundary adjustment within Rural, Gibbston Character and Rural Lifestyle Zones;</u></p> <p>(iii) <u>No additional separately saleable lots are created;</u></p> <p>(iv) <u>The areas of the resultant lots comply with the minimum lot size requirement for the zone (where applicable); and</u></p> <p style="color: red;"><u>(v) Lots must be immediately adjoining each other.</u></p> <p><u>The matters over which the Council reserves control are:</u></p> <ul style="list-style-type: none"> • <u>The location of the proposed boundaries, including their relationship to approved residential building platforms, existing buildings and vegetation patterns and existing or proposed accesses;</u> • <u>Boundary treatment;</u> • <u>Easements for existing and proposed access and services.</u> 	C

Commented [RC110]: Submissions 632.4, 636.11, 643.16, 688.10, 693.16, 702.13

Commented [RC109]: Submission 370.8

Commented [RC111]: Submissions 806.176, 806.190, 532.34, 534.35, FS1157.59, 535.35, 762.3, 763.15, 767.17 and 719.140

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	Boundary Adjustments	Activity status
27.5.4	<p>For boundary adjustments within Arrowtown's urban growth boundary and on involving any site that contains a heritage or any other protected item or schedule in the District Plan and in the case of Arrowtown within the urban growth boundary where there are two or more existing lots which each have separate Certificates of Title, new lots may be created by subdivision for the purpose of an adjustment of the boundaries between the existing lots, provided:</p> <p>(i) <u>No additional separately saleable lots are created.</u></p> <p>(iii) <u>The areas of the resultant lots comply with the minimum lot size requirement for the zone.</u></p> <p><u>The matters over which the Council reserves control are:</u></p> <ul style="list-style-type: none"> • <u>The impact of the proposed subdivision on the heritage values of the protected item;</u> • In situations where lots are being amalgamated within the Medium Density Residential Zone and Low Density Residential Zone, the extent to which future development will • <u>The maintenance of the historic character of the Arrowtown Residential Historic Management Zone;</u> • <u>The location of the proposed boundaries, including their relationship to, existing buildings and vegetation patterns and existing or proposed accesses;</u> • <u>Boundary treatment;</u> • <u>Easements for access and services.</u> 	RD

Commented [RC112]: Submissions 672.23 and 688.19

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	Unit Title, Strata Title or Cross Lease Subdivision	Activity status
<u>27.5.5</u>	<p><u>Where land use consent is approved for a multi unit commercial or residential development, including visitor accommodation development and a unit title, strata-title or cross lease subdivision is undertaken in accordance with the approved land use consent, provided:</u></p> <p><u>i All buildings must be in accordance with an approved land use resource consent;</u></p> <p><u>ii. All areas to be set aside for the exclusive use of each building or unit must be shown on the survey plan, in addition to any areas to be used for common access or parking or other such purpose.</u></p> <p><u>iii All service connections and on-site infrastructure must be located within the boundary of the site they serve or have access provided by an appropriate legal mechanism.</u></p> <p><u>The matters over which the Council reserves control are:</u></p> <ul style="list-style-type: none"> <u>• the effect of the site design, size, shape, gradient and location, including existing buildings, manoeuvring areas and outdoor living spaces;</u> <u>• the effects of infrastructure provision;</u> <p><u>For the purposes of clarity, this rule does not apply to fee simple subdivision of land where the intent is to subdivide a lot containing an approved land use consent for the above identified activities.</u></p>	C

	Subdivision Activities – District Wide	Activity status
<u>27.5.5</u> <u>27.5.6</u>	<p><u>All urban subdivision activities, unless otherwise stated, contained within urban areas identified within the District's Urban Growth Boundaries and including the following zones:</u></p> <ol style="list-style-type: none"> <u>1. Low Density Residential Zones;</u> <u>2. Medium Density Residential Zones;</u> <u>3. High Density Residential Zones;</u> <u>4. Town Centre Zones;</u> <u>5. Arrowtown Residential Historic Management Zone;</u> 	RD

Commented [RC113]: Ferguson for Darby Planning LP et al

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6. Large Lot Residential Zones;
7. Local Shopping Centres;
8. Business Mixed Use Zones;
9. Queenstown Airport Mixed Use Zone - Queenstown.

Discretion is restricted to ~~all of~~ the following:

- ~~Lot sizes, averages and dimensions in respect of internal roading design and provision, relating to access and service easements for future subdivision on adjoining land; including whether the lot is of sufficient size and dimensions to effectively fulfil the intended purpose of the land use where Council would apply its discretion to the following situations:~~
 - ~~(i) any requirement for widening, formation or upgrading of existing roads; and~~
 - ~~(ii) any provisions relating to access and service easements for future subdivision on adjoining land, which may necessitate changes to lot size and dimensions.~~
- ~~The extent to which the sSubdivision design and layout of Lots achieves the subdivision and urban design principles and outcomes set out in QLDC Subdivision Design Guidelines;~~
- Property access and roading;
- Esplanade provision;
- On site measures to address the risk of natural and other hazards on land within the subdivision;
- Fire fighting water supply;
- Water supply;
- Stormwater design and disposal;
- Sewage treatment and disposal;
- Energy supply and telecommunications;
- Open space and recreation; and
- Ecological and natural values;
- Historic Heritage;
- Easements; and
- Bird strike and navigational safety.

Commented [SG114]: Consequential amendment due to recommended amendment to zone name.
Right of Reply dated 13 December 2016, Chapter 17.

Commented [RC115]: Submissions 370.6, 177.10

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	<p><u>For land fronting State Highway 6 between Hansen Road and Ferry Hill Drive:</u></p> <ul style="list-style-type: none"> ○ <u>safety and effective functioning of the State Highway network;</u> ○ <u>Integration with other access points through the zone to link up to Hansen Road, the Hawthorne Drive Roundabout and/or Ferry Hill Drive;</u> ○ <u>Integration with public transport networks</u> ○ <u>Integration with pedestrian and cycling networks, including to those across the State Highway</u> <p>For the avoidance of doubt, where a site is governed by a <u>structure plan, spatial layout plan, or concept development plan that is identified in the District Plan</u> and, where relevant, a <u>comprehensive development plan approved pursuant to Rule 41.4.7, subdivision activities shall be assessed in accordance with Rule 27.7.1.</u></p>	
<p>27.5.6 27.5.7</p>	<p>All subdivision activities in the District's Rural Residential and Rural Lifestyle Zones</p> <p>Discretion is restricted to all of the following:</p> <ul style="list-style-type: none"> • <u>In the Rural Lifestyle Zone the location of building platforms;</u> • <u>Lot sizes, averages and dimensions in respect of internal roading design and provision, relating to access and service easements for future subdivision on adjoining land, including whether the lot is of sufficient size and dimensions to effectively fulfil the intended purpose of the land use where Council would apply its discretion to access and;</u> <ul style="list-style-type: none"> <u>(i) any requirement for widening, formation or upgrading of existing and proposed roads; and</u> <u>(ii) any provisions relating to access and service easements for future subdivision on adjoining land, which may necessitate changes to lot size and dimensions;</u> • <u>Subdivision design and lot layout, including:</u> <ul style="list-style-type: none"> <u>-the extent to which the design maintains and enhances rural living character, landscape values and visual amenity;</u> <u>-the extent to which the location of building platforms could adversely affect adjoining non residential land</u> 	<p>RD</p>

Commented [KB116]: 717, 847Queenstown Mapping Stream 13 Right of Reply

Commented [MSOffice117]: Jacks Point Landowners, Sally and Clive Geddes (540), Tim and Paula Williams (601), Margaret Joan Williams (605), and JPROA (765).

Right of reply dated 24 February 2017, Chapter 41.

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	<p><u>uses:</u></p> <ul style="list-style-type: none"> -orientation of lots to optimise solar gain for buildings and developments; -the effects of potential development within the subdivision on views from surrounding properties; -In the case of the Makarora Rural Lifestyle Zone, the concentration or clustering of built form to areas with high potential to absorb development, while retaining areas which are more sensitive in their natural state; -In the Rural Residential Zone at the north end of Lake Hayes, whether and to what extent there is an opportunity to protect and restore wetland areas in order to assist in reducing the volume of nutrients entering Mill Creek and Lake Hayes; <ul style="list-style-type: none"> • <u>Property access and roading;</u> • <u>Esplanade provision;</u> • <u>On site measures to address the risk of natural and other hazards on land within the subdivision;</u> • <u>Fire fighting water supply;</u> • <u>Water supply;</u> • <u>Stormwater disposal;</u> • <u>Sewage treatment and disposal;</u> • <u>Energy supply and telecommunications;</u> • <u>Open space and recreation; and</u> • <u>Ecological and natural values;</u> • <u>Historic Heritage</u> • <u>Easements; and</u> • <u>Bird strike and navigational safety.</u> 	
<p><u>27.5.7</u></p> <p><u>27.5.8</u></p>	<p><u>Subdivision of land in any zone within the National Grid</u></p> <p><u>Subdivision Corridor where all allotments identify a building platform for the principal building and any dwelling to be located outside of the National Grid Yard.</u></p> <p>Discretion is restricted to <u>all of</u> the following:</p> <p><u>a) Whether the allotments are intended to be used for</u></p>	<p>RD</p>

Commented [RC118]: Submission 635.42 and further submission FS1301.12 and 805.95

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	<p>residential or commercial activity and whether there is merit with identifying a building platform to ensure future buildings are located outside the National Grid Yard.</p> <p>a) Impacts on the operation, maintenance, upgrade and development of the National Grid.</p> <p>b) The ability of future development to comply with NZECP34:2001.</p> <p>e) Technical details of the characteristics and risks on and from the National Grid infrastructure.</p> <p>e) The ability of the applicant to provide a complying building platform.</p> <p>c) The location, design and use of any proposed building platform as it relates to the National Grid transmission line.</p> <p>e) The risk of electrical hazards affecting public or individual safety, and the risk of property damage.</p> <p>f) Whether the subdivision would result in the planting of trees or shrubs in the vicinity of the National Grid transmission lines and the potential for effects on the operation and security of the national Grid Transmission Lines.</p>	
27.5.9	<p>Subdivision of land in any zone within 32 metres of the centre line of Electricity Sub-Transmission Lines identified on the planning maps.</p> <p>Discretion is restricted to all of the following:</p> <p>a) Impacts on the operation, maintenance, upgrade and development of Electricity Sub-Transmission Lines.</p> <p>b) The ability of future development to comply with NZECP34:2001;</p> <p>c) Effects on public health and safety;</p>	RD
27.5.8 27.5.10	<p>All subdivision activities in the Rural General, and Gibbston Character Zones and Airport Zone – Wanaka, and in the Open Space Landscape, Open Space Residential Amenity, and Homesite Activity Areas of the Jacks Point Zone, with the exception of unit title, strata-title or cross lease subdivision undertaken in accordance with Rule 27.5.5.</p>	D

Commented [SG119]: Right of reply dated 13 December 2016, Chapter 17.

Commented [SG120]: Right of reply dated 13 December 2016, Chapter 17.

Commented [MSOffice121]: Jacks Point Landowners, Sally and Clive Geddes (540), Alexander Schrantz (195), Scope Resources (342), Tim and Paula Williams (601), Margaret Joan Williams (605), and JPROA (765).

Right of reply dated 24 February 2017, Chapter 41.

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<p>27.5.9 27.5.11</p>	<p>The subdivision of land containing a heritage or any other protected item and scheduled in the District Plan. This rule does not apply to boundary adjustments under Rule 27.4.2.</p>	<p>D</p>	<p>Commented [RC122]: Relocated from Notified Rule 27.5.1.4 (page 13)</p>
<p>27.5.10 27.5.12</p>	<p>The subdivision of land identified on the planning maps as a Heritage Landscape.</p>	<p>D</p>	<p>Commented [RC123]: Relocated from Notified Rule 27.5.1.5 (page 13)</p>
<p>27.5.14 27.5.13</p>	<p>The subdivision of a site containing a known archaeological site, whether identified and scheduled in the District Plan or not.</p>	<p>D</p>	<p>Commented [RC124]: Relocated from Notified Rule 27.5.1.6 (page 13)</p>
<p>27.5.12 27.5.14</p>	<p>Subdivision that would alter, or create a new boundary within a Significant Natural Area scheduled in the District Plan.</p>	<p>D</p>	<p>Commented [RC125]: Relocated from Notified Rule 27.5.1.7 (page 13)</p>
<p>27.5.13 27.5.15</p>	<p>Within the Jacks Point Zone, subdivision that does not comply with the standards in Part 27.5.6 and location specific standards in part 27.8, excepteluding that the Hanley Downs part of the Jacks Point Zone, where the creation of lots less than 380m² minimum lot in size within the R(HD) Activity Area shall be assessed as a restricted discretionary activity<u>RD under Rule 27.7.11.3.</u></p>	<p>D</p>	<p>Commented [RC127]: Relocated from Notified Rule 27.4.2(a) (page 10)</p> <p>Commented [MSOffice126]: Non substantive to improve legibility only. Right of reply dated 24 February 2017, Chapter 41.</p>
<p>27.5.14 27.5.16</p>	<p>Subdivision that does not comply with the standards in Part 27.6 5 and location specific standards in part 27.8 <u>with the exception of the Jacks Point Zone which is assessed pursuant to Rule 27.5.15.</u></p>	<p>NC</p>	<p>Commented [RC129]: Relocated from Notified Rule 27.4.2(a) (page 10)</p> <p>Commented [RC128]: Consequential amendments as a consequence of Redrafted Rule 27.6, which specifically lists non-complying activities</p>
<p>27.5.15 27.5.17</p>	<p>The further subdivision of an allotment that has previously been used to calculate the minimum average densities for subdivision in the Rural Lifestyle Zone and Rural Residential Zone.</p>	<p>NC</p>	<p>Commented [RC130]: Relocated from Notified Rule 27.4.2(b) (page 10)</p>
<p>27.5.15 27.5.18</p>	<p>The subdivision of land resulting in the division of a building platform.</p>	<p>NC</p>	<p>Commented [RC131]: Relocated from Notified Rule 27.4.2(c) (page 10)</p>
<p>27.5.16 27.5.19</p>	<p>The subdivision of a residential flat from a the residential unit it is ancillary to, except where this is permitted in the Low Density Residential Zone.</p>	<p>NC</p>	<p>Commented [RC133]: Relocated from Notified Rule 27.4.2(d) (page 10)</p> <p>Commented [RC132]: Submission 453.24</p>
<p>27.5.17 27.5.20</p>	<p>A subdivision under the Unit Titles Act where the building is not completed (meaning the applicable code of compliance certificate has not been issued), or building consent or land use consent has not been granted for the buildings.</p>	<p>NC</p>	<p>Commented [RC134]: Relocated from Notified Rule 27.4.2(e) (page 10)</p>
<p>27.5.18 27.5.21</p>	<p>Any subdivision of land in any zone within the National Grid Subdivision Corridor, which does not comply with matter of discretion (a) under Rule 27.5.8.</p>	<p>NC</p>	<p>Commented [RC135]: Submission 805.95</p>

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27.5.18 27.5.22	A Unit Titles Act subdivision lodged concurrently with an application for building consent, or land use resource consent.	D
27.5.23	Subdivision that does not comply with the standards related to servicing and infrastructure under Rule 27.7.15.	NC
27.5.24	Subdivision that does not comply with the standards related to building platforms; the dimensions of site; lots created for access; subdivision associated with residential development on site less than 450m² in the Low Density Residential Zone; and subdivision associated with infill development under Rules 27.7.12, 27.7.13, and 27.7.14	NC

Commented [RC136]: Relocated from Notified Rule 27.4.2(f) (page 10)

Commented [MSOffice137]: Notified Rule 27.4.2 which clarified that a breach of these standards was non-complying, is missing in the right of reply recommended revised chapter 27 and needs to be re-instated as this is considered to be an unintended / formatting error.

Right of reply dated 24 February 2017, Chapter 41.

~~27.4.1 All subdivision activities are discretionary activities, except otherwise stated:~~

~~27.4.2 The following shall be non-complying activities:~~

- ~~a Subdivision that does not comply with the standards in Part 27.5 and location specific standards in part 27.8. Except within the following zone where any non-compliance shall be a discretionary activity.

 - ~~i. Jacks Point Zone~~~~
- ~~b The further subdivision of an allotment that has previously been used to calculate the minimum average densities for subdivision in the Rural Lifestyle Zone and Rural Residential Zone.~~
- ~~c The subdivision of a building platform.~~
- ~~d The subdivision of a residential flat from the residential unit it is ancillary to, except where this is permitted in the Low Density Residential Zone.~~
- ~~e A subdivision under the Unit Titles Act where the building is not completed (meaning the applicable code of compliance certificate has not been issued), or building consent or land use consent has not been granted for the buildings.~~
- ~~f For avoidance of doubt, a Unit Titles Act subdivision lodged concurrently with an application for building consent, or land use resource consent shall be a discretionary activity.~~

Commented [RC138]: Relocated into redrafted Rule 25.5, as per Submissions 632.4, 636.11, 643.16, 688.10, 693.16, 702.13

~~27.4.3 The following shall be Restricted Discretionary activities:~~

- ~~a Subdivision undertaken in accordance with a structure plan or spatial layout plan that is identified in the District Plan. Discretion is restricted to the matters specified in the Location Specific Objectives, Policies and Provisions in Part 27.7.~~

Commented [RC139]: Rule changed to controlled status and relocated to Redrafted Rule 27.7 (page 27-25 below)

As per those submitters seeking a controlled activity status where subdivision is undertaken in accordance with a structure plan.

SUBDIVISION and DEVELOPMENT 27

27.6 Rules - Standards for Subdivision Activities

27.6.1 No lots to be created by subdivision, including balance lots, shall have a net site area or where specified, average, less than the minimum specified.

Commented [RC140]: Relocated from Notified Rule 27.5.1 (page 11)

Zone		Minimum Lot Area
Town Centres		No minimum
Local Shopping Centre		No minimum
Business Mixed Use		200m ²
Airport Mixed Use		No minimum
Industrial	Industrial A	200m ²
	Industrial B	1000m ² Except that the minimum lot size shall be 200m ² where the subdivision is part of a complying combined land use/ subdivision consent application or where each lot to be created, and the original lot, all contain at least one business unit.
Residential	High Density	450m ²
	Medium Density	250m ²
	Low Density	450m ² <u>Within the Queenstown Airport Air Noise Boundary and Outer Control Boundary</u> 600m ²
	Queenstown Heights Sub Zone	1500m ²
	Arrowtown Residential Historic Management Zone	800m ²
	Large Lot Residential A	4000m ² 2000m ² in the following locations:

Commented [RC141]: Outside of scope of Stage 1 Zones

Commented [RC142]: Submission 433.99

Commented [SG143]: Non-substantive amendment for consistency.
Right of Reply dated 11 November 2016, Chapter 10

SUBDIVISION and DEVELOPMENT 27

Zone		Minimum Lot Area
		<u>Between Studholme Road and Meadowstone Drive</u>
	<u>Large Lot Residential B</u>	<u>2000m²</u>
Township	Makarora	4000m ²
	Kingston	800m ²
	Glenorchy	800m ²
	Lake Hawea	800m ²
	Luggate	800m ²
	Kinloch	800m ²
	Albert Town	600m ²
	Riverside Stage 6 Subzone A	50-55% of lots will be developed to a minimum area of 400m ² Average lot size: 600m ² Maximum lot size: 800m ²
	Riverside Stage 6 Subzone B	Average lot size: 800m ² (minimum 700m ² , maximum 1000m ²)
	Riverside Stage 6 Subzone C	Minimum 1,000m ² , maximum 2000m ²
Rural	Rural.	No minimum
	Gibbston Character.	
	Hydro Generation.	
Rural Lifestyle	Rural Lifestyle	One hectare providing the average lot size is not less than 2 hectares. For the purpose of calculating any average, any allotment greater than 4 hectares, including the balance, is deemed to be 4 hectares.
	Rural Lifestyle at Makarora.	No minimum, providing the average lot size is not less than 2 hectares.
	Rural Lifestyle Deferred A	No minimum, but each of the two parts of the zone identified on the planning map shall contain no more

Commented [SG144]: [Submission 166](#)

[Right of Reply dated 11 November 2016, Chapter 11](#)

Commented [SG145]: [Submission 166](#)

[Right of Reply dated 11 November 2016, Chapter 11](#)

Commented [RC146]: Outside of scope of Stage 1 Zones

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Zone		Minimum Lot Area
	and B.	than two allotments.
	Rural Lifestyle Buffer.	The land in this zone shall be held in a single allotment
Rural Residential	Rural Residential	4000m ²
	Rural Residential Bob's Cove sub-zone	No minimum, providing the total lots to be created, inclusive of the entire area within the zone shall have an average of 4000m ²
	Rural Residential Ferry Hill Subzone	4000m ² with no more than 17 lots created for residential activity
	<u>Rural Residential Zone at the north of Lake Hayes</u>	<u>4000m² provided that the total lots to be created by subdivision, including balance lots, shall not be less than an 8,000m² lot average.</u>
	<u>Rural Residential A</u>	<u>2000m²</u>
Jacks Point	Residential Activity Areas	380m ²
	<u>FP-1 Activity Area</u>	<u>4000m² Average 2ha</u>
	<u>FP-2 Activity Area</u>	<u>2 hectares Average 40ha</u>
	<u>All other Activity Areas</u>	Subdivision shall comply with the average density requirements set out in Rule 41.5.9.8.
	<u>Rural Living (RL) Activity Area</u>	<u>To enable this to be assessed, all subdivision applications shall identify all lots that are intended to be developed as medium density residential development (pursuant to rule 41.4.6) and provide an overall maximum residential unit yield for the subdivision.</u> <u>No minimum, provided the lot average achieved over the whole RL Activity Area is at least 4,000m²</u>

Commented [RC147]: Submission 26.3

Commented [CB148]: Hearing Stream 12. Battson (460), Van Riel (462), Rogers (1139)

Commented [RC149]: [Submission 762.4.](#)

[Right of reply dated 24 February 2017, Chapter 41.](#)

Commented [MSOffice150]: [Sally and Clive Geddes \(540\), Tim and Paula Williams \(601\), Alexander Schrantz \(195\), Scope Resources \(342\), and Margaret Joans Williams \(605\).](#)

[Right of reply dated 24 February 2017, Chapter 41.](#)

Commented [MSOffice151]: [Sally and Clive Geddes \(540\), Tim and Paula Williams \(601\), Alexander Schrantz \(195\), Scope Resources \(342\), and Margaret Joans Williams \(605\).](#)

[Right of reply dated 24 February 2017, Chapter 41.](#)

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Zone	Minimum Lot Area
Millbrook	No minimum
Waterfall Park	No minimum

27.7 Rules – Zone and Location Specific Standards

	Zone Specific Standards	Activity status
27.7.1	<p><u>Except subdivision of the Open Space Activity Areas of the Jacks Point Zone, and subject to the Frankton North Structure Plan (Refer 27.7.X), subdivision undertaken in accordance with a structure plan, spatial layout plan, or concept development plan that is identified in the District Plan and in accordance with a comprehensive development plan approved pursuant to Rule 41.4.7</u></p> <p>Control is restricted to all of the following:</p> <ul style="list-style-type: none"> • The extent to which the subdivision is consistent with the relevant location specific objectives and policies in part 27.3; • Lot sizes, averages and dimensions; • Subdivision design, lot configuration, roading patterns (including footpaths and walkways) in accordance with the applicable structure plan or spatial layout plan; • The extent to which the subdivision design achieves the subdivision and urban design outcomes set out in QLDC Subdivision Design Guidelines; • Property access <u>and roading;</u> • Landscaping and vegetation; • Heritage, where applicable; • Esplanade provision; • Natural and other hazards; • Fire fighting water supply; • Water supply; • Stormwater design and disposal; • Sewage treatment and disposal; • Energy supply and telecommunications; 	C

Commented [MSOffice152]: Jacks Point Landowners, Sally and Clive Geddes (540), Alexander Schrantz (195), Scope Resources (342), Tim and Paula Williams (601), Margaret Joan Williams (605), and JPROA (765).

Right of reply dated 24 February 2017, Chapter 41.

Commented [KB153]: 717, 847 Queenstown Mapping Stream 13 Reply

Commented [MSOffice154]: Jacks Point Landowners, Sally and Clive Geddes (540), Tim and Paula Williams (601), Margaret Joan Williams (605) and JPROA (765).

Right of reply dated 24 February 2017, Chapter 41.

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	Zone Specific Standards	Activity status
	<ul style="list-style-type: none"> • Open space and reserves; • Easements; and • Ecological and natural values • Opportunities for enhancement of ecological and natural values; • Provision for internal walkways, cycle ways and pedestrian linkages; • The nature, scale and adequacy of environmental protection measures associated with earthworks. 	
27.7.2	<p>In addition to those matters of control listed under Rule 27.7.1 when assessing any subdivision in accordance with the principal roading layout depicted in the Kirimoko Structure plan shown in part 27.14, the following additional matters of control shall be had regard to:</p> <ul style="list-style-type: none"> • Consistency with the Kirimoko Structure Plan; • Subdivision design and roading layout; • The provision and location of walkways and the green network; • The protection of native species as identified on the structure plan as green network; • Any earthworks required to create any road, vehicle accesses, of building platforms or modify the natural landform; • The design of the subdivision including lot configuration and roading patterns and design (including footpaths and walkways); • Creation and planting of road reserves; • The provision and location of walkways and the green network as illustrated on the Structure Plan for the Kirimoko Block in part 27.13; • The protection of native species as identified on the structure plan as green network; 	C
27.7.3	<p>In addition to those matters of control listed under Rule 27.7.1 when assessing any subdivision in accordance with the Ferry Hill Concept Development Plan shown in</p>	C

Commented [RC155]: Submission points 456.30, 632.63, 696.20 and FS1097.638

Commented [RC156]: Relocated from Notified Rule 27.7.3.1 (page 27-16)

Commented [RC157]: Submission 656.2

Commented [RC158]: Submission 656.2

Commented [RC159]: Relocated from Notified Rule 27.7.3.1 (page 27-16)

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Zone Specific Standards	Activity status
<p>part 22.7.2, the following additional matters of control shall be had regard to:</p> <ul style="list-style-type: none"> • <u>Consistency with the Ferry Hill Concept Development Plan; and</u> • <u>The number, location and design of access points;</u> • The subdivision design has had regard to m Minimising the number of accesses to roads; • The location and design of on-site vehicular access avoids or mitigates adverse effects on the landscape and visual amenity values by following the natural form of the land to minimise earthworks, providing common driveways and by ensuring that appropriate landscape treatment is an integral component when constructing such access; • The extent to which plantings with a predominance of indigenous species enhances the naturalness of the escarpment within Lots 18 and 19 (as shown on the Concept Development Plan for the Ferry Hill Rural Residential sub-zone); • The extent to which the species, location, density, and maturity of the planting is such that residential development in the Ferry Hill Rural Residential sub-zone will be successfully screened from views obtained when travelling along Tucker Beach Road. 	
<p>27.7.4 In addition to those matters of control listed under Rule 27.7.1 when assessing any subdivision in accordance with the Jacks Point Zone Structure Plan identified in 41.7, the following additional matters of control shall be had regard to:</p> <ul style="list-style-type: none"> • <u>Consistency with the Jacks Point Zone Structure Plan;</u> • <u>Traffic generation effects, including the effects on the safety and efficiency of the State Highway 6 road network at any intersections with the Jacks Point Zone.</u> • <u>The diversity of residential lot sizes and the location of lots identified for medium density residential development, relative to open space and primary roads, and existing or practical future public transport routes</u> • <u>With regard to any subdivision within the Rural Living (RL) Activity Area</u> <ul style="list-style-type: none"> - <u>The location of residential building platforms on each</u> 	C

Commented [RC160]: Submission 383.50

Commented [RC161]: Submission 383.50

Commented [RC162]: Relocated from Notified Policy 27.7.6.1 (page 16)

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Zone Specific Standards	Activity status
<p style="text-align: center;"><u>lot</u></p> <ul style="list-style-type: none"> - <u>Landscape values</u> - <u>Effects on the distinctive rocky outcrops</u> - <u>Minimising disturbance to native vegetation</u> <ul style="list-style-type: none"> • The provision of public access routes, primary, secondary and key road connections. • Within the R(HD) Activity Areas, the extent to which the structure plan provides for the following matters: <ul style="list-style-type: none"> i. The development and suitability of public transport routes, pedestrian and cycle trail connections within and beyond the Activity Area. ii. Mitigation measures to ensure that no building will be highly visible from State Highway 6 or Lake Wakatipu. iii. Road and street designs. iv. The location and suitability of proposed open spaces. v. Management responses to remove wilding trees. • Within the R(HD-SH) Activity Areas, the visual effects of subdivision and future development on landscape and amenity values as viewed from State Highway 6. • Within the R(HD) Activity Area, the creation of sites sized between 380m² and 550m², without limiting any other matters of control that apply to subdivision for that site, particular regard shall be had to the following matters and whether they shall be given effect to by imposing appropriate legal mechanism of controls over: <ul style="list-style-type: none"> i. Building setbacks from boundaries. ii. Location and heights of garages and other accessory buildings. iii. Height limitations for parts of buildings, including recession plane requirements. iv. Window locations. v. Building coverage. vi. Roadside fence heights. • Within the OS Activity Areas shown on the Jacks Point Zone Structure Plan, measures to provide for the 	

Commented [MSOffice163]: Sally and Clive Geddes (540), Alexander Schrantz (195), Scope Resources (342), Tim and Paula Williams (601), Margaret Joan Williams (605), and the Jacks Point Landowners.

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	Zone Specific Standards	Activity status
	<p>establishment and management of open space, including native vegetation.</p> <ul style="list-style-type: none"> • Within the R(HD) A – E Activity Areas, ensure cul-de-sacs are straight (+/- 15 degrees). • In the Hanley Downs areas where subdivision of land within any Residential Activity Area results in allotments less than 550m² in area: <ul style="list-style-type: none"> b — The extent to which such sites are configured: <ul style="list-style-type: none"> i. with good street frontage. ii. to enable sunlight to existing and future residential units. iii. To achieve an appropriate level of privacy between homes. c — The extent to which parking, access and landscaping are configured in a manner which: <ul style="list-style-type: none"> i. minimises the dominance of driveways at the street edge. ii. provides for efficient use of the land. iii. maximises pedestrian and vehicular safety. iv. addresses nuisance effects such as from vehicle lights. d — The extent to which subdivision design satisfies: <ul style="list-style-type: none"> i. public and private spaces are clearly demarcated, and ownership and management arrangements are proposed to appropriately manage spaces in common ownership. ii. Whether design parameters are required to be secured through an appropriate legal mechanism. These are height, building mass, window sizes and locations, building setbacks, fence heights, locations and transparency, building materials and landscaping. 	
27.7.5	Peninsula Bay	
27.7.5.1	Subdivision or development within the Low Density Residential Zone at Peninsula Bay which is consistent with an	C

Commented [RC164]: Relocated from Notified Rule 27.7.14.2 (page 20)

Commented [RC165]: Consequential amendment as a consequence of Location Specific Rules under Redrafted Rule 27.7.1

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	Zone Specific Standards	Activity status
	<p>Outline Development Master Plan that has been lodged with and approved by the Council.</p> <p><u>The matters over which the Council reserves control are:</u></p> <ul style="list-style-type: none"> • <u>The matters of control listed under Rule 27.7.1; and</u> • <u>Landscape and visual effects</u> 	
27.7.6	<p>Subdivision or development within the Low Density Residential Zone at Peninsula Bay which is inconsistent with an Outline Development Master Plan that has been lodged with and approved by the Council.</p>	NC
27.7.7	<p>Kirimoko</p>	
27.7.7.1	<p>i. Any subdivision that does not comply with the principal roading layout and reserve network depicted in the Kirimoko Structure Plan shown in Part 27.4315 (including the creation of additional roads, and/or the creation of access ways for more than 2 properties).</p> <p>ii. Any subdivision of land zoned Rural proposed to create a lot entirely within the Rural Zone, to be held in a separate certificate of title.</p> <p>iii. Any subdivision of land described as Lots 3 to 7 and Lot 9 DP300734, and Lot 1 DP 304817 (and any title derived therefrom) that creates more than one lot that has included in its legal boundary land zoned Rural General.</p>	NC
27.7.8	<p>Bob's Cove Rural Residential sub-zone</p>	
27.7.8.1	<p>Activities that do not meet the following standards:</p> <p>i. Boundary Planting – Rural Residential sub-zone at Bobs Cove:</p> <p>a. Within the Rural Residential sub-zone at Bobs Cove, where the 15 metre building Restriction Area adjoins a development area, it shall be planted in indigenous tree and shrub species common to the area, at a density of one plant per square metre; and</p> <p>b. Where a building is proposed within 50 metres of</p>	NC

Commented [RC166]: Relocated from Notified Rule 27.8.2.1 (page 24)

Commented [RC167]: Relocated from Notified Rule 27.8.3.1 to 27.8.3.3 (page 24)

Commented [RC168]: Relocated from Notified Rule 27.8.5.1 and 27.8.5.2 (page 24/25)

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Zone Specific Standards	Activity status
<p>the Glenorchy-Queenstown Road, such indigenous planting shall be established to a height of 2 metres and shall have survived for at least 18 months prior to any residential buildings being erected.</p> <p>ii. Development Areas and Undomesticated Areas within the Rural Residential sub-zone at Bob's Cove:</p> <ul style="list-style-type: none"> a. Within the Rural Residential sub-zone at Bob's Cove, at least 75% of the zone shall be set aside as undomesticated area, and shown on the Subdivision Plan as such, and given effect to by consent notice registered against the title of the lots created, to the benefit of all lot holders and the Council. b. At least 50% of the 'undomesticated area' shall be retained, established, and maintained in indigenous vegetation with a closed canopy such that this area has total indigenous litter cover. This rule shall be given effect to by consent notice registered against the title of the lot created, to the benefit of the lot holder and the Council. c. The remainder of the area shall be deemed to be the 'development area' and shall be shown on the Subdivision Plan as such, and given effect to by consent notice registered against the title of the lots created, to the benefit of all holders and the Council. d. The landscaping and maintenance of the undomesticated area shall be detailed in a landscaping plan that is provided as part of any subdivision application. This Landscaping Plan shall identify the proposed species and shall provide details of the proposed maintenance programme to ensure a survival rate of at least 90% within the first 5 years; and e. This area shall be established and maintained in indigenous vegetation by the subdividing owner and subsequent owners of any individual allotment on a continuing basis. Such areas shall be shown on the Subdivision Plan and given effect to by consent notice registered against the title of the lots. f. Any lot created that adjoins the boundary with the Queenstown-Glenorchy Road shall include a 15 metre wide building restriction area, and such building restriction area shall be given effect to by consent notice registered against the title of the lot created, to the benefit of the lot holder and the 	

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	Zone Specific Standards	Activity status
	Council.	
27.7.9	Ferry Hill Rural Residential sub-zone	
27.7.9.1	Any subdivision of the Ferry Hill Rural Residential sub-zone that is inconsistent with the subdivision design as identified in the Concept Development Plan for the Ferry Hill Rural Residential sub-zone.	NC
27.7.9.2	<p>Activities that do not meet the following standards:</p> <ul style="list-style-type: none"> i. Retention of Lots 18 and 19 as shown on the Concept Development Plan for the Ferry Hill Rural Residential sub-zone which shall be retained for Landscape Amenity Purposes and shall be held in undivided shares by the owners of Lots 1-8 and Lots 11-15 as shown on the Concept Development Plan. ii. Any application for subdivision consent shall: <ul style="list-style-type: none"> a. Provide for the creation of the landscape allotments(s) referred to in rule 27.8.6.2 above; b. Be accompanied by details of the legal entity responsible for the future maintenance and administration of the allotments referred to in rule 27.6.9.2(i) 27.7.9.2(i) above; c. Be accompanied by a Landscape Plan that shows the species, number, and location of all plantings to be established, and shall include details of the proposed timeframes for all such plantings and a maintenance programme. The landscape Plan shall ensure: <ul style="list-style-type: none"> i. That the escarpment within Lots 18 and 19 as shown on the Concept Development Plan for the Ferry Hill Rural Residential sub-zone is planted with a predominance of indigenous species in a manner that enhances naturalness; and ii. That residential development is subject to screening along Tucker Beach Road, iii. Plantings at the foot of, on, and above the escarpment within Lots 18 and 19 as shown on the Concept Development Plan for the Ferry Hill Rural Residential sub-zone shall include indigenous trees, shrubs, and 	NC

Commented [RC169]: Relocated from Notified Rule 27.8.6.1 to 27.8.6.8 (page 25/26)

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	Zone Specific Standards	Activity status
	<p>tussock grasses.</p> <p>iv. Plantings elsewhere may include maple as well as indigenous species.</p> <p>v. The on-going maintenance of plantings established in terms of rule 27.8.6.3 above shall be subject to a condition of resource consent, and given effect to by way of consent notice that is to be registered on the title and deemed to be a covenant pursuant to section 221(4) of the Act.</p> <p>vi. Any subdivision shall be subject to a condition of resource consent that no buildings shall be located outside the building platforms shown on the Concept Development Plan for the Ferry Hill Rural Residential sub-zone. The condition shall be subject to a consent notice that is registered on the title and deemed to be a covenant pursuant to section 221(4) of the Act.</p> <p>vii. Any subdivision of Lots 1 and 2DP 26910 shall be subject to a condition of resource consent that no residential units shall be located and no subdivision shall occur on those parts of Lots 1 and 2 DP 26910 zoned Rural General and identified on the planning maps as a building restriction area. The condition shall be subject to a consent notice that is to be registered and deemed to be a covenant pursuant to section 221(4) of the Act.</p>	
27.7.10	Ladies Mile	
27.7.10.1	<p>i. Subdivision of land situated south of State Highway 6 (“Ladies Mile”) and southwest of Lake Hayes that is zoned Low Density Residential or Rural Residential as shown on the Planning Maps and that does not meet the following standards:</p> <p style="margin-left: 20px;">a The landscaping of roads and public places is an important aspect of property access and subdivision design. No subdivision consent shall be granted without consideration of appropriate landscaping of roads and public places shown on the plan of subdivision.</p> <p style="margin-left: 20px;">b No separate residential lot shall be created unless provision is made for pedestrian access from that lot to public open spaces and recreation areas within the land subject to the application for subdivision consent and to public</p>	<p>NC</p>

Commented [RC170]: Relocated from Notified Rule 27.8.7.1 (page 26)

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	Zone Specific Standards	Activity status
	open spaces and rural areas adjoining the land subject to the application for subdivision consent.	
27.7.11	Jacks Point	
27.7.11.1	<p>Subdivision Activity failing to comply with the Jacks Point Structure Plan located within Chapter 41.7. For the purposes of interpreting this rule, the following shall apply:</p> <p>a. A variance of up to 120m from the location and alignment shown on the Structure Plan of the Primary Road, and their intersection with State Highway 6, shall be acceptable;</p> <p>b. Public Access Routes and Secondary Roads may be otherwise located and follow different alignments provided that any such alignment enables a similar journey;</p> <p>c. Subdivision shall facilitate a road connection at each Key Road Connection shown on the Structure Plan to enable vehicular access to roads which connect with the Primary Roads, provided that a variance of up to 50m from the location of the connection shown on the Structure Plan shall be acceptable;</p> <p>d. The boundaries of Open Spaces Activity Areas are indicative and may be varied by up to 20 m. Open Spaces are shown indicatively, with their exact location and parameters to be established through the subdivision process.</p>	D
27.7.11.2	<p>Subdivision failing to comply with standards for the Jacks Point Zone Conservation Lots:</p> <p>i. Within the Farm Preserve 1 (FP-1) Activity Area, any subdivision shall:</p> <p>a. Provide for the creation and management of open space, which may include native re-vegetation, within the "open space" areas shown on the Structure Plan, through the following:</p> <p style="padding-left: 40px;">ii. The creation of a separate lot that can be transferred into the ownership of the body responsible for the management of the open space land within the zone; or</p> <p style="padding-left: 40px;">iii. Hold within private ownership and protected</p>	RD

Commented [SG171]: [RCL \(632\)](#).
Right of Reply dated 24 February 2017, Chapter 41

Commented [SG172]: [Sally and Clive Geddes \(540\)](#), [Alexander Schrantz \(195\)](#), [Scope Resources \(342\)](#), [Margaret Joans Williams \(605\)](#), [the Jacks Point Landowners](#), and [Tim and Paula Williams \(601\)](#).
Right of Reply dated 24 February 2017, Chapter 41

Commented [RC173]: [Submission 762.7](#)
Right of Reply dated 24 February 2017, Chapter 41

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	Zone Specific Standards	Activity status
	<ul style="list-style-type: none"> Public cycling/walking track. 	
27.7.14	<p>West Meadows Drive</p> <p>Subdivision which is consistent with the West Meadows Drive Structure Plan in part 27.14.</p> <p>The matters over which Council reserves control are:</p> <ul style="list-style-type: none"> The matters of control listed under Rule 27.7.1; Consistency with the West Meadows Drive Structure Plan; and Roading layout. 	C
27.X.X	<p>Frankton North</p> <p>Discretion is restricted to all of the following:</p> <ul style="list-style-type: none"> The matters of discretion listed under Rule 27.5.6 Consistency with the Frankton North Structure Plan 	RD
27.7.15	<p>Subdivision that is inconsistent with the Frankton North Structure Plan, Orchard Road Structure Plan or the West Meadows Drive Structure Plan specified in part 27.14.</p>	D

Commented [CB185]: Hearing Stream 12. Willowridge (249), Blennerhassett and Anderson (335)

Commented [KB186]: 717, 847 Queenstown Mapping Stream 13 Reply

Commented [CB187]: Hearing Stream 12. Willowridge (249), Blennerhassett and Anderson (335)

Commented [KB188]: 717, 847 Queenstown Mapping Stream 13 Reply

27.7.15.1 In the following zones, every allotment created for the purposes of containing residential activity shall identify one building platform of not less than 70m² in area and not greater than 1000m² in area.

- a Rural Zone.
- b Gibbston Character Zone.
- e Rural Lifestyle Zone.

Commented [MSOffice189]: I note that notified 27.7.4.2, which refers to 27.7.12 – 27.7.14, was inadvertently removed from the reply version of this chapter and has been reinstated it at 27.5.24 above.

Commented [RC190]: Relocated from Notified Rule 27.5.1.1 (page 12)

27.7.15.2 The dimensions of sites in the following zones, other than for access, utilities, reserves or roads, shall be able to accommodate a square of the following dimensions:

Commented [RC191]: Relocated from Notified Rule 27.5.1.2 (page 13)

Zone		Minimum Dimension (m = metres)
Residential	Medium Density	12m x 12m
	Large Lot Urban	30m x 30m
	Township and All others	15m x 15m

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Rural Residential	Rural Residential (inclusive of sub-zones)	30m x 30m
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27.7.15.3 ~~Lots created for access, utilities, roads and reserves shall have no minimum size.~~

Commented [RC192]: Relocated from Notified Rule 27.5.1.3 (page 13)

~~27.5.1.4 The subdivision of land containing a heritage or any other protected item and scheduled in the District Plan shall be a Discretionary activity.~~

~~27.5.1.5 The subdivision of land identified on the planning maps as a Heritage Landscape.~~

~~27.5.1.6 The subdivision of a site containing a known archaeological site, whether identified and scheduled in the District Plan or not, shall be a discretionary activity.~~

~~27.5.1.7 Subdivision that would alter, or create a new boundary within a Significant Natural Area scheduled in the District Plan shall be a Discretionary activity.~~

Commented [RC193]: Transferred into Redrafted Rule Table 27.5.

27.7.16 **Subdivision associated with infill development**

Commented [RC194]: Relocated from Notified Rule 27.5.2 (page 13)

a The specified minimum allotment size in Rule 27.5.1, and minimum dimensions in Rule ~~27.5.1.2~~ 27.7.12.2 shall not apply in the: High Density Residential Zone, Medium Density Residential Zone and Low Density Residential Zone

(a) High Density Residential Zone (limited to unit title, strata title or cross lease subdivisions);

(b) Medium Density Residential Zone; and

(c) Low Density Residential Zone;

Commented [SG195]: Summary of Evidence and Response to Additional Submissions on Subdivision Provisions dated 7 October 2016, Chapter 9

where each allotment to be created, and the original allotment, all contain at least one established residential unit (established meaning a Building Code of Compliance Certificate has been issued or alternatively where a Building Code of Compliance Certificate has not been issued, construction shall be completed to not less than the installation of the roof).

Commented [RC196]: Submission 370.7, 453.4, 453.5, 166.11, 169.9, 389.1, and 389.1

27.7.17 **Subdivision associated with residential development on sites less than 450m² in the Low Density Residential Zone**

Commented [RC197]: Relocated from Notified Rule 27.5.3 (page 13)

27.7.17.1 In the Low Density Residential Zone, the specified minimum allotment size in Rule 27.5.1 shall not apply in cases where the residential units are not established, providing;

a ~~A certificate of compliance is issued for a residential unit(s) or,~~

~~b-a~~ A resource consent has been granted for a residential unit(s).

Commented [SG198]: Consequential change as a result of redraft Rule 7.4.10, Right of Reply dated 11 November 2016, Chapter 7.

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In addition to any other relevant matters, ~~prior to certification under S224(e)~~, pursuant to s221 of the Act, the consent holder shall register ~~on the certificate of title on the computer freehold register~~ of the applicable allotments:

~~e a~~ That the construction of any residential unit shall be undertaken in accordance with the applicable certificate of compliance or resource consent (applies to the additional undeveloped lot to be created).

~~d b~~ The maximum building height shall be 5.5m (applies to the additional undeveloped lot to be created).

~~e c~~ There shall be not more than one residential unit per lot (applies to all lots).

Commented [RC199]: D White for Paterson Pitts Limited

Commented [SG200]: Consequential renumbering as a result of recommended amendments to redraft Rule 7.4.10. Right of Reply dated 11 November 2016, Chapter 7.

27.7.17.2 ~~Rule 27.7.14.1 shall not apply to the Low Density Residential Zone within the Queenstown Airport Air Noise Boundary and Outer Control Boundary.~~

Commented [RC201]: Submission 433.97 and 433.98

27.7.18 **Standards related to servicing and infrastructure**

Commented [RC202]: Relocated from Notified Rule 27.5.4 (page 14)

Water

27.7.18.1 All lots, other than lots for access, roads, utilities and reserves except where irrigation is required, shall be provided with a connection to a reticulated water supply laid to the boundary of the net area of the lot, as follows:

To a Council or community owned and operated reticulated water supply:

~~a~~ All Residential, Industrial, Business, Town Centre Corner Shopping Centre, and Airport Mixed Use Zone.

~~b~~ ~~Township Zones at Lake Hawea, Albert Town, Luggate, Glenorchy and Kingston.~~

~~b~~ Rural-Residential Zones at Wanaka, Lake Hawea, Albert Town, Luggate and Lake Hayes.

~~dc~~ Resort Zone, Millbrook and Waterfall Park.

Commented [RC203]: Outside of scope of Stage 1 Zones, therefore recommended for deletion by section 42a officer

Commented [RC204]: Relocated from Notified Rule 27.5.4.1 (page 14)

27.7.18.2 Where any reticulation for any of the above water supplies crosses private land, it shall be accessible by way of easement to the nearest point of supply.

Commented [RC205]: Relocated from Notified Rule 27.5.4.2 (page 14)

27.7.18.3 Where no communal owned and operated water supply exists, all lots other than lots for access, roads, utilities and reserves, shall be provided with a potable water supply of at least 1000 litres per day per lot.

Commented [RC206]: Relocated from Notified Rule 27.5.4.3 (page 14)

27.7.18.4 Telecommunication reticulation to all allotments in new subdivisions (other than lots for access, roads, utilities and reserves).

Commented [RC207]: Submission 179.13, 191.11, 781.12.

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27.8 Rules - Exemptions

27.8.1 The following activities are permitted and shall not require resource consent.

~~27.8.1.1 An adjustment to existing cross-lease or unit title due to an alteration to the size of the lot by alterations to the building outline, the conversion from cross-lease to unit title, the addition of an accessory building, or the relocation of accessory buildings providing the activity complies with all other provisions of the District Plan or has obtained resource consent.~~

Commented [RC208]: Transferred into Redrafted Rule Table 27.5 (Rule 27.5.2)

27.8.1.1 The following activities shall not be considered for the provision of Esplanade reserves or strips:

a Activities that qualify as exempt under rules ~~(27.8.1 6-4.4)~~ above.

Commented [RC209]: Consequential amendment

b Where a proposed subdivision arises solely due to land being acquired or a lot being created for a road designation, utility or reserve, then section 230 of the Act shall not apply.

Commented [RC210]: Relocated from Notified Rule 27.6.1.2 (page 15)

~~27.7 Location-specific objectives and policies and provisions methods~~

~~In addition to the district wide objectives and policies in Part 27.2, the following objectives and policies relate to subdivision in specific locations.~~

Commented [RC211]: Relocated to renumbered 27.3 – Location specific objectives and policies

~~27.7.1 Objective - Peninsula Bay, Ensure effective public access is provided throughout the Peninsula Bay land.~~

Policies

~~27.7.1.1 Ensure that before any subdivision or development occurs within the Peninsula Bay Low Density Residential Zone, a subdivision consent has been approved confirming easements for the purposes of public access through the Open Space Zone.~~

~~27.7.1.2 Within the Peninsula Bay site, to ensure that public access is established through the vesting of reserves and establishment of easements prior to any further subdivision.~~

~~27.7.1.3 Ensure that easements for the purposes of public access are of an appropriate size, location and length to provide a high quality recreation resource, with excellent linkages, and opportunities for different community groups.~~

Commented [RC212]: Relocated to Renumbered Objective 27.3.1 and Policies 27.3.1.1 to 27.3.1.3

~~In addition to the above, refer: Open Space Zone Objective 2, Part 20 of the Operative District Plan.~~

Commented [RC213]: Validity issues with referring to the Operative District Plan in the PDP

~~27.7.2 Objective - Kirimoko, Wanaka – To create a liveable urban environment that achieves best practice in urban design; the protection and incorporation of landscape and environmental features into the design of the area; and high quality built form.~~

Policies

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~~27.7.2.1 — Protect the landscape quality and visual amenity of the Kirimoko Block and preserve sightlines to local natural landforms.~~

~~27.7.2.2 — Protect the natural topography of the Kirimoko Block and incorporate existing environmental features into the design of the site.~~

~~27.7.2.3 — Ensure that urban development of the site is restricted to lower areas and areas of concealed topography, such as gullies (all zoned Low Density Residential) and that visually sensitive areas such as the spurs are left undeveloped (building line restriction area).~~

~~27.7.2.4 — Ensure the provision of open space and community facilities that are suitable for the whole community and that are located in safe and accessible areas.~~

~~27.7.2.5 — Develop an interconnected network of streets, footpaths, walkways and open space linkages that facilitate a safe, attractive and pleasant walking, cycling and driving environment.~~

~~27.7.2.6 — Provide for road and walkway linkages to neighbouring developments.~~

~~27.7.2.7 — Ensure that all roads are designed and located to minimise the need for extensive cut and fill and to protect the natural topographical layout and features of the site.~~

~~27.7.2.8 — Minimise Avoid disturbance of existing native plant remnants and enhance areas of native vegetation by providing linkages to other open space areas and to areas of ecological value.~~

~~27.7.2.9 — Design for stormwater management that minimises run-off and recognises stormwater as a resource through re-use in open space and landscape areas.~~

~~27.7.2.10 — Require the roading network within the Kirimoko Block to be planted with appropriate trees to create a green living environment appropriate to the areas.~~

~~27.7.3 — Kirimoko Structure Plan – Matters of Discretion for Restricted Discretionary Activities~~

~~27.7.3.1 — In order to achieve Objective 27.7.2 and policies 27.7.2.1 to 27.7.2.10, when assessing any subdivision in accordance with the principal roading layout depicted in the Kirimoko Structure plan shown in part 27.13, in accordance with rule 27.8.2, particular regard shall be had to the following:~~

- ~~i. Any earthworks required to create any vehicle accesses of building platforms;~~
- ~~ii. The design of the subdivision including lot configuration and roading patterns;~~
- ~~iii. Creation and planting of road reserves;~~
- ~~iv. The provision and location of walkways and the green network as illustrated on the Structure Plan for the Kirimoko Block in part 27.13;~~

Commented [RC214]: Relocated to Renumbered Objective 27.3.2 and Policies 27.3.2.1 to 27.3.2.10 (redrafted page 10).

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- v. ~~The protection of native species as identified on the structure plan as green network;~~

~~27.7.4 Objective - Large Lot Residential Zone between Studholme Road and Meadowstone Drive - Ensure protection of landscape and amenity values in recognition of the zone's low density character and transition with rural areas be recognised and protected.~~

Policies

~~27.7.4.1 Have regard to the impact of development on landscape values of the neighbouring rural areas and features of these areas, with regard to minimising the prominence of housing on ridgelines overlooking the Wanaka township.~~

~~27.7.4.2 Subdivision and development within land identified as 'Urban Landscape Protection' by the 'Wanaka Structure Plan 2007' shall have regard to the adverse effects of development and associated earthworks on slopes, ridges and skylines.~~

~~27.7.5 Objective - Bob's Cove Rural Residential Zone (excluding sub-zone) - Recognise the special character of the Bob's Cove Rural Residential Zone is recognised and provided for.~~

Policies

~~27.7.5.1 Have regard to the need to provide for street lighting in the proposed subdivision. If street lighting is required in the proposed subdivision to satisfy the Council's standards, then in order to maintain the rural character of the zone, the street lighting shall be low in height from the ground, of reduced lux spill and directed downwards to avoid adverse effects on the night sky.~~

~~27.7.6 Objective - Ferry Hill Rural Residential Sub Zone - Maintain and enhance visual amenity values and landscape character within and around the Ferry Hill Rural Residential Sub Zone.~~

Policies

~~27.7.6.1 At the time of considering a subdivision application, the following matters shall be had particular regard to:~~

- ~~vi. The subdivision design has had regard to minimising the number of accesses to roads;~~
- ~~vii. the location and design of on-site vehicular access avoids or mitigates adverse effects on the landscape and visual amenity values by following the natural form of the land to minimise earthworks, providing common driveways and by ensuring that appropriate landscape treatment is an integral component when constructing such access;~~
- ~~viii. The extent to which plantings with a predominance of indigenous species enhances the naturalness of the escarpment within Lots 18 and 19 as shown on the Concept Development Plan for the Ferry Hill Rural Residential sub-zone;~~

Commented [RC215]: Transferred into Zone Specific Rule Table 27.7 as matters of control under redrafted Rule 27.7.2 (redrafted page 27).

Commented [RC216]: Relocated to Renumbered Objective 27.3.3 and Policies 27.3.3.1 to 27.3.3.12 (redrafted page 11).

Commented [RC217]: Relocated to Renumbered Objective 27.3.4 and Policy 27.3.4.1 (redrafted page 11).

Commented [RC218]: Relocated to Renumbered Objective 27.3.5 (redrafted page 11).

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- ix. The extent to which the species, location, density, and maturity of the planting is such that residential development in the Ferry Hill Rural Residential sub-zone will be successfully screened from views obtained when travelling along Tucker Beach Road.

~~27.7.7 Objective – Makarora Rural Lifestyle Zone – The avoidance or mitigation of the effects of natural hazards and the maintenance and enhancement of landscape character, visual amenity and nature conservation values are maintained or enhanced.~~

Commented [RC219]: Transferred into Zone Specific Rule Table as matters of control under Redrafted Rule 27.7 (Rule 27.7.3)

Policies

Natural Hazards

~~27.7.7.1 Particular regard shall be had to the avoidance or mitigation of natural hazards identified on the Council's hazard register associated with the location of a building platform and future anticipated land uses within the building platform.~~

~~27.7.7.2 The Council shall be satisfied as to whether consultation has been undertaken with the Otago Regional Council with regard to any matters associated with defences against water, and in particular taken the opportunity to reconcile any potential issues associated with flood defence works encouraged by the Otago Regional Council, and the District Plan's objectives, policies and servicing standards for subdivision in the Makarora Rural Lifestyle Zone.~~

Landscape Values, Rural Character

~~27.7.7.3 In recognition of the landscape values within the Makarora Rural Lifestyle Zone, regard shall be had to the potential merits with the concentration or clustering of built form to areas with high potential to absorb development while retaining areas that are more sensitive in their natural state.~~

~~27.7.7.4 In considering the appropriateness of the form and density of development, including the identification of building platforms in the Makarora Rural Lifestyle Zone the following matters shall be taken into account:~~

- ~~i. The extent to which the location and size of proposed building platforms either detracts from or has the potential to enhance landscape values and rural character;~~
- ~~ii. whether and to what extent there is the opportunity for the aggregation of built development to utilise common access ways including pedestrian linkages, services and commonly held open space (i.e. open space held in one title whether jointly or otherwise);~~
- ~~iii. whether and to what extent development is concentrated/clustering in areas with a high potential to absorb development while retaining areas that are more sensitive in their natural state.~~

Commented [RC220]: Relocated to Renumbered Objective 27.3.6 and Policies 27.3.6.1 to 27.3.6.4 (redrafted page 11 and 12).

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~~27.7.8 Objective – Wyuna Station Rural Lifestyle Zone – To provide for a deferred rural lifestyle zone on the terrace to the east of, and immediately adjoining, the Glenorchy Township.~~

Policies

~~27.7.8.1 Prohibit or defer development of the zone until such a time that:~~

- ~~i. the zone can be serviced by a reticulated wastewater disposal scheme within the property that services both the township and proposed zone. This may include the provision of land within the zone for such purpose; or~~
- ~~ii. the zone can be serviced by a reticulated wastewater disposal scheme located outside of the zone that has capacity to service both the township and proposed zone; or~~
- ~~iii. the zone can be serviced by an on-site (individual or communal) wastewater disposal scheme no sooner than two years from the zone becoming operative on the condition that should a reticulated scheme referred to above become available and have capacity within the next three years then all lots within the zone shall be required to connect to that reticulated scheme.~~

~~27.7.9 Objective - Wyuna Station Rural Lifestyle Zone – Subject to Objective 27.7.7, to enable rural living development is enabled in a way that maintains the visual amenity values that are experienced from the Glenorchy Township, Oban Street and the Glenorchy Paradise Road.~~

Policies

~~27.7.9.1 The subdivision design, identification of building platforms and associated mitigation measures shall ensure that built form and associated activities within the zone are reasonably inconspicuous when viewed from Glenorchy Township, Oban Street or the Glenorchy Paradise Road. Measures to achieve this include:~~

- ~~i. Prohibiting development over the sensitive areas of the zone via building restriction areas;~~
- ~~ii. Appropriately locating buildings within the zone, including restrictions on future building bulk;~~
- ~~iii. Using excavation of the eastern part of the terrace to form appropriate building platforms;~~
- ~~iv. Using naturalistic mounding of the western part of the terrace to assist visual screening of development;~~
- ~~v. Using native vegetation to assist visual screening of development;~~
- ~~vi. The maximum height of buildings shall be 4.5m above ground level prior to any subdivision development.~~

~~27.7.9.2 Maintain and enhance the indigenous vegetation and ecosystems within the building restriction areas of the zone and to suitably and~~

Commented [RC221]: Relocated to Renumbered Objective 27.3.7 and Policy 27.3.7.1 (redrafted page 12).

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comprehensively maintain these areas into the future. As a minimum, this shall include:

- i. Methods to remove or kill existing wilding exotic trees and weed species from the lower banks of the zone area and to conduct this eradication annually;
- ii. Methods to exclude and/or suitably manage pests within the zone in order to foster growth of indigenous vegetation within the zone, on an ongoing basis;
- iii. A programme or list of maintenance work to be carried out on a year to year basis on order to bring about the goals set out above.

Commented [RC222]: Relocated to Renumbered Objective 27.3.8 and Policies 27.3.8.1 to 27.3.8.2 (redrafted page 12 and 13).

~~27.7.10 Objective - Industrial B Zone~~

~~Policies~~

- i. Reserved for Stage 2 of the District Plan Review.

~~27.7.11 Objective - Industrial B Zone~~

~~Policies~~

- i. Reserved for Stage 2 of the District Plan Review.

~~27.7.12 Objective - Industrial B Zone~~

~~Policies~~

- i. Reserved for Stage 2 of the District Plan Review.

~~27.7.13 Objective - Industrial B Zone~~

~~Policies~~

- i. Reserved for Stage 2 of the District Plan Review.

~~27.7.14 Objective - Jacks Point Zone - Subdivision shall have regard to identified location specific opportunities and constraints.~~

~~Policies~~

~~27.7.14.1 Ensure that subdivision and development achieves the objectives and policies located within Chapter 41.~~

Commented [RC223]: Relocated to Renumbered Objective 27.3.13 and Policy 27.3.13.1 (redrafted page 14).

~~27.7.14.2 The extent to which the subdivision achieves the matters of control listed under Rule 27.6.1 and as they relate to the Jacks Point Structure Plan located within Chapter 41.~~

- i. Consistency with the Jacks Point Zone Structure Plan identified in 41.7, including the provision of public access routes, primary, secondary and key road connections.
- ii. Lot sizes, averages and dimensions.
- iii. Subdivision design.

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- iv. ~~Property access.~~
- v. ~~Esplanade provision.~~
- vi. ~~Natural hazards.~~
- vii. ~~Fire fighting water supply.~~
- viii. ~~Water supply.~~
- ix. ~~Stormwater disposal.~~
- x. ~~Sewage treatment and disposal.~~
- xi. ~~Energy supply and telecommunications.~~
- xii. ~~Open space and recreation.~~
- xiii. ~~Easements.~~
- xiv. ~~The nature, scale and adequacy of environmental protection measures associated with earthworks.~~

~~27.7.14.3 In addition to above (provision 27.7.14.1) within the R(HD) Activity Areas, have particular regard to the following matters:~~

- i. ~~The development and suitability of public transport routes, pedestrian and cycle trail connections within and beyond the Activity Area.~~
- ii. ~~Mitigation measures to ensure that no building will be highly visible from State Highway 6 or Lake Wakatipu.~~
- iii. ~~Road and street designs.~~
- iv. ~~The location and suitability of proposed open spaces.~~
- v. ~~Commitments to remove wilding trees.~~

~~27.7.14.4 Within the R(HD-SH) Activity Areas, the visual effects of subdivision and future development on landscape and amenity values as viewed from State Highway 6.~~

~~27.7.14.5 Within the R(HD) Activity Area, the creation of sites sized between 380m² and 550m², without limiting any other matters of discretion that apply to subdivision for that site, particular regard shall be had to the following matters and whether they shall be given effect to by imposing appropriate legal mechanism of controls over:~~

- i. ~~Building setbacks from boundaries.~~
- ii. ~~Location and heights of garages and other accessory buildings.~~
- iii. ~~Height limitations for parts of buildings, including recession plane requirements.~~
- iv. ~~Window locations.~~
- v. ~~Building coverage.~~

Commented [RC224]: Transferred into Rule Table under Rule 27.7 and specifically redrafted Rule 27.7.1 and 27.7.4.

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vi. Roadside fence heights:

~~27.7.14.6 Within the OS Activity Areas shown on the Jacks Point Zone Structure Plan, measures to provide for the establishment and management of open space, including native vegetation.~~

~~27.7.14.7 Within the R(HD) A - E Activity Areas, ensure cul-de-sacs are straight (+/- 15 degrees).~~

~~27.7.14.8 In the Hanley Downs areas where subdivision of land within any Residential Activity Area results in allotments less than 550m² in area:~~

~~a The extent to which such sites are configured:~~

- ~~i. with good street frontage.~~
- ~~ii. to enable sunlight to existing and future residential units.~~
- ~~iii. To achieve an appropriate level of privacy between homes.~~

~~b The extent to which parking, access and landscaping are configured in a manner which:~~

- ~~i. minimises the dominance of driveways at the street edge.~~
- ~~ii. provides for efficient use of the land.~~
- ~~iii. maximises pedestrian and vehicular safety.~~
- ~~iv. addresses nuisance effects such as from vehicle lights.~~

~~c The extent to which subdivision design satisfies:~~

- ~~i. public and private spaces are clearly demarcated, and ownership and management arrangements are proposed to appropriately manage spaces in common ownership.~~
- ~~ii. Whether design parameters are required to be secured through an appropriate legal mechanism. These are height, building mass, window sizes and locations, building setbacks, fence heights, locations and transparency, building materials and landscaping.~~

~~**27.7.17 Objective – Waterfall Park – Subdivision shall provide for a range of visitor, residential and recreational facilities, sympathetic to the natural setting have regard to identified location specific opportunities and constraints.**~~

Policies

~~27.7.17.1 Enable subdivision which provides for appropriate, integrated and orderly development in accordance with the Waterfall Park Structure Plan located within Chapter 42.~~

Commented [RC225]: Transferred into Rule Table under Rule 27.7 and specifically redrafted Rule 27.7.4.

Commented [RC226]: Relocated to Renumbered Objective 27.3.14 and Policy 27.3.14.1 (redrafted page 14).

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~~27.7.18 Waterfall Park Structure Plan – Matters of for Restricted Discretionary Activities~~

Commented [RC227]: Transferred into Rule Table 27.6.1

~~27.7.18.1 The District Wide objectives and policies in Part 27.2, with discretion restricted to:~~

- ~~i. Allotment sizes and configuration.~~
- ~~ii. Property access.~~
- ~~iii. Landscaping and vegetation.~~
- ~~iv. Heritage.~~
- ~~v. Infrastructure and servicing (including stormwater design).~~
- ~~vi. Natural and other hazards.~~
- ~~vii. Open space or reserves.~~
- ~~viii. Earthworks.~~
- ~~ix. Easements.~~
- ~~x. Opportunities for enhancement of ecological and natural values.~~
- ~~xi. Provision for internal walkways, cycle ways and pedestrian linkages.~~

Commented [RC228]: Transferred into Redrafted Rule Table 27.6.1

~~27.7.19 Objective – Millbrook – Subdivision shall provide for resort development while having particular regard to landscape, heritage, ecological, water and air quality values.~~

Policies

~~27.7.19.1 Enable subdivision which provides for appropriate, integrated and orderly development in accordance with the Millbrook Structure Plan located within Chapter 43.~~

Commented [RC229]: Relocated to Renumbered Objective 27.3.15 and Policy 27.3.15.1 (redrafted page 14).

~~27.7.20 Millbrook Structure Plan – Matters of Discretion for Restricted Discretionary Activities~~

~~27.7.20.1 The District Wide objectives and policies in Part 27.2, with discretion restricted to:~~

- ~~i. Allotment sizes and configuration.~~
- ~~ii. Property access.~~
- ~~iii. Landscaping and vegetation.~~
- ~~iv. Heritage.~~
- ~~v. Infrastructure and servicing (including stormwater design).~~
- ~~vi. Natural and other hazards.~~
- ~~vii. Open space or reserves.~~

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viii. ~~Earthworks.~~

ix. ~~Easements.~~

Commented [RC230]: Transferred into Redrafted Rule Table 27.7.1

~~27.8 Rules – Location Specific Standards~~

~~27.8.1 The following standards relate to anticipated subdivision in specified locations. Activities that do not meet these standards shall be a non-complying activity, unless otherwise specified.~~

Commented [RC231]: Transferred into Redrafted Rule Table 27.7

~~27.8.2 Peninsula Bay~~

~~27.8.2.1 No subdivision or development shall take place within the Low Density Residential Zone at Peninsula Bay unless it is consistent with an Outline Development Master Plan that has been lodged with and approved by the Council.~~

Commented [RC232]: Transferred into Redrafted Rule Table 27.7

~~27.8.3 Kirimoko~~

~~27.8.3.1 Any subdivision shall comply with the principal roading layout and reserve network depicted in the Kirimoko Structure Plan shown in Part 27.13 (including the creation of additional roads, and/or the creation of access ways for more than 2 properties).~~

~~27.8.3.2 Any subdivision of land zoned Rural proposed to create a lot entirely within the Rural Zone, to be held in a separate certificate of title.~~

~~27.8.3.3 Any subdivision of land described as Lots 3 to 7 and Lot 9 DP300734, and Lot 1 DP 304817 (and any title derived therefrom) that creates more than one lot that has included in its legal boundary land zoned Rural General.~~

Commented [RC233]: Transferred into Redrafted Rule Table 27.7 (specifically redrafted Rule 27.7.2)

~~27.8.2 Industrial B Zone~~

~~i. Reserved for Stage 2 of the District Plan Review.~~

~~27.8.5 Bob's Cove Rural Residential sub-zone~~

~~27.8.5.1 Boundary Planting – Rural Residential sub-zone at Bobs Cove:~~

~~e. Within the Rural Residential sub-zone at Bobs Cove, where the 15 metre building Restriction Area adjoins a development area, it shall be planted in indigenous tree and shrub species common to the area, at a density of one plant per square metre; and~~

~~d. Where a building is proposed within 50 metres of the Glenorchy-Queenstown Road, such indigenous planting shall be established to a height of 2 metres and shall have survived for at least 18 months prior to any residential buildings being erected.~~

~~27.8.5.2 Development Areas and Undomesticated Areas within the Rural Residential sub-zone at Bob's Cove:~~

~~a. Within the Rural Residential sub-zone at Bob's Cove, at least 75% of the zone shall be set aside as undomesticated area, and shown on the Subdivision Plan as such, and given effect to by consent notice~~

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~~registered against the title of the lots created, to the benefit of all lot holders and the Council.~~

- ~~b At least 50% of the 'undomesticated area' shall be retained, established, and maintained in indigenous vegetation with a closed canopy such that this area has total indigenous litter cover. This rule shall be given effect to by consent notice registered against the title of the lot created, to the benefit of the lot holder and the Council.~~
- ~~c The remainder of the area shall be deemed to be the 'development area' and shall be shown on the Subdivision Plan as such, and given effect to by consent notice registered against the title of the lots created, to the benefit of all holders and the Council.~~
- ~~d The landscaping and maintenance of the undomesticated area shall be detailed in a landscaping plan that is provided as part of any subdivision application. This Landscaping Plan shall identify the proposed species and shall provide details of the proposed maintenance programme to ensure a survival rate of at least 90% within the first 5 years; and~~
- ~~e This area shall be established and maintained in indigenous vegetation by the subdividing owner and subsequent owners of any individual allotment on a continuing basis. Such areas shall be shown on the Subdivision Plan and given effect to by consent notice registered against the title of the lots.~~
- ~~f Any lot created that adjoins the boundary with the Queenstown-Glenorchy Road shall include a 15 metre wide building restriction area, and such building restriction area shall be given effect to by consent notice registered against the title of the lot created, to the benefit of the lot holder and the Council.~~

27.8.6 Ferry Hill Rural Residential sub-zone

~~27.8.6.1 Notwithstanding any other rules, any subdivision of the Ferry Hill Rural Residential sub-zone shall be in accordance with the subdivision design as identified in the Concept Development Plan for the Ferry Hill Rural Residential sub-zone.~~

~~27.8.6.2 Lots 18 and 19 as shown on the Concept Development Plan for the Ferry Hill Rural Residential sub-zone shall be retained for Landscape Amenity Purposes and shall be held in undivided shares by the owners of Lots 1-8 and Lots 11-15 as shown on the Concept Development Plan.~~

~~27.8.6.3 Any application for subdivision consent shall:~~

- ~~a Provide for the creation of the landscape allotments(s) referred to in rule 27.8.6.2 above;~~
- ~~b Be accompanied by details of the legal entity responsible for the future maintenance and administration of the allotments referred to in rule 27.8.6.2 above;~~
- ~~c Be accompanied by a Landscape Plan that shows the species, number, and location of all plantings to be established, and shall include details~~

Commented [RC234]: Transferred into Redrafted Rule Table 27.7 (specifically redrafted Rule 27.7.8)

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~~of the proposed timeframes for all such plantings and a maintenance programme. The landscape Plan shall ensure:~~

- ~~i. That the escarpment within Lots 18 and 19 as shown on the Concept Development Plan for the Ferry Hill Rural Residential sub-zone is planted with a predominance of indigenous species in a manner that enhances naturalness; and~~
- ~~ii. That residential development is subject to screening along Tucker Beach Road;~~

~~27.8.6.4 Plantings at the foot of, on, and above the escarpment within Lots 18 and 19 as shown on the Concept Development Plan for the Ferry Hill Rural Residential sub-zone shall include indigenous trees, shrubs, and tussock grasses.~~

~~27.8.6.5 Plantings elsewhere may include maple as well as indigenous species.~~

~~27.8.6.6 The on-going maintenance of plantings established in terms of rule 27.8.6.3 above shall be subject to a condition of resource consent, and given effect to by way of consent notice that is to be registered on the title and deemed to be a covenant pursuant to section 221(4) of the Act.~~

~~27.8.6.7 Any subdivision shall be subject to a condition of resource consent that no buildings shall be located outside the building platforms shown on the Concept Development Plan for the Ferry Hill Rural Residential sub-zone. The condition shall be subject to a consent notice that is registered on the title and deemed to be a covenant pursuant to section 221(4) of the Act.~~

~~27.8.6.8 Any subdivision of Lots 1 and 2DP 26910 shall be subject to a condition of resource consent that no residential units shall be located and no subdivision shall occur on those parts of Lots 1 and 2 DP 26910 zoned Rural General and identified on the planning maps as a building restriction area. The condition shall be subject to a consent notice that is to be registered and deemed to be a covenant pursuant to section 221(4) of the Act.~~

~~27.8.7 Ladies Mile~~

~~27.8.7.1 This Rule shall only apply to subdivision of land situated south of State Highway 6 ("Ladies Mile") and southwest of Lake Hayes that is zoned Low Density Residential or Rural Residential as shown on the Planning Maps.~~

- ~~a The landscaping of roads and public places is an important aspect of property access and subdivision design. No subdivision consent shall be granted without consideration of appropriate landscaping of roads and public places shown on the plan of subdivision.~~
- ~~b No separate residential lot shall be created unless provision is made for pedestrian access from that lot to public open spaces and recreation areas within the land subject to the application for subdivision consent and to public open spaces and rural areas adjoining the land subject to the application for subdivision consent.~~

Commented [RC235]: Transferred into Redrafted Rule Table 27.7 (specifically redrafted Rule 27.7.9)

Commented [RC236]: Transferred into Redrafted Rule Table 27.7 (specifically redrafted Rule 27.7.10)

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27.8.3 Riverside Stage 6 - Albert Town

- i. Reserved for Stage 2 of the District Plan Review.

~~27.8.9 Jacks Point~~

~~27.8.9.1 Jacks Point Structure Plan Subdivision failing to comply with this rule shall be a discretionary activity.~~

~~In the Jacks Point Zone, subdivision shall be in general accordance with the Structure Plan located within Chapter 41.7. For the purposes of interpreting this rule, the following shall apply:~~

- ~~a. A variance of up to 120m from the location and alignment shown on the Structure Plan of the Primary Road, and their intersection with State Highway 6, shall be acceptable;~~
- ~~b. Public Access Routes and Secondary Roads may be otherwise located and follow different alignments provided that any such alignment enables a similar journey;~~
- ~~c. Subdivision shall facilitate a road connection at each Key Road Connection shown on the Structure Plan to enable vehicular access to roads which connect with the Primary Roads, provided that a variance of up to 50m from the location of the connection shown on the Structure Plan shall be acceptable;~~
- ~~d. Open Spaces are shown indicatively, with their exact location and parameters to be established through the subdivision process.~~

~~27.8.9.2 Jacks Point Zone Conservation Lots Subdivision failing to comply with rule shall be a restricted discretionary activity.~~

~~Within the Farm Preserve 1 (FP-1) Activity Area, any subdivision shall:~~

- ~~a. Provide for the creation and management of open space, which may include native re-vegetation, within the "open space" areas shown on the Structure Plan, through the following:
 - ~~(i) The creation of a separate lot that can be transferred into the ownership of the body responsible for the management of the open space land within the zone; or~~
 - ~~(ii) Held within private ownership and protected by way of a covenant registered on the relevant title protecting that part of the site from any future building development.~~~~

~~Discretion is restricted to all of the following:~~

- ~~i. The visibility of future development from State Highway 6 and Lake Wakatipu.~~
- ~~ii. Traffic, access.~~
- ~~iii. Maintenance or enhancement of nature conservation values.~~
- ~~iv. Creation of open space and infrastructure.~~

Commented [RC237]: Transferred into Redrafted Rule Table 27.7 (specifically redrafted Rule 27.7.11)

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27.9 Assessment Matters for Resource Consents

27.9.1 Controlled Activity Boundary Adjustments

In considering whether or not to impose conditions in respect to boundary adjustments under Rules 27.5.3 and 27.5.4, the Council shall have regard to, but not be limited by, the following assessment criteria:

<u>27.5.3 Assessment Matters (Boundary Adjustments)</u>	
	<ul style="list-style-type: none"> • <u>The location of the proposed boundaries, including their relationship to approved residential building platforms, existing buildings and vegetation patterns and existing or proposed accesses;</u> • <u>The site design, size, shape, gradient and location, including existing buildings, manoeuvring areas and outdoor living spaces:</u> <ul style="list-style-type: none"> <u>(i) is able to accommodate development in accordance with the relevant district-wide and zone rules;</u> <u>(ii) the potential effects the safety of pedestrians and cyclists and other users of the space or access;</u> • <u>Whether any landscape features or vegetation, including mature forest, on the site are of a sufficient amenity value that they should be retained and the proposed means for their protection;</u> • <u>Refer Policies 27.2.1.7, 27.2.3.2, 27.2.5.10, 27.2.5.12, 27.2.5.15 and 27.2.8.2.</u>

<u>27.5.4 Assessment Matters (Boundary Adjustments involving Heritage Items and within Arrowtown's urban growth boundary)</u>	
	<ul style="list-style-type: none"> • <u>The location of the proposed boundaries, including their relationship to existing buildings and vegetation patterns and existing or proposed accesses;</u> • <u>The site design, size, shape, gradient and location, including existing buildings, manoeuvring areas and outdoor living spaces:</u> <ul style="list-style-type: none"> <u>(i) is able to accommodate development in accordance with the relevant district-wide and zone rules;</u> <u>(ii) the potential effects on the safety of pedestrians and cyclists and other users of the space or access;</u> • <u>Whether any landscape features or vegetation, including mature</u>

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	<u>27.5.4 Assessment Matters (Boundary Adjustments involving Heritage Items and within Arrowtown’s urban growth boundary)</u>
	<p><u>trees, on the site are of a sufficient amenity value that they should be retained and the proposed means for their protection;</u></p> <ul style="list-style-type: none"> • <u>The effect of subdivision on any places of heritage value including existing buildings, archaeological sites and any areas of cultural significance.</u> • <u>Where lots are being amalgamated within the Medium Density Residential Zone and Low Density Residential Zone, the extent to which future development will effect the historic character of the Arrowtown Residential Historic Management Zone;</u> • <u>Refer Policies 27.2.1.7, 27.2.3.2, 27.2.4.2, 27.2.4.5, 27.2.5.10, 27.2.5.12, 27.2.5.15 and 27.2.8.2.</u>

27.9.2 Controlled Unit Title Subdivision Activities

In considering whether or not to impose conditions in respect to unit title, strata-title or cross lease subdivision under Rules 27.5.5, the Council shall have regard to, but not be limited by, the following assessment criteria:

	<u>27.5.5 Assessment Matters (Unit Title, Strata Title and Cross Lease Subdivision)</u>
	<ul style="list-style-type: none"> • <u>Compliance with an approved resource consent;</u> • <u>The location of the proposed boundaries, including their relationship to existing buildings existing or proposed accesses;</u> • <u>The site design, size, shape, gradient and location, including existing buildings, manoeuvring areas and outdoor living spaces:</u> <ul style="list-style-type: none"> <u>(i) is able to accommodate development in accordance with the relevant district-wide and zone rules;</u> <u>(ii) the potential effects the safety of pedestrians and cyclists and other users of the space or access;</u> • <u>The effects of infrastructure provision;</u> • <u>Refer Policies 27.2.1.7, 27.2.3.1, 27.2.3.2, 27.2.5.10, 27.2.5.12, 27.2.5.15 and 27.2.8.3.</u>

27.9.3 Restricted Discretionary Activity Subdivision Activities

In considering whether or not to grant consent or impose conditions in respect to boundary adjustments under Rules 27.5.6, 27.5.7, 27.5.8 and

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27.5.9, the Council shall have regard to, but not be limited by, the following assessment criteria:

27.5.6 Assessment Matters (Urban Subdivision Activities)	
	<ul style="list-style-type: none"> i. <u>Lot sizes and dimensions in respect of widening, formation or upgrading of existing and proposed roads and any provisions relating to access for future subdivision on adjoining land.</u> ii. <u>Consistency with the principles and outcomes of the QLDC Subdivision Design Guidelines;</u> iii. <u>Whether any landscape features or vegetation, including mature forest, on the site are of a sufficient amenity value that they should be retained and the proposed means for their protection;</u> iv. <u>The effect of subdivision on any places of heritage value including existing buildings, archaeological sites and any areas of cultural significance;</u> v. <u>The location, alignment, gradients and pattern of roading, service lanes, pedestrian accessways and cycle ways, their safety and efficiency;</u> vi. <u>The extent to which the provision for open space and recreation is consistent with the objectives and policies of the District Plan relating to the provision, diversity and environmental effects of open spaces and recreational facilities;</u> vii. <u>The purposes for the creation of esplanade reserves or strips set out in section 229 and section 237 of the Act;</u> viii. <u>The provision of services in accordance with Council's Code of Practice for Subdivision;</u> ix. <u>The extent to which the safe and efficient operation of aircraft may be compromised by subdivision and its ancillary activities that encourage the congregation of birds within aircraft flight paths.</u> x. <u>Easements for existing and proposed access and services.</u> xi. <u>Refer Policies 27.2.1.1, 27.2.1.2, 27.2.1.3, 27.2.3.2, 27.2.4.5, 27.2.4.6, 27.2.5.5, 27.2.5.6, 27.2.5.10, 27.2.5.12, 27.2.5.15, 27.2.5.17 and 27.2.7.1.</u> <p><u>For land fronting State Highway 6 between Hansen Road and Ferry Hill Drive:</u></p> <ul style="list-style-type: none"> o <u>safety and effective functioning of the State Highway network;</u> o <u>Integration with other access points through the zone to link up to Hansen Road, the Hawthorne Drive Roundabout and/or Ferry Hill Drive;</u>

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27.5.6 Assessment Matters (Urban Subdivision Activities)	
	<ul style="list-style-type: none"> ○ <u>Integration with public transport networks</u> ○ <u>Integration with pedestrian and cycling networks, including to those across the State Highway</u>

Commented [KB238]: 717, 847Queenstown Mapping Stream 13 s42A report Group 1B

27.5.7 Assessment Matters (Rural Residential and Rural Lifestyle Subdivision Activities)	
	<ul style="list-style-type: none"> • <u>The extent to which the design maintains and enhances rural living character, landscape values and visual amenity;</u> • <u>The extent to which the location of building platforms could adversely affect adjoining non residential land uses;</u> • <u>Orientation of lots to optimise solar gain for buildings and developments;</u> • <u>Lot sizes and dimensions in respect of widening, formation or upgrading of existing and proposed roads and any provisions relating to access for future subdivision on adjoining land.</u> • <u>Whether any landscape features or vegetation, including mature forest, on the site are of a sufficient amenity value that they should be retained and the proposed means for their protection;</u> • <u>The effect of subdivision on any places of heritage value including existing buildings, archaeological sites and any areas of cultural significance;</u> • <u>The location, alignment, gradients and pattern of roading, service lanes, pedestrian accessways and cycle ways, their safety and efficiency;</u> • <u>The extent to which the provision for open space and recreation is consistent with the objectives and policies of the District Plan relating to the provision, diversity and environmental effects of open spaces and recreational facilities;</u> • <u>The purposes for the creation of esplanade reserves or strips set out in section 229 and section 237 of the Act;</u> • <u>The provision of services in accordance with Council's Code of Practice for Subdivision;</u> • <u>In the case of the Makarora Rural Lifestyle Zone, the concentration or clustering of built form to areas with high potential to absorb development, while retaining areas which are more sensitive in their natural state;</u>

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<u>27.5.7 Assessment Matters (Rural Residential and Rural Lifestyle Subdivision Activities)</u>	
	<ul style="list-style-type: none"> • <u>In the Rural Residential Zone at the north end of Lake Hayes, the protection and restoration of wetland areas;</u> • <u>Easements for existing and proposed access and services;</u> • <u>Where no reticulated water supply is available, sufficient water supply and access to water supplies for firefighting purposes in accordance with the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008 must be provided.</u> • <u>Refer Policies 27.2.1.2, 27.2.4.5, 27.2.4.6, 27.2.5.4, 27.2.5.5, 27.2.5.10, 27.2.5.12, 27.2.5.15, 27.2.5.17 and 27.2.7.1.</u>

Commented [RC239]: A MacLeod for New Zealand Fire Service

27.9.4 Restricted Discretionary Activity - Subdivision Activities with National Grid Subdivision Corridor and Electricity Sub-Transmission Lines

In considering whether or not to grant consent or impose conditions in respect to subdivision activities under Rules 27.5.8 and 27.5.9, the Council shall have regard to, but not be limited by, the following assessment criteria:

<u>27.5.8 Assessment Matters (National Grid Subdivision Corridor)</u>	
	<ul style="list-style-type: none"> • <u>Whether the allotments are intended to be used for residential or commercial activity;</u> • <u>The need to identify a building platform to ensure future buildings are located outside the National Grid Yard;</u> • <u>The ability of future development to comply with NZECP34:2001;</u> • <u>The location and planting of vegetation;</u> • <u>Ensure the operation, maintenance and upgrade of the National Grid is not restricted;</u> • <u>Refer Policy 27.2.2.9.</u>

<u>27.5.9 Assessment Matters (Electricity Sub-Transmission Lines)</u>	
	<ul style="list-style-type: none"> • <u>Whether the allotments are intended to be used for residential or commercial activity;</u> • <u>The need to provide restricted areas to limit activities to outside the Electricity Sub-Transmission Lines;</u>

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	<u>27.5.9 Assessment Matters (Electricity Sub-Transmission Lines)</u>
	<ul style="list-style-type: none"> • <u>Ensure the operation, maintenance and upgrade of the Electricity Sub-Transmission Lines is not restricted;</u> • <u>The ability of future development to comply with NZECP34:2001.;</u> • <u>The location and planting of vegetation;</u> • <u>Refer Policy 27.2.2.9.</u>

27.9.5 Controlled Subdivision Activities – Structure Plan spatial layout plan, or concept development plan

In considering whether or not to impose conditions in respect to subdivision activities undertaken in accordance with a structure plan, spatial layout plan, or concept development plan under Rules 27.7.1, 27.7.2, 27.7.3, 27.7.4, the Council shall have regard to, but not be limited by, the following assessment criteria:

	<u>27.7.1 Assessment Matters</u>
	<ul style="list-style-type: none"> • <u>Consistency with the relevant location specific objectives and policies in part 27.3;</u> • <u>Consistency with the relevant structure plan, spatial layout plan or concept development plan;</u> • <u>The assessment criteria identified under Rule 27.7.1.</u>

	<u>27.7.2 Assessment Matters</u>
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27.7.2 Assessment Matters	
	<ul style="list-style-type: none"> • <u>The assessment criteria identified under Rule 27.7.1.</u> • <u>Any earthworks required to create any road, vehicle accesses, or building platforms or modify the natural landform;</u> • <u>The design of the subdivision including lot configuration and roading patterns and design (including footpaths and walkways);</u> • <u>Creation and planting of road reserves</u> • <u>The provision and location of walkways and the green network as illustrated on the Structure Plan for the Kirimoko Block in part 27.13;</u> • <u>The protection of native species as identified on the structure plan as green network.</u> • <u>Refer Policies 27.3.2.1 to 27.3.2.10.</u>

Commented [RC240]: Submission 656.2

Commented [RC241]: Submission 656.2

Commented [RC242]: Relocated from Notified Rule 27.7.3.1 (page 27-16)

27.7.3 Assessment Matters	
	<ul style="list-style-type: none"> • <u>The assessment criteria identified under Rule 27.7.1;</u> • <u>Minimising the number of accesses to roads;</u> • <u>The location and design of on-site vehicular access avoids or mitigates adverse effects on the landscape and visual amenity values by following the natural form of the land to minimise earthworks, providing common driveways and by ensuring that appropriate landscape treatment is an integral component when constructing such access;</u> • <u>The extent to which plantings with a predominance of indigenous species enhances the naturalness of the escarpment within Lots 18 and 19 (as shown on the Concept Development Plan for the Ferry Hill Rural Residential sub-zone);</u> • <u>The extent to which the species, location, density, and maturity of the planting is such that residential development in the Ferry Hill Rural Residential sub-zone will be successfully screened from views obtained when travelling along Tucker Beach Road.</u> • <u>Refer Policy 27.3.5.1.</u>

Commented [RC243]: Relocated from Notified Policy 27.7.6.1 (page 16)

27.7.4 Assessment Matters	
	<ul style="list-style-type: none"> • <u>The assessment criteria identified under Rule 27.7.1.</u>

SUBDIVISION and DEVELOPMENT 27

27.7.4 Assessment Matters	
	<ul style="list-style-type: none"> • <u>The provision of public access routes, primary, secondary and key road connections.</u> • <u>Within the R(HD) Activity Areas of the Jacks Point Zone, the extent to which the structure plan provides for the following matters:</u> <ul style="list-style-type: none"> - <u>The development and suitability of public transport routes, pedestrian and cycle trail connections within and beyond the Activity Area.</u> - <u>Mitigation measures to ensure that no building will be highly visible from State Highway 6 or Lake Wakatipu.</u> - <u>Road and street designs.</u> - <u>The location and suitability of proposed open spaces.</u> - <u>Management responses to remove wilding trees.</u> • <u>Within the R(HD-SH) Activity Areas of the Jacks Point Zone, the visual effects of subdivision and future development on landscape and amenity values as viewed from State Highway 6.</u> • <u>Within the R(HD) Activity Area of the Jacks Point Zone, the creation of sites sized between 380m² and 550m², without limiting any other matters of control that apply to subdivision for that site, particular regard shall be had to the following matters and whether they shall be given effect to by imposing appropriate legal mechanism of controls over:</u> <ul style="list-style-type: none"> - <u>Building setbacks from boundaries.</u> - <u>Location and heights of garages and other accessory buildings.</u> - <u>Height limitations for parts of buildings, including recession plane requirements.</u> - <u>Window locations.</u> - <u>Building coverage.</u> - <u>Roadside fence heights.</u> • <u>Within the OS-Open Space Activity Areas shown on of the Jacks Point Zone Structure Plan, measures to provide for the establishment and management of open space, including native vegetation.</u> • <u>Within the R(HD) A - E Activity Areas of the Jacks Point Zone, ensure cul-de-sacs are straight (+/- 15 degrees).</u> • <u>In the Hanley Downs aR(HD) Activity Areas of the Jacks Point Zone where subdivision of land within any Residential Activity Area</u>

Commented [MSOffice244]: Non substantive change for legibility only.

Right of reply dated 24 February 2017, Chapter 41.

Commented [MSOffice245]: Non substantive change for legibility only.

Right of reply dated 24 February 2017, Chapter 41.

Commented [MSOffice246]: Non substantive change for legibility only.

Right of reply dated 24 February 2017, Chapter 41.

Commented [MSOffice247]: Non substantive change for legibility only.

Right of reply dated 24 February 2017, Chapter 41.

Commented [SG248]: Improved legibility.

Right of reply dated 24 February 2017, Chapter 41.

SUBDIVISION and DEVELOPMENT 27

27.7.4 Assessment Matters	
	<p><u>results in allotments less than 380m² in area;</u></p> <p>- <u>Those matters listed for consideration in relation to the creation of sites sized between 380m² and 550m² sites in the R(HD) Activity Area of the Jacks Point Zone, plus:</u></p> <ul style="list-style-type: none"> - <u>The extent to which such sites are configured:</u> <ul style="list-style-type: none"> ▪ <u>with good street frontage.</u> ▪ <u>to enable sunlight to existing and future residential units.</u> ▪ <u>To achieve an appropriate level of privacy between homes.</u> - <u>The extent to which parking, access and landscaping are configured in a manner which:</u> <ul style="list-style-type: none"> ▪ <u>minimises the dominance of driveways at the street edge.</u> ▪ <u>provides for efficient use of the land.</u> ▪ <u>maximises pedestrian and vehicular safety.</u> ▪ <u>addresses nuisance effects such as from vehicle lights.</u> - <u>The extent to which subdivision design satisfies:</u> <ul style="list-style-type: none"> ▪ <u>public and private spaces are clearly demarcated, and ownership and management arrangements are proposed to appropriately manage spaces in common ownership.</u> • <u>Whether design parameters are required to be secured through an appropriate legal mechanism. These are height, building mass, window sizes and locations, building setbacks, fence heights, locations and transparency, building materials and landscaping.</u> • <u>Refer Policies 27.3.13.1 to 27.3.13.3.</u>

Commented [SG249]: Improved legibility and consistency with the wording of other assessment matters.

Right of reply dated 24 February 2017, Chapter 41.

Commented [RC250]: D Wells for RCL

Commented [SG251]: Sally and Clive Geddes (540), and Tim and Paula Williams (601), Margaret Joan Williams (605), and Jacks Point Landowners.

Right of reply dated 24 February 2017, Chapter 41.

Commented [RC252]: Relocated from Notified Rule 27.7.14.2 (page 20)

27.7.5.1 Assessment Matters	
	<ul style="list-style-type: none"> • <u>Orientation of lots to optimise solar gain for buildings and developments;</u> • <u>Consistency with the principles and outcomes of the QLDC Subdivision Design Guidelines;</u> • <u>Whether any landscape features or vegetation, on the site are of a sufficient amenity value that they should be retained and the proposed means of protection;</u> • <u>The location, alignment, gradients and pattern of roading, service lanes, pedestrian accessways and cycle ways, their safety and</u>

SUBDIVISION and DEVELOPMENT 27

<u>27.7.5.1 Assessment Matters</u>	
	<p><u>efficiency;</u></p> <ul style="list-style-type: none"> • <u>The purposes for the creation of esplanade reserves or strips set out in section 229 and section 237 of the Act;</u> • <u>The provision of services in accordance with Council's Code of Practice for Subdivision;</u> • <u>Refer Policies 27.3.1.1 to 27.3.1.3.</u>

<u>27.7.11.2 Assessment Matters</u>	
	<ul style="list-style-type: none"> • <u>The assessment criteria identified under Rules 27.7.1 and 27.7.4.</u> • <u>The visibility of future development from State Highway 6 and Lake Wakatipu.</u> • <u>The number, location and design of access points</u> • <u>Maintenance or enhancement of nature conservation values.</u> • <u>Creation of open space and infrastructure</u>

27.9 27.10 Rules - Non-notification of Applications

27.9.1 27.10.1 Except where as specified in Rule 27.9.10.2, applications for resource consent for the following activities shall not require the written consent of other persons and shall not be notified or limited-notified;

- e Controlled Activity Boundary adjustments.
- f All controlled and restricted discretionary and discretionary activities, ~~except within the Rural Zone.~~

27.9.2 27.10.2 Rule 27.9.10.1 does not apply to the following. The provisions of the ~~RMA~~ Act apply in determining whether an application needs to be processed on a notified basis.

Where the application site or activity:

- a. Adjoins or has access onto a State highway;
- b. Contains an archaeological site or any item listed under the Heritage New Zealand Pouhere Taonga Act 2014;
- c. Requires the Council to undertake statutory consultation with iwi;

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- d. Is in the Makarora Rural Lifestyle Zone and within an area subject to any natural hazards including erosion, flooding and inundation, landslip, rockfall, alluvion, avulsion or subsidence.
- e. Prior to any application for subdivision within 32m of the centreline of the Frankton – Cromwell A 110kV high voltage transmission line traversing the Shotover Country Special Zone being processed on a non-notified basis the written approval as an affected party is required from Transpower New Zealand Limited;
- f. Discretionary activities within the Jacks Point Zone.

27.10 27.11 Rules – General provisions

27.10 27.11 State Highways

27.10.1 27.11.1 Attention is drawn to the need to obtain a Section 93 notice consent from the Minister of Transport NZ Transport Agency for all subdivisions with access onto state highways that are declared Limited Access Roads (LAR). Refer to the Designations Chapter of the District Plan for sections of state highways that are LAR. Where a subdivision will change the use, intensity or location of the access onto the state highway, subdividers should consult with the New Zealand Transport Agency.

Commented [RC253]: Submission 719.144

27.8.6 Esplanades

27.8.6.1 The opportunities for the creation of esplanades are outlined in objective and policies 27.2.7 5. Unless otherwise stated, section 230 of the RMA applies to the standards and process for esplanades.

Commented [RC254]: Submission 809.24

27.11 27.12 Natural Hazards

The Natural Hazards Chapter of the District Plan sets a policy framework to address land uses and natural hazards throughout the District. All subdivision is able to be assessed against a natural hazard through the provisions of section 106 of the Act RMA. In addition, in some locations natural hazards have been identified and specific provisions apply.

Commented [RC255]: Submission 806.193

27.12 27.13 Development and Financial Contributions

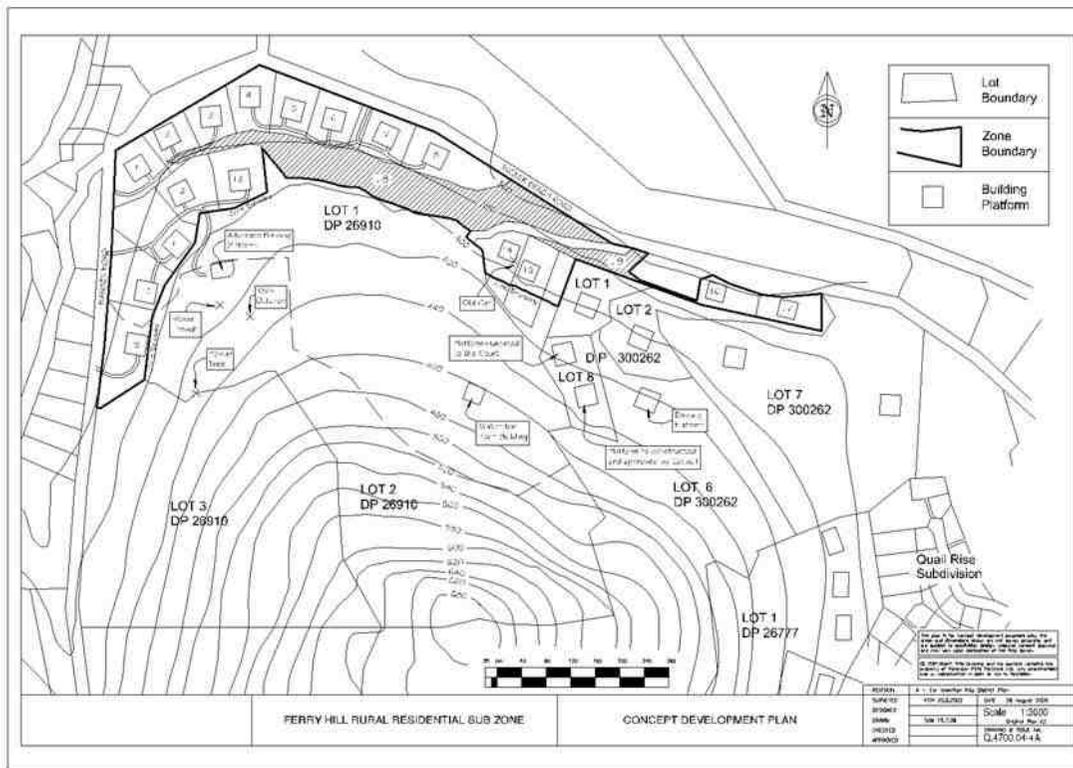
The Local Government Act 2002 provides the Council with an avenue to recover growth related capital expenditure from subdivision and development through development contributions. The Council forms a development contribution policy as part of its 10 Year Plan and actively imposes development contributions via this process.

Commented [RC256]: Submission 453.9

The Council acknowledges that Millbrook Country Club has already paid financial contributions for water and sewerage for demand up to a peak of 5000 people. The 5000 people is made up of hotel guests, day staff, visitors and residents. Should demand exceed this then further development contributions will be levied under the Local Government Act 2002.

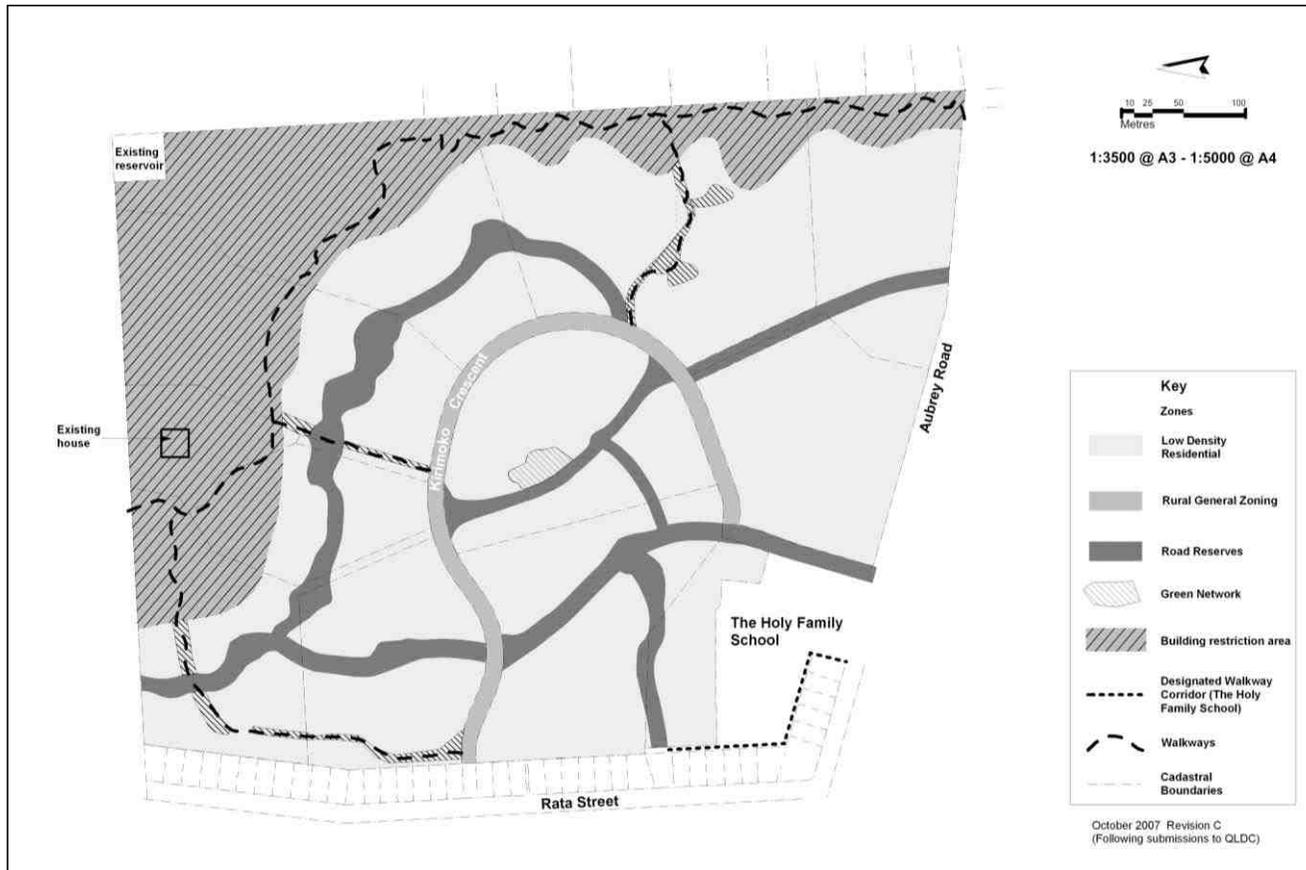
SUBDIVISION and DEVELOPMENT 27

27.13 27.14 **Structure Plans and Spatial Layout Plans**
27.13.1 27.14.1 **Ferry Hill Rural Residential Subzone**



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27.13.2 27.14.2 Kirimoko Structure Plan



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27.14.X Orchard Road Structure Plan

Commented [SG257]: Hearing stream 12. ORHL (91)



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27.14.X West Meadows Drive Structure Plan

Commented [SG258]: Hearing Stream 12. Willowridge (249), Blennerhassett and Anderson (335)



APPENDIX 4 – SECTION 32AA EVALUATION

Attachment B
Section 32AA Evaluation

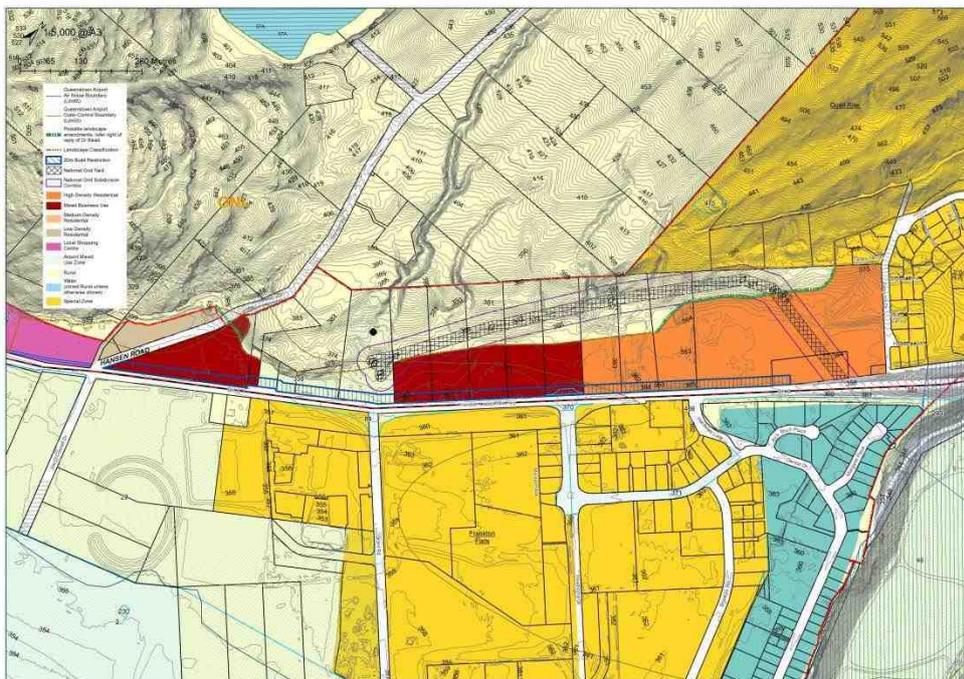
Rezoning submissions:

W&M GRANT – 455 (Accept)

THE JANDEL TRUST – 717 (Accepted in part)

FII HOLDINGS LIMITED – 847 (Accept in part)

HANSEN FAMILY PARTNERSHIP (751) - (Accept in part)



Costs	Benefits	Effectiveness and efficiency
<p>HDRZ</p> <p>The rezoning to HDRZ imposes costs on adjoining properties if developed for high density residential housing in future in terms of enabling a less spacious built environment than with a medium density zoning.</p> <p>The Building Restriction Area will pose an additional constraint on the development of this land.</p>	<p>More intensive development is restricted to sites that are not located within an ONL. Removes land that may otherwise diminish the intent of the meaning of "outstanding" in terms of section 6(b) of the RMA.</p> <p>The revised boundaries are more refined to address relevant contextual issues like the high voltage power lines,</p>	<p>The rezoning is efficient and effective in that it aligns the zoning with topography and enables residential development on land unconstrained by the Queenstown Airport OCB.</p> <p>It will also achieve better effectiveness in terms of managing section 6(b) landscapes.</p> <p>The BRA is effective in supporting s7 matters for</p>

	<p>which in turn makes them more robust. The changes will manage potential impacts on Queenstown Airport, the transmission lines, state highway 6, and the views of this area that contribute to the urban entrance to Queenstown.</p> <p>HDRZ in this location (as opposed to the BMUZ sought by submitters) will incentivise the use of this land for residential purposes, on land which is unconstrained by the Queenstown Airport OCB. This will contribute to additional housing capacity in Queenstown,</p> <p>The sites can be fully serviced.</p> <p>The BRA has been modified so that it is reduced in with to 20m, and terminates at land where the landform rises at the batter with the state highway. This ensures the BRA is only located over land where it can have a practical benefit.</p>	<p>good urban design outcomes and amenity.</p>
BMUZ		
<p>The BMUZ significantly intensifies the current zoning and has potential to generate adverse economic effects on the centres network; and traffic effects to the state highway. These effects have been acknowledged by Councils experts and methods proposed to address these.</p> <p>The land does not fully meet the purpose of the BMUZ as it prohibits the development of activity sensitive to aircraft noise (ASAN) within the OCB and therefore removes this</p>	<p>The BMUZ will enable development opportunities on this land, that has multiple positive attributes such as being located within the UGB, efficient to service, and in close proximity to public and active transport – yet is significantly constrained by the OCB and National Grid Corridor.</p> <p>The BMUZ avoids the potential risk of poor quality, inefficient and piecemeal land use outcomes under the current Rural zoning.</p>	<p>The BMUZ is efficient and effective in enabling limited development opportunities on an area of constrained urban land, and may avoid the risk of piecemeal outcomes under its current zoning.</p>

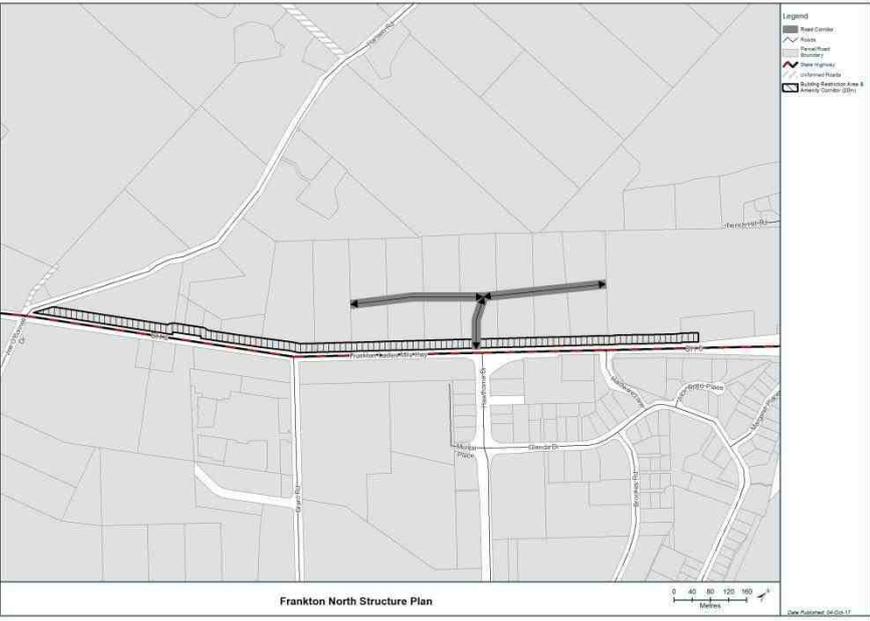
<p>development opportunity within the zone, and consequently foregoes additional residential housing capacity.</p>	<p>The reduced extent of the BMUZ (compared to that sought by the submitters) will better mitigate the possible economic and traffic effects associated with a larger land area within the zone.</p> <p>The BMUZ and the associated provisions seek to achieve good urban design outcomes for buildings and support a quality 'entrance' to Queenstown.</p>	
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W&M GRANT – 455 (Accept)

THE JANDEL TRUST – 717 (Accepted in part)

FII HOLDINGS LIMITED – 847 (Accept in part)

HANSEN FAMILY PARTNERSHIP (751) - (Accept in part)



Costs	Benefits	Effectiveness and efficiency
<p>The structure plan and building restriction area/amenity corridor imposes additional requirements to be met for the development of the land and potentially</p>	<p>The structure plan provides a clear and transparent method to identify the land in which roading connections are required in subdivision and development and will</p>	<p>The structure plan will support the effective and efficient implementation of the plan provisions across this land, supporting an integrated transport network and promoting good urban</p>

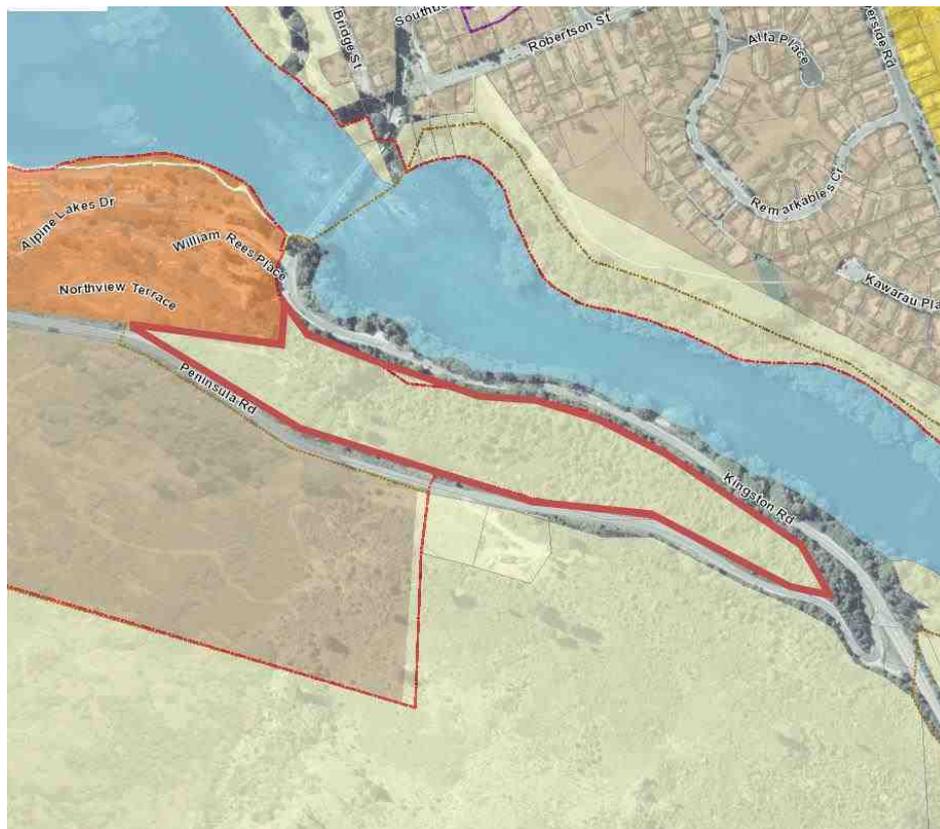
<p>increases costs to landowners/developers.</p>	<p>promote an integrated transport network.</p> <p>The structure plan also identifies a Building Restriction Area and Amenity Corridor which will support the achievement of s7 matters for good urban design outcomes and amenity.</p>	<p>design outcomes.</p>
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WINTON PARTNERS – 533 – Accept in part

LINZ – 661 – Accept in part

Rezone the land identified in red below from Rural to Low Density Residential (LDRZ), with a 'Hazard Investigation Area Overlay'.

Amend ONL boundary to follow the edge of the recommended LDRZ

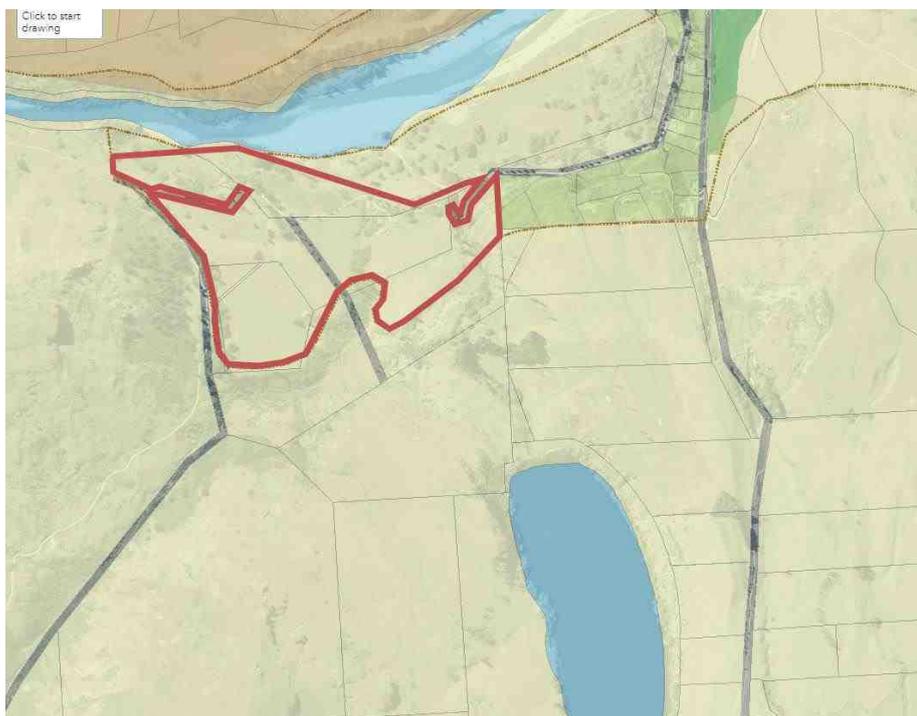


Costs	Benefits	Effectiveness and efficiency
<p>The rezoning of this land will intensify its current land</p>	<p>The rezoning enables additional housing capacity</p>	<p>Rezoning will provide additional opportunities for</p>

use and result in a change to the existing environment experienced by adjacent urban areas.	in Queenstown in a location in close proximity to services, amenities and active transport networks.	housing within the Queenstown UGB in a location which is efficient to service.
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MIDDELTON FAMILY TRUST – 338 – Accept in part

Rezone area identified in red below (below the ONL) from Rural to Rural Lifestyle



Costs	Benefits	Effectiveness and efficiency
<p>The rezoning of this land will intensify its current land use and result in a change to the existing environment and landscape experienced by adjacent areas and those within the basin.</p> <p>The rezoning results in the extension of a 'strip' of RR and RL zoning which is less efficient in terms of servicing and transportation.</p> <p>The RL will be reliant on a</p>	<p>The RL zoning (as opposed to the RR or LDR sought by the submitter) is less intensive and will therefore reduce the scale of traffic and landscape effects associated with new development on this land.</p> <p>The RL zoning (as opposed to the RR or LDR sought by the submitter) enables the adequate assessment of built form within the landscape</p>	<p>The proposed rezoning is efficient and effective in enabling limited housing opportunities where this is undertaken through consent with adequate consideration to the landscape setting.</p>

<p>single access point from Tucker Beach Road and may result in adverse traffic effects.</p>	<p>context, as consent is required under Chapter 22 to establish building platforms to manage adverse effects on landscape values, and the Discretionary status (22.4.3.3) enables consideration to the objectives and policies of chapter 6.</p> <p>Increases housing options in Queenstown.</p> <p>Avoids the need for landowners to seek discretionary subdivision consent (with less certainty of outcome) under the current rural zoning. The RL zoning still requires consent to establish building platforms however signals an entitlement to develop to the densities of this zone.</p> <p>The Tucker Beach Road intersection is planned to be upgraded to improve safety and minimise traffic delays.</p>	
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Changes to Chapter 9: High Density Residential (Reply recommendations shown in brown text)

Chapter 9: High Density Residential

Recommended amendment to Objective 9.2.8, policy 9.2.8.6 and policy 9.2.X.X

9.2.8 Objective - The development of land fronting State Highway 6 (between Hansen Road and Ferry Hill Drive) provides a high quality residential environment which is sensitive to its location at the entrance to Queenstown, minimises traffic impacts to the State Highway network, and is appropriately serviced.

9.2.8.6 Provide an internal road and access network design that ensures road frontages are not dominated by vehicular access and parking.

9.2.XXX Promote coordinated, efficient and well designed development by requiring, prior to, or as part of subdivision and development, construction of the following to appropriate Council standards:

- a 'fourth leg' off the ~~eastern access roundabout (EAR)~~ Hawthorne Drive roundabout;
- a legal internal road access between Hansen Road and Ferry Hill Drive; and
- new and safe pedestrian connections between the ~~Eastern Access Roundabout~~ Hawthorne Drive Roundabout and Ferry Hill Drive and the southern side of State Highway 6.

Rule 9.4.4 For land fronting ~~State Highway 6~~ between Hansen Road and ~~the Shotover River~~ Ferry Hill Drive

Costs	Benefits	Effectiveness and efficiency
between Hansen Road and Ferry Hill Drive	The above amendments largely have the benefit of improving clarity in application and meaning.	The recommended changes to these provisions are efficient and effective in supporting plan implementation and ensuring an integrated active and roading transport network is provided.

Chapter 9: High Density Residential
Recommended amendment to Rule 9.4.4A

9.4.4A	Residential Unit, comprising four (4) or more per site for the land fronting State Highway 6 between Hansen Road and Ferry Hill Drive	D
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Costs	Benefits	Effectiveness and efficiency
Results in development of 4 units or more being RD (as opposed to D) under Rule 9.4.4. This limits the assessment of development proposals to the matters of discretion and does not allow council full discretion.	Removes this rule requiring a more onerous consent process, reducing plan complexity and costs for applicants. This rule is deleted in lieu of the RD status which applies under rule 9.4.4 and includes matters of discretion specific to this	Removal of this rule is efficient and effective in avoiding an additional bespoke rule which is considered to be unnecessary. .

	location.	
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Chapter 9: High Density Residential

Recommended amendment to Rule 9.5.8

Setbacks for land on the northern side of SH6 at Frankton:

• at the property boundary fronting SH6: a minimum of 50m

at the boundary fronting Ferry Hill Drive: 6m (except that this rule does not apply to LOT 1 DP 497316).

Costs	Benefits	Effectiveness and efficiency
<p>Includes a bespoke provision in the plan for this small allotment and includes reference to a legal description which may change over time.</p>	<p>Removes the setback rule which duplicates the requirements of the building restriction area, and therefore reduces plan complexity.</p> <p>Excludes the property at LOT 1 DP 497316 from additional setback constraints which would significantly limit development potential of this small allotment located at the very end of Ferry Hill Drive. This change ensures the rule is otherwise focussed on land which is likely to realise the positive benefits of the increased setback (i.e. through reducing dominance to existing uses within Quail Rise).</p>	<p>The recommended amendments are efficient and effective in avoiding duplication with other provisions and avoiding unreasonable constraints over 1 DP 497316.</p>

Chapter 9: High Density Residential

Recommended amendment to Rule 9.5.13

9.5.13	<p><u>Development on land fronting State Highway 6 between Hansen Road and Ferry Hill Drive shall provide the following:</u></p> <p><u>9.5.13.1 Transport, parking and access</u></p> <p><u>Access and parking is designed and constructed so that:</u></p> <ol style="list-style-type: none"> a. connections to the State Highway network are only via Hansen Road, the Eastern Access Road Hawthorne Drive Roundabout, and/or Ferry Hill Drive b. there is no new vehicular access directly to the State Highway Network. c. <u>pedestrian connections across the State Highway are provided</u> d. An internal road access is provided connecting those properties identified on the Frankton North Structure Plan in Chapter 27 <p><u>9.5.13.2 Landscaping which provides or retains a planting buffer fronting State Highway 6 as follows:</u></p> <ol style="list-style-type: none"> a. <u>A density of two plants per square metre located within 4m of the State Highway 6 road boundary selected from the following species:</u> <ul style="list-style-type: none"> • <u>Ribbonwood (Plagianthus regius)</u> • <u>Corokia cotoneaster</u> • <u>Pittosporum tenuifolium</u> • <u>Grisilinea</u> • <u>Coprosma propinqua</u> • <u>Olearia dartonii</u> b. <u>Once planted these plants are to be maintained in perpetuity.</u>
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Costs	Benefits	Effectiveness and efficiency
Avoids clarity in identifying that additional access to the state highway is not desired in this location.	Removes reference to limiting access to the state highway which is controlled under other legislation and is therefore unnecessary duplication in the PDP.	Removal of a. and b. of this rule is efficient and effective in avoiding an additional bespoke rule which is considered to be unnecessary. The inclusion of d. is efficient and effective in integrating with the structure

		plan which identifies the required roading network in chapter 27.
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Chapter 16: Business Mixed Use

Recommended new Objective 16.2.8 and policies 16.2.8.1 to 16.2.8.X

16.2.8 Objective - The development of land fronting State Highway 6 (between Hansen Road and Ferry Hill Drive) provides a high quality residential environment which is sensitive to its location at the entrance to Queenstown, minimises traffic impacts to the State Highway network, and is appropriately serviced.

- **Policies**

16.2.8.1 Encourage low impact stormwater design that utilises on-site treatment and storage / dispersal approaches, and avoids impacts on the State Highway network.

16.2.8.2 Provide or retain a planting buffer along the road frontage to soften the view of buildings from the State Highway network.

16.2.8.3 Provide for safe and legible transport connections ~~are provided~~ that avoid any new access to the State Highway, and integrates with the road network and public transport routes on the southern side of State Highway 6.

Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) prior to determining an internal and external road network design under this policy.

Note: Attention is drawn to the need to obtain a Section 93 notice from the NZ Transport Agency for all subdivisions on State Highways which are declared Limited Access Roads. The NZ Transport Agency should be consulted and a request made for a notice under Section 93 of the Government Roding Powers Act 1989.

16.2.8.4 Require that the design of any road or vehicular access within individual properties is of a form and standard that accounts for long term traffic demands for the area between Hansen Road and Ferry Hill Drive, and does not require the need for subsequent retrofitting or upgrade.

16.2.8.5 Provide a safe and legible walking and cycle environment that-links to other internal and external pedestrian and cycling networks and destinations on the southern side of State Highway 6 along the safest, most direct and convenient routes and is of a form and layout that encourages walking and cycling.

Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) prior to determining walking and cycling network design under this policy.

16.2.8.6 Provide an internal road and access ~~network~~ design that ensures road frontages are not dominated by vehicular access and parking.

16.2.XXX Promote coordinated, efficient and well designed development by requiring, prior to, or as part of subdivision and development, construction of the following to appropriate Council standards:

- a 'fourth leg' off the eastern access roundabout (EAR)/Hawthorne Drive roundabout;
- a legal internal road access between Hansen Road and Ferry Hill Drive; and
- new and safe pedestrian connections between the Eastern Access Roundabout Hawthorne Drive Roundabout and Ferry Hill Drive and the southern side of State Highway 6.

Costs	Benefits	Effectiveness and efficiency
Adds to plan complexity and duplicates the provisions of chapter 9 in a new zone chapter.	These provisions have been duplicated from chapter 9 and ensure consistency in the objectives and policies applying to this wider area in terms of the transport network.	The provisions are efficient and effective in ensuring integrated outcomes for the land between Hansen Rd and Quail Rise.

Chapter 16: Business Mixed Use

Recommended new Objective 16.2.9, Policy 16.2.9.1 and Rule 16.4.1B.

16.2.9 Objective – an area that excludes activities that are sensitive to aircraft noise is retained within an airports outer control boundary, to act as a buffer between airports and activities sensitive to aircraft noise (ASAN).

16.2.9.1 Prohibit all new Activity Sensitive to Aircraft Noise (ASAN) within the Outer Control Boundary (OCB) at Queenstown Airport to avoid adverse effects arising from aircraft operations.

16.4.1.B	Activities Sensitive to Aircraft Noise (ASAN) within the Queenstown Airport Outer Control Boundary (OCB)	PR
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Costs	Benefits	Effectiveness and efficiency
Limits development opportunities within the Queenstown Airport Outer Control boundary.	Consistent with the grandfathering approach of PC35 under the operative rural zoning.	The provisions are efficient and effective through identifying ASAN within the OCB as a prohibited activity, and this is consistent with the

		interim decision on PC35.
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Chapter 16: Business Mixed Use

Recommended Rule 16.4.1A

16.4.1A	Building Restriction Area Where a building restriction area is shown on the District Plan Maps, no building shall be located within the restricted area	NC
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Costs	Benefits	Effectiveness and efficiency
Imposes an additional constraint on the development of the land and potentially decreases development opportunities.	Supports good urban design outcomes through the imposition of a building restriction area on the planning maps, ensuring adequate setback from the state highway. Retains the opportunity to seek a NC consent to breach the requirements of the building restriction area.	The rule is efficient and effective providing the framework to implement the BRA shown on the planning maps.

Chapter 16: Business Mixed Use

Recommended addition to matters of Discretion and assessment matters for Buildings under Rule 16.4.2

- Integration of landscaping
- How the development addresses its context and contributes positively to character and amenity
- Environmental performance

Assessment matters relating to buildings:

- 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 and/or car parking fronting public spaces;
- Whether the design of the building blends well with and contributes to an integrated built form and is sympathetic to the surrounding natural environment;
- Management of the transition with the rural zone at Frankton through an appropriate design response that maintains connections to the surrounding

outstanding natural landscape.

Costs	Benefits	Effectiveness and efficiency
Adds to plan complexity and duplicates the provisions of chapter 9 in a new zone chapter.	<p>The matters of discretion have been duplicated from chapter 9 and ensure consistency in the objectives and policies applying to this wider area in terms of the design of buildings.</p> <p>Addresses the unique character of this land which adjoins the rural zone and allows consideration to providing a connection to the surrounding natural landscape.</p> <p>Discourages the location of car parking fronting public places such as the state highway corridor.</p>	The provisions are efficient and effective in ensuring integrated outcomes for the land between Hansen Rd and Quail Rise.

Chapter 16: Business Mixed Use

Recommended 16.5.11

16.5.11	<p><u>Development on land fronting State Highway 6 between Hansen Road and Ferry Hill Drive shall provide the following:</u></p> <p><u>16.5.11.1 Transport, parking and access</u></p> <p><u>Access and parking is designed and constructed so that:</u></p> <ul style="list-style-type: none"> c. <u>connections to the State Highway network are only via Hansen Road, the Eastern Access Road Hawthorne Drive Roundabout, and/or Ferry Hill Drive</u> d. <u>there is no new vehicular access directly to the State Highway Network.</u> e. <u>pedestrian connections across the State Highway are provided</u> f. <u>An internal road access is provided connecting those properties identified on the Frankton North Structure Plan in Chapter 27</u> <p><u>16.5.11.2 Landscaping which provides or retains a planting buffer fronting State Highway 6 as follows:</u></p> <ul style="list-style-type: none"> g. <u>A density of two plants per square metre located within 4m of the State Highway 6 road boundary selected from the following species:</u> <ul style="list-style-type: none"> • <u>Ribbonwood (Plagianthus regius)</u> • <u>Corokia cotoneaster</u> • <u>Pittosporum tenuifolium</u> • <u>Grisilinea</u> • <u>Coprosma propinqua</u> • <u>Olearia dartonii</u> h. <u>Once planted these plants are to be maintained in perpetuity.</u> 	NC
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Costs	Benefits	Effectiveness and efficiency
<p>Avoids clarity in identifying that additional access to the state highway is not desired in this location.</p> <p>Adds to plan complexity and duplicates the provisions of chapter 9 in a new zone chapter.</p>	<p>Removes reference to limiting access to the state highway which is controlled under other legislation and is therefore unnecessary duplication in the PDP.</p> <p>These provisions have been duplicated from chapter 9 and ensure consistency in the objectives and policies applying to this wider area in terms of the transport network and landscaping</p>	<p>Removal of a. and b. of this rule is efficient and effective in avoiding an additional bespoke rule which is considered to be unnecessary. The inclusion of d. is efficient and effective in integrating with the structure plan which identifies the required roading network in chapter 27.</p> <p>The provisions are efficient and effective in ensuring</p>

	outcomes.	integrated outcomes for the land between Hansen Rd and Quail Rise.
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Chapter 16: Business Mixed Use

Recommended amendments to Activity status 16.4.6, Stansaes 16.5.8 and 16.5.2.

16.4.6	<p>Warehousing , Storage & Lock-up Facilities (including vehicle storage) and Trade Suppliers</p> <p>*Discretion is restricted to consideration of all of the following:</p> <ul style="list-style-type: none"> • The impact of buildings on the streetscape and neighbouring properties in terms of dominance impacts from large, utilitarian buildings; • The provision, location and screening of access, parking and traffic generation; and • Landscaping. 	RD* <u>NC</u> <u>(in the zone at Frankton North)</u>
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16.5.8 Maximum building height

The maximum building height shall be:

16.5.78.1 Queenstown

- a. Up to 12m – Permitted
- b. 12m to 20m – Restricted Discretionary*

8.X Frankton

- a. Up to 12m – Permitted

<u>16.5.12</u>	<p><u>Setbacks from electricity transmission infrastructure</u></p> <p><u>National Grid Sensitive Activities are located outside of the National Grid Yard</u></p>	<u>NC</u>
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Costs	Benefits	Effectiveness and efficiency
<p>Adds bespoke provisions for this land at Frankton contributing to plan complexity.</p> <p>Reduces development opportunities through the application of a more onerous activity status</p>	<p>Warehousing, Storage & Lock-up Facilities are identified as NC signalling that they are inappropriate and this manages possible effects on amenity values in this prominent location.</p> <p>Building height is limited to 12m under rule 16.5.8 (and</p>	<p>The recommended provisions are efficient and effective in addressing the unique characteristics of this land and includes bespoke provisions to manage the range of possible effects of development on the land.</p>

<p>applying, increasing costs for applicants.</p>	<p>NC thereafter) as buildings of 20m in height are not anticipated in this location and this maintains consistency with the building heights enabled under the adjoining HDRZ.</p>	
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Chapter 16: Business Mixed Use

Recommended amendments to non notification clauses.

16.6.1 Applications for Controlled activities shall not require the written consent of other persons and shall not be notified or limited-notified except where direct-vehicle crossing or right of way access on to or off a State Highway is sought where New Zealand Transport Agency will be notified an affected party.

16.6.2 The following Restricted Discretionary activities shall not require the written consent of other persons and shall not be notified or limited-notified except where direct-vehicle crossing or right of way access on to or off a State Highway is sought where New Zealand Transport Agency will be notified an affected party:

Costs	Benefits	Effectiveness and efficiency
<p>Identifies that NZTA will be an affected party where direct vehicle crossing or right of way access on to or off a State Highway is sought, and potentially adds to consent costs and timeframes.</p>	<p>Ensures consistency with the format of non-notification clauses under the HDRZ and MDRZ. Ensures NZTA has the opportunity to consider potential effects of development on the state highway.</p>	<p>The recommended amendment clarifies that the NZTA will be considered as an affected party for any development requiring a vehicle crossing or right of way access on to or off a State Highway.</p>

Chapter 27: Subdivision

Recommended provisions for the Frankton North Structure Plan

Objective – Frankton North Structure Plan – An integrated infrastructure and roading network, with roading connections that integrate with adjacent land and the wider roading network.

Policies

27.X.X.X Ensure subdivision and development is consistent with and connects to those properties shown on the Frankton North Structure Plan, and is of a form and standard that accounts for long term traffic demands without the need for subsequent retrofitting or upgrade.

27.X.X.X Enable variances to the roading layout shown on the Frankton North Structure Plan only when the variance is consistent with the QLDC Subdivision Design Guidelines 2015 and is necessary to:
 a. maintain integrated roading connections;
 b. ensure the level of demand anticipated by the District Plan is provided for; and
 c. ensure a form and standard that accounts for long term traffic demands without the need for subsequent retrofitting or upgrade.

Objective – Frankton North Structure Plan – An integrated public walking and cycling network with safe access across the state highway.

Policies

27.X.X.X Ensure subdivision and development provides, or has access to, a safe and legible walking and cycle environment adjacent to and across the State Highway along the safest, most direct and convenient routes; and links to other internal and external pedestrian and cycling networks.

Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) prior to determining walking and cycling network design under this policy

Objective – Frankton North Structure Plan – An ‘Amenity Corridor’ is provided along the boundary of the State Highway to achieve a high quality and functional entrance to Queenstown

27.X.X.X Require the ‘Amenity Corridor’ and Building Restriction Area shown on the Frankton North Structure Plan to provide an integrated public walking/cycling link with safe connections to the state highway, and discourage fragmentation of this land.
Note: Discouraging fragmentation could be achieved by vesting the land in Council.

27.X.X.X Require the ‘Amenity Corridor’ and Building Restriction Area shown on the Frankton North Structure Plan to provide a landscaping strip to soften building dominance and ensure high level of amenity from the state highway and discourage fragmentation of this land.
Note: Discouraging fragmentation could be achieved by vesting the land in Council.

27.X.X.X Consider variances to the amenity corridor where this would achieve better urban design and amenity outcomes for the public realm than that which would be achieved by implementing the Structure Plan.

9.1.2	<u>Except subdivision of the Open Space Activity Areas of the Jacks Point Zone, and subject to the Frankton North Structure Plan (Refer 27.7.X), sSubdivision undertaken in accordance with a structure plan, spatial layout plan, or concept development plan that is identified in the District Plan and in accordance with a comprehensive development plan approved pursuant to Rule 41.4.7</u>	C
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	<u>Control is restricted to all of the following:</u>
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<u>27.X.X</u>	<u>Frankton North</u> <u>Discretion is restricted to all of the following:</u> <ul style="list-style-type: none"> • <u>The matters of discretion listed under Rule 27.5.6</u> • <u>Consistency with the Frankton North Structure Plan</u> 	<u>RD</u>
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27.14.X Frankton North Structure Plan



Costs	Benefits	Effectiveness and efficiency
Imposes additional restrictions on the development of the land, potentially adding to development costs.	These provisions provide the framework for implementing the structure plan for Frankton North, and ensuring that subdivision and development of the land occurs in an integrated manner, and with consideration to achieving good urban design outcomes.	The provisions are efficient and effective in implementing the structure plan for Frankton north to achieve integrated development and avoid the risk of piecemeal development occurring which does not address long term planning needs.

	<p>Ensures subdivision of land provides safe pedestrian access is provided across the state highway.</p> <p>Identifies subdivision of the land as an RD activity (as opposed to controlled which applies to all other land subject to a structure plan) to ensure that council has the ability to decline consent if necessary, recognising the potential for piecemeal development of this land under multiple ownerships</p>	
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Chapter 27: Subdivision

Recommended amendment to Rule 27.5.6

For land fronting State Highway 6 between Hansen Road and Ferry Hill Drive:

- o *safety and effective functioning of the State Highway network;*
- o *Integration with other access points through the zone to link up to Hansen Road, the Hawthorne Drive Roundabout and/or Ferry Hill Drive;*
- o *Integration with public transport networks*
- o *Integration with pedestrian and cycling networks, including to those across the State Highway*

Costs	Benefits	Effectiveness and efficiency
Limits access opportunities that can be considered on this strip of land through a subdivision proposal.	Avoids creation of new access to the State Highway or internal road access which avoids potential adverse traffic effects.	The proposed provisions are effective and efficient in specifying key matters that must be addressed for subdivision on this land to avoid adverse

	<p>Avoids creation of new accesses that may compromise long term transport infrastructure planning.</p> <p>Ensures subdivision of this land gives specific consideration to integration with public transport and pedestrian connections to ensure the ability to cross the state highway safely.</p>	<p>traffic and safety effects; and ensure integrated infrastructure planning.</p>
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**Chapter 8: Medium Density Residential
Amendment to Rule 8.6.1**

~~8.6.2~~ 8.6.1 The following Restricted Discretionary activities shall not require the written consent of other persons and shall not be notified or limited-notified except where direct vehicle crossing or right of way access on to or off a State Highway is sought where New Zealand Transport Agency will be notified an affected party.:

Costs	Benefits	Effectiveness and efficiency
<p>Identifies that NZTA will be an affected party where direct vehicle crossing or right of way access on to or off a State Highway is sought, and potentially adds to consent costs and timeframes.</p>	<p>Ensures consistency with the format of non-notification clauses under the HDRZ and MDRZ.</p> <p>Ensures NZTA has the opportunity to consider potential effects of development on the state highway.</p>	<p>The recommended amendment clarifies that the NZTA will be considered as an affected party for any development requiring a vehicle crossing or right of way access on to or off a State Highway.</p>

Chapter 7: Low Density Residential

Amendment to Rule 8.6.1

7.4.8A	<p><u>Residential Unit within the Kelvin Heights Hazard Investigation Area Overlay</u></p> <p><u>Control</u> Discretion is restricted reserved to all of the following:</p> <ul style="list-style-type: none"> • The location, external appearance, site layout and design of buildings and fences • The extent to which <u>How</u> the design advances housing diversity and promotes sustainability either through construction methods, design or function • <u>Privacy for the subject site and neighbouring residential units</u> • In Arrowtown, the extent to which the development responds positively to <u>consistency with</u> Arrowtown's character, utilising the Arrowtown Design Guidelines 2006 <u>2016</u> as a guide • The extent to which the development positively addresses the <u>Street activation</u> • <u>Building dominance</u> The extent to which building mass is broken down and articulated in order to reduce impacts on neighbouring properties and the public realm • <u>Parking and access: safety, and efficiency</u> and impacts to on-street parking and neighbours • <u>Design and integration of landscaping</u> The extent to which landscaped areas are well integrated into the design of the development and contribute meaningfully to visual amenity and streetscape, including the use of small trees, shrubs or hedges that will reach at least 1.8m in height upon maturity. • Where a site is subject to any n <u>Natural hazards</u> and <u>where</u> the proposal results in an increase in gross floor area: an assessment by a suitably qualified person is provided that addresses <p><u>Assessment matters relating to natural hazards:</u> the nature and degree of risk the hazard(s) pose to people and property, whether the proposal will alter the risk to any site, and the extent to which <u>whether</u> such risk can be avoided or sufficiently mitigated <u>reduced</u>¹.</p> <p>Note – Additional rates and development contributions may apply for multiple units located on one site.</p>	RD
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¹ Policies that guide the assessment of proposals on land affected by natural hazards are located in Chapter 28.

Costs	Benefits	Effectiveness and efficiency
<p>Adds to plan complexity and duplicates the requirements of 7.4.10 (RD status for 4 units or more).</p>	<p>Ensures an adequate assessment of hazards is undertaken when this site is developed through ensuring that the land is not compromised by piecemeal permitted development.</p> <p>Provides a transparent method, linked to an overlay on the planning maps which identifies the presence of hazard risk for the site, which requires further analysis.</p>	<p>The provision is efficient and effective as it ensures an adequate assessment of hazards is undertaken when this site is developed through the requirement for consent at any scale of development.</p>

APPENDIX 5: MEMORANDUM FROM MS JEANNIE GALAVAZI (COUNCIL'S SENIOR PARKS AND RESERVES PLANNER)

Memo



To:	Kim Banks and Ruth Evans, Reporting Officers - QLDC Proposed District Plan
From:	Jeannie Galavazi, Senior Parks and Reserves Planner, QLDC
Date:	Thursday, 5 October 2017
Subject:	Proposed District Plan Queenstown Mapping Hearing Stream 13

This memo provides comments from the QLDC Parks and Reserves Department on several submissions to the Proposed District Plan Queenstown Mapping relating to Open Space and two Council administered reserves. It is also intended to inform the Hearings Panel about the proposed Draft Open Space and Recreation Zone which is to be notified as part of Stage 2. This Zone is a variation in part to the Proposed District Plan (PDP).

The matters addressed in this memo are:

- The Draft Open Space and Recreation Zone Chapter
- Proposed approach to the zoning and management of Ben Lomond Reserve
- Status of the Reserve Management Plan for Ben Lomond Reserve
- Comments on Submission 338 (Middleton Family Trust)

Draft Open Space and Recreation Zone Chapter 38

The scope of the Draft Open Space and Recreation Zone chapter is to:

- a) Provide a framework of objectives, policies, zones and rules that support the provision and administration of a network of open space and recreation facilities;
- b) Manage use and development of Council administered reserves and provide for changing recreational needs; and
- c) Provide for the conservation and enhancement of the qualities of the natural environment, waterbodies and their margins.

Strategic intentions for the new Open Space and Recreation Zone

Within the Proposed District Plan and Operative District Plan, Council administered open space, parks and reserves in the District are generally zoned Rural Zone/Rural General Zone respectively (as is the case in Queenstown and Wanaka town centres) or follow the zone of adjacent and surrounding urban zones. There is no generally applied open space or similar zone for reserves in the District.

All reserves are designated for a variety of related purposes under the Operative and Proposed District Plans, which enables the Council to undertake works in accordance with the purpose of the designation. Some designations have specific conditions, while others are subject to general conditions. In total, there are over 200 designations for reserve purposes in the Operative District Plan.

In addition, the Council's reserves network is also managed through the Reserves Act 1977.

Due to the number of overlapping management tools and legislation, the management, use and development of reserves in the District results in a complex planning framework, particularly for third parties who wish to undertake activities on reserve land. Similar types of

reserve may have different zonings, and the activities that occur on reserves are generally not contemplated by the zoning framework. This can make it extremely difficult for users to progress community and recreational benefits in accordance with the purpose of reserves as they are being assessed against rural objectives, policies and assessment matters, for example.

Given the types of activities that are anticipated in these areas, a consistent zoning that seeks to protect open space values and enable appropriate activities and development, is desired.

The overarching goal of the Draft Open Space and Recreation Zone is to consolidate the provisions by providing targeted objectives and policies that address matters such as, ensuring that any existing open spaces and new reserves are meeting the needs of the community and are protected for future generations. This includes making the Proposed District Plan easier to understand and improving certainty to what activities are permitted and whether they require resource consent or not.

The proposed chapter provides an overarching objective and policy framework for the management of open space, waterbodies and their margins, including establishing a framework for an appropriate level of use and development of these areas.

Changes include consistently rezoning open space and recreation areas, establishing a rule framework that permits or controls a range of anticipated activities, and removing designations on open spaces, as considered appropriate, once the proposed District Plan is operative.

Five zones and four sub-zones are proposed to manage activities on land zoned Open Space and Recreation within the District. These are:

- Nature Conservation Zone;
- Informal Recreation Zone (including the Ben Lomond Sub-Zone);
- Active Sports and Recreation Zone;
- Civic Spaces Zone; and
- Community Purpose Zone (including three sub-zones to manage cemeteries, golf and camping activities)

The Draft Chapter 38: Open Space and Recreation Zone was approved for notification at the 28 September meeting of Council and is included as **ATTACHMENT A**.

The Informal Recreation Zone and Ben Lomond Sub-Zone

The Informal Recreation Zone encompasses both small local parks and neighbourhood reserves, through to large open areas located within the Outstanding Natural Landscapes including reserves fronting the District's Lakes. Much of the Informal Recreation Zone is readily accessible, and is located within and adjacent to areas of high interest, landscape and amenity values. A range of commercial recreation and tourism activities exist in the zone and it is common for operators to seek development of existing and new activities. The scale and intensity of these activities and associated buildings and infrastructure therefore need to be carefully managed.

The Informal Recreation: Ben Lomond Sub-Zone has been included in Chapter 38 partly in response to the matters identified through Skyline Enterprise Limited (Skyline) submission on the PDP Rural Zone (Submission #574) and also due to its significance as a community reserve for multiple recreation activities, including the Queenstown Bike Park, and the need to ensure the reserve's ongoing appropriate management in tandem with commercial operators such as Skyline, Ziptrak and the Kiwi Birdlife Park.

The Ben Lomond Recreation Reserve is unique in terms of the breadth of activities present, which include a gondola and restaurant, luge, Zipline, helicopter flights, parasailing, management of forestry, wildlife park and trails used extensively for both commercial and informal recreation. It is of particular importance due to its close proximity to the Queenstown Town Centre and its popularity with visitors and residents. While the Informal Recreation Zone provides for commercial recreation activities, a specific sub-zone is considered appropriate for a part of the reserve as it recognises the importance and extent of existing commercial activities in the Ben Lomond Recreation Reserve, balancing this with the high public use and profile of the area.

A map showing the proposed Informal Recreation zone, and more specifically the Informal Recreation: Ben Lomond Sub-Zone (Variation to PDP Map 34a) is included as **ATTACHMENT B**. There are several differences in the sub-zone from the rezoning extent that which was sought by Skyline Enterprises. These are:

- The subzone boundary has been extended to include an area of 106 hectares, extending out the eastern edge of the reserve and bounded by One Mile Creek to the west (referred to here on in as the wider Ben Lomond Reserve area). It does not include the part of Ben Lomond Reserve to the west of One Mile Creek or the beech forest above Bobs Peak. This is to recognise the significance and importance of the part of the Ben Lomond Reserve that forms that backdrop to Queenstown and all the activities that occur in this part of the reserve, including the Queenstown Bike Park, Kiwi Birdlife Park, Ziptrek, AJ Hackett Ledge Swing and Bungy, and the multiple popular walking trails.
- The Bobs Peak Area of the sub-zone omits the portion of Department of Conservation land as the Open Space and Recreation Zone only applies to Council owned or administered land.
- The area to the west of the luge track proposed by Skyline (approximately 1.3 hectares) has also been omitted from the Bobs Peak Area as there is no apparent justification for including land outside of the Skyline lease area within the Sub-Zone Bobs Peak Area. The Ben Lomond Sub-zone Bobs Peak Area rules provide for passenger lift terminals and increased building height and coverage. It is the view of the Parks and Reserves Department that these provisions should not be required for the area to the west of the luge track as there are no existing or proposed buildings in this area.

Proposed Ben Lomond Sub-Zone Rules

A sub-zone is provided for over the wider Ben Lomond Reserve area to recognise the existing significant levels of tourism and recreation infrastructure unique to this location, and to provide for further sensitive development that takes into account the established activities at this location.

The draft rules reflect in part the existing environment and take into account the general position of Skyline, Council officers and further submitters (Ziptrek) presented at the Stage 1 Queenstown Hearing Stream 13, as to the zoning and rules that will be most appropriate for this area of land, and to achieve the Strategic Directions of the PDP. The draft rules are not the same as requested by Skyline, however they are tailored for the wider Ben Lomond Reserve area to be subject to the bespoke rules. The rules therefore seek to provide for and manage the multiple interests that are present in this area, and the aspirations of the Council to manage and realise the public recreation benefits.

The rules, activity status and matters of discretion are considered to achieve an appropriate balance between providing a degree of certainty and foreshadowing what could be undertaken within the Ben Lomond Sub-Zone, while still providing adequate scope to address the actual and potential adverse effects of activities.

The Ben Lomond Sub-Zone departs from the remainder of the Open Space Zones in that Restricted Discretionary activities could be notified and Controlled activities could be limited notified. This is important given the highly prominent location and multiple interests on this site. The Restricted Discretionary status does not necessarily anticipate notification, but notification is available to be exercised in the event a proposal does not appear to be in accordance with the policies, and strains the effects of activities contemplated through the sub-zone and bespoke rule framework. This is to ensure other persons genuinely affected are provided with the ability to input to the process and that the most appropriate development option is taken.

The key differences in the rules as submitted by Skyline and the draft Informal Recreation: Ben Lomond Sub-Zone and the reasons for these differences are as follows:

Rule	Changes	Reason
38.11.1 Buildings	RD consistent with Skyline submission but visual amenity and cumulative effects have been added as matters of discretion	The matters of discretion enable the appropriate level of scrutiny to activities.
38.11.3 Commercial and Commercial Recreation	Skyline submitted Permitted Activity, draft chapter is Restricted Discretionary	Restricted Discretionary is considered by Parks and Reserves as more appropriate as the Ben Lomond Sub-zone includes the wider Ben Lomond Reserve area. All activities within the sub-zone must be managed to maintain open space and recreation values and to manage conflicts with other users. Under the Informal Recreation Zone any commercial recreation and commercial activities would be Discretionary. Permitted Activity status for Commercial Recreation and Recreation is too permissive in such a high profile and well used reserve. Objective 38.2.3 states <i>Commercial activities are limited to those that have a functional requirement to locate within Open Space and Recreation Zones and do not degrade open space and recreation values.</i>
38.11.5 Parking within the Lower Terminal Area	Skyline submitted Permitted Activity, draft chapter is Controlled Activity	Table 37.1 requires Restricted Discretionary consent for carparks over 200m ² - this sub-zone rule will prevail over that. Controlled gives Council some oversight.

Bespoke rules for helicopter operations have not been included in Table 38.3. The rules relating to helicopter operations will require resource consent (Rule 38.9.37). The Noise rules in Chapter 36 (Rule 36.5.4) will be the same as other zones. It is important that the amenity effects and intensity and frequency of activities can be managed to ensure the overall recreation values of the zone are not compromised. This ensures the Council has the

ability to retain oversight and the ability to consider the effects of helicopter activities on other users and the wider public.

Earthworks have also not been included in Table 38.3, all earthworks in the Open Space and Recreation Zone are assessed under the District Wide Earthworks Chapter 25.

The Ben Lomond Sub-Zone, being a sub-zone of the Informal Recreation Zone requires that all rules applicable to the Zone apply. Where specific rules are identified for the sub-zone, these shall prevail over the rules of the Informal Recreation Zone.

Ben Lomond and Queenstown Hill Reserve Management Plan

Most of the reserves within the District that would be within the proposed Open Space and Recreation Zone are vested under the provisions of the Reserves Act 1977.

The *Ben Lomond and Queenstown Hill Reserve Management Plan* (RMP) was adopted in June 2005. It covers a total land area of approximately 463 hectares – comprising 75 hectares of Queenstown Hill and 388 hectares that is the entire Ben Lomond Reserve (including the area to the west of One Mile Creek and the beech forest above Bobs Peak - zoned Nature Conservation).

The vision of the RMP for the management of the Ben Lomond Reserve is: 'To protect and enhance the natural values of Ben Lomond Reserve and provide opportunity for compatible recreation activities'.

The vision and the majority of the objectives and policies within the RMP are still considered to be relevant at a high level and aligned with the draft Open Space and Recreation Chapter. However, Section 41 (4) of the Reserves Act 1977 states management plans are to be kept under continual review. Policy 9.2.1 of the RMP is '*To keep this management plan under continuous review and to formally review at least every 10 years*'.

Taking into account Policy 9.2.1 of the RMP and the current planning environment (Skyline's resource consent application, lease application, and the submissions to the PDP), Council has subsequently expressed a desire for the RMP to be reviewed to ensure its ongoing relevance. Allowing for the availability of staff and resources, it is anticipated this review will commence no later than the start of the next financial year (2018/2019).

Walking trail link to Tucker Beach - Middleton Family Trust Submission (#338) -

Submission #338 proposes a trail link to Tucker Beach as part of a rezoning request that includes providing pedestrian and cycle access from the formed end of Hansen Road traversing the edge Lake Johnson to Tuckers Beach Reserve. The QLDC Parks and Reserves Department support the proposed pedestrian and cycleway trail by way of an easement in favour of QLDC and the statement it will meet the QLDC "Cycle Trail Design Standards and Specifications".

We also see further opportunity to link into a wider trail network from the balance of the submitter's property. The Queenstown Trails Trust (QTT) has already documented in its 10 Year Plan 'Trails for the Future' the need to connect different communities within Queenstown and to provide alternative commuter networks. This is especially important with the relocation of the Wakatipu High School to Frankton and providing a route for Arthurs Point residents.

It is noted that a clear and certain method for ensuring that an easement that will facilitate the establishment of public trails through these areas is critical in considering these potential benefits and that no details in this regard have yet been provided. These comments do not address the logistics of establishing such a trail and do not derogate from other issues that will have to be considered in relation to these proposals.

Nevertheless, there is potential for this rezoning to support some of the objectives in the Queenstown Trails Trust 10 year Plan as detailed below, with approximate locations identified on the images within **ATTACHMENT C**:

- Connection from **Tucker Beach to Arthurs Point via Watties Track (Figures 1, 2 and 3)** – this trail sits partially on unformed legal road, and crosses through approximately 4km of private farmland. Parks and Reserves supports the QTT suggestion that the trail heads closer to the river as it approaches the Tucker Beach Recreational Reserve, to link with a proposed pedestrian overbridge. This trail if provided for within the scope of the rezoning, may potentially require a link between the end of the Tucker Beach road reserve, through the proposed Rural Residential Zone identified by the submitter.
- **Tucker Beach to Frankton via Lake Johnson (Figure 4)** has also been identified as having significant benefit to the community, completing the vital link from Arthurs Point to Frankton. While the Hansen Road reserve provides a potential option, the route proposed by the submitter offers a much better gradient than Hansen Road, as well as improving public access to Lake Johnson and having greater recreational amenity. The connection to the southern end of Hansen Road also links well with a proposed new trail along the Arrow Water race and running back to Ferry Hill Drive and Jims Way at Quail Rise (approved as part of the decision on subdivision consent by Hansen Family Partnership – RM151046).
- **Tucker Beach to Queenstown via Queenstown Hill (Figures 2, 5, 6)** – A route from the proposed overbridge at Tucker Beach Recreational Reserve could follow an existing Unformed Legal Road up onto Queenstown Hill following the route of a telecommunication easement. This route would connect directly to Queenstown and would provide a stunning recreational attraction and a welcome public easement for the community.



QLDC Senior Parks and Reserves Planner

5 October 2017

ATTACHMENTS

- A:** Draft Chapter 38: Open Space and Recreation Zone
- B:** Variation to the Proposed District Plan Maps – Open Space and Recreation Zones
Map 34a
- C:** Trail Links identified by the Queenstown Trails Trust

38 Open Space and Recreation Zones

38.1 Purpose

The purpose of the Open Space and Recreation Zones is to enable recreation activities and provide for associated infrastructure while protecting, maintaining and enhancing landscape values, nature conservation values, ecosystem services and amenity. The zones apply to Council administered reserves, and do not apply to water bodies (including surface of water), Conservation Land (including lakes and rivers) or private open space. In general, the zone does not apply to Crown Land (including lakes and rivers), other than for discrete situations (such as Queenstown Gardens, where the Crown Land reserve is integral and indistinguishable from the Council reserve land surrounding it). Where a reserve adjoins a water body, the reserve is zoned to recognise, and provide for, the interrelationship between the water activities and the land based component of those activities.

Open Space is a significant resource to the District and Region. This resource requires protection from inappropriate activities that could degrade its qualities, character and values. The Council has a responsibility to provide open space and recreation opportunities and to manage the effects of activities on the zone, and surrounding environment.

Commercial recreation and tourism operators are located within the zones and a wide range of commercial recreation and tourism activities utilise the resources available within the Zone. Some of these operators have substantial assets associated with the activity established within the zones. The desire for maintenance and development of existing activities and development of further new opportunities for these activities within the Open Space and Recreation Zones needs to be provided for. Some commercial activities require careful management to maintain and enhance the valued qualities of the zone and established operations.

The Open Space and Recreation Zones can be grouped according to the following features and uses:

- (a) visual amenity (such as gardens and tree plantings, areas of indigenous vegetation and landscape values);
- (b) children's play (such as playground equipment and neighbourhood parks);
- (c) active sports (such as team sports, golf, and tennis);
- (d) passive use of open space (such as areas for walking, running, cycling, picnicking, or enjoying a particular landscape);
- (e) waterfront access (such as lakeside and riverside walkways and beaches, access to lakes and rivers for fishing and water-based sports);
- (f) linkages (such as walking tracks and cycle ways);
- (g) built facilities (such as halls, gymnasiums, clubrooms, swimming pools and libraries);
- (h) heritage sites and heritage features;
- (i) nature conservation (such as water margins, wetlands and indigenous vegetation); and
- (j) commercial opportunities (such as gondolas, ziplines, events and guided walks).

The District provides a wide range of recreation opportunities. Its outstanding natural environment, which includes lakes, rivers, mountains and basins provide an ideal setting for a variety of outdoor recreation activities. Together, the activities and the environments that they occur within are internationally recognised as the basis for the District's importance as a visitor destination, are crucial to the tourism industry and economy, as well as encouraging residents to settle within the District. The climate is conducive to outdoor recreation and its proximity to Mt Aspiring and Fiordland National Parks provides further opportunities for outdoor recreation. Most of the Districts lakes, rivers, mountains and basins are zoned Rural, with these outdoor recreation activities specifically provided for within that zone as permitted activities.

Within the town centres, urban areas and townships, there are opportunities for indoor recreation and community activities, such as libraries, swimming pools and community halls, as well as outdoor venues for more formal sporting activities.

Open space is an important recreation and community resource. It can provide visual relief and amenity amongst the developed residential and commercial environments, opportunities for education concerning the natural environment, as well as active use (such as walking and cycling) and passive use (such as children's play, or picnicking, sitting and contemplation) for both residents and visitors.

Five zones and three sub-zones are used to manage activities on land zoned Open Space and Recreation within the District, these are:

- Nature Conservation Zone;
- Informal Recreation Zone;
- Active Sports and Recreation Zone;
- Civic Spaces Zone; and
- Community Purpose Zone which includes three sub-zones to manage cemeteries, golf and camping activities.

Pursuant to Section 86B (3) of the Act, Rule 38.10.5 Setback of buildings from water bodies has immediate legal effect.

38.2 Objectives and Policies – District Wide

Objectives 38.2.1 to 38.2.4 and associated policies apply to all Open Space and Recreation Zones, with additional specific objectives (Objectives 38.3 to 38.7) and associated policies applying to each of the five Open Space and Recreation Zones and three sub-zones.

- 38.2.1 Objective - The open space and recreation needs of the District's residents and visitors are met through the provision of a wide range of quality Open Space and Recreation Zones that provide for passive and active recreation activities.**

Policies

- 38.2.1.1 The design, development, management and maintenance of Open Space and Recreation Zones shall provide for:
- a. the needs of the community in the area in which the zones are located, and the needs of the wider community and visitors to the District;
 - b. the effective and efficient use of resources so as to ensure that Open Space and Recreation Zones are multi-functional and fit for purpose;
 - c. the maintenance and enhancement of integrated public access connections to walking and cycling networks throughout the District, including along lake and river margins;

- d. the functional use of Open Space and Recreation Zones, while ensuring that they are safe and attractive to users;
- e. the location within which Open Space and Recreation Zones are situated, responding to recognised natural character, landscape and heritage values;
- f. the provision of infrastructure necessary to service Open Spaces and Recreation Zones, including recreation facilities and amenities.

38.2.1.2 Encourage multiple use of Open Space and Recreation Zones wherever possible and practicable.

38.2.1.3 Protect and enhance ecological values, including habitats for indigenous fauna.

38.2.1.4 Protect open space, recreation and amenity values by managing the adverse effects of, and conflicts between, different types of recreation activities.

38.2.1.5 Avoid activities that do not have a practical or functional need to be located within Open Space and Recreation Zones, unless a particular activity:

- a. is compatible with and does not affect the continued operation of established activities;
- b. does not preclude the development of new open space and recreation activities; and
- c. maintains and/or enhances the recreation and amenity values.

38.2.1.6 Provide a District Plan framework that establishes the roles, functions and activities for each Open Space and Recreation Zones, within which the outcome of public participation into the design, development, management and enhancement of reserves can be implemented through processes other than through the Act, such as reserve management plans.

38.2.2 Objective - Recreation activities are undertaken and facilities constructed in a way that maintains or enhances the values of open space areas and the recreation opportunities available within the District.

Policies

38.2.2.1 Ensure activities are undertaken, and buildings and infrastructure are located and constructed in a manner that maintains or enhances the amenity values of the relevant reserve and surrounding environment, including natural, scenic and heritage values.

38.2.2.2 Limit activities, buildings and structures to those compatible with the role and function of the zone and are necessary to maintain or enhance the anticipated use or values of the zone.

38.2.2.3 Require areas surrounding buildings, structures, outdoor storage and parking areas to be screened and landscaped to mitigate visual impacts and maintain or enhance amenity values.

38.2.2.4 Ensure the scale and location of buildings including associated structures, trails and accesses, and noise and lighting associated with recreation activities is consistent with the level of amenity anticipated in the zone and in the surrounding environment, having particular regard to the following where new buildings, structures or lighting are proposed:

- a. the purpose, number, size and location of new buildings, structures and lighting are appropriate, in terms of their function and the sensitivity of the environment;
- b. that building design and appearance positively contributes to amenity, cultural, ecological and landscape values;

- c. that buildings or structures do not unduly preclude or limit public access, particularly along the margins of the District's lakes and rivers;
- d. that cumulative adverse effects of buildings and activities are taken into account; and
- e. the provision for and standard of lighting, including:
 - i. its siting and location, in particular, how it contributes to public safety; and
 - ii. minimising upward light spill on the night sky.

38.2.2.5 Ensure that any buildings or structures located within, adjoining or nearby to an Outstanding Natural Feature or Landscape, protect, maintain or enhance those values by:

- a. limiting development and activities in the vicinity of water bodies to the land based components of community recreation water based activities, which have a practical and functional need to be located within these areas; (refer also to Objective 38.2.4)
- b. preserving the natural character of the margins of waterbodies; (refer also to Objective 38.2.4)
- c. ensuring buildings are located in areas that are least sensitive to change and have capacity to absorb development;
- d. requiring buildings to be designed and finished so they:
 - i. avoid visual dominance; and
 - ii. mitigate or remedy adverse effects on the values of the Outstanding Natural Feature or Landscape; and
- e. ensuring trails, access and carparking areas (including associated earthworks) do not degrade visual amenity values or disrupt the natural character or landforms.

38.2.2.6 Ensure the development and use of Open Space and Recreation Zones does not detract from a safe and efficient network for the movement of people and goods, or the amenity values of adjoining roads that are enjoyed by residents and visitors (such as walking, communal meeting, viewshafts).

38.2.3 Objective – Commercial activities are limited to those that have a functional requirement to locate within Open Space and Recreation Zones and do not degrade open space and recreation values.

Policies

38.2.3.1 Ensure that commercial activities have a genuine link with the open space and recreation resource.

38.2.3.2 Ensure that commercial activities do not degrade the quality, amenity values and landscape values of open spaces.

38.2.3.3 Provide for commercial recreation activities that do not detract from the quality of the experience of people partaking in other commercial recreation activities and other passive and active informal recreation activities, having particular regard to the scale, intensity and cumulative effects of commercial recreation activities.

38.2.4 Objective – The interface between activities within the Open Space and Recreation Zones are managed to protect, maintain or enhance the natural character of waterbodies and their margins. (refer also to Policies 38.2.2.5 a and b).

Policies

38.2.4.1 Provide recreation, commercial and public transport opportunities within Open Space and Recreation Zones in a manner that preserves the natural character and nature conservation values of lakes, rivers and their margins from inappropriate activities.

- 38.2.4.2 Recognise and provide for the maintenance and enhancement of public access to, and enjoyment of, the margins of lakes and rivers, particularly where access and enjoyment is compatible with protecting the natural character and nature conservation values of those lakes and rivers.
- 38.2.4.3 Enable people to have access to a wide range of community recreational experiences on the margins of waterbodies, including the limited provision of commercial recreation activities that maintain landscape, amenity and nature conservation values, especially where they integrate with recreation activities on and under the surface of the waterbody.

38.3 Objectives and Policies – Nature Conservation Zone

Purpose

The Nature Conservation Zone primarily applies to open space and recreation areas that border lakes and rivers, or are recognised for their natural, ecological, and landscape values. The Nature Conservation Zone provides for informal recreation and access to the District's unique landscapes. These areas offer diverse recreation opportunities such as biking, walking and water activities, together with providing connections with nature.

To protect the values of the Nature Conservation Zone, recreation activities and development are limited in scale and intensity. Infrastructure, buildings, structures, and activities provided for within this zone relate specifically to conservation, recreation, and visitor information.

38.3.1 Objective - Use and development complements and protects the nature conservation values and natural qualities of the Nature Conservation Zone.

Policies

38.3.1.1 Provide for appropriate use and development by:

- a. limiting activities, buildings and structures to those necessary to maintain or enhance the use or values of the zone and only allowing these where they cannot be located on other adjoining or nearby land for the same purpose;
- b. locating and designing new buildings, structures, additions and parking areas to protect and maintain the character and values of the zone;
- c. mitigating the visual impacts of buildings, structures and parking areas through appropriate landscaping and design responses; and
- d. identifying opportunities to enhance indigenous biodiversity and providing for these opportunities to be realised as part of the mitigation of the adverse effects of subdivision of adjoining land and use and development within the zone.

38.4 Objectives and Policies – Informal Recreation Zone

Purpose

The Informal Recreation Zone applies to open space and recreation areas that are primarily easily accessible for the immediate community and visitors or within easy walking distance for residents within the area. It provides a basic informal recreation experience, including play opportunities (such as flat, kick-around space) and offers areas for respite and relaxation. In addition, the Informal Recreation Zone is intended to provide physical links to other areas (such as by cycle ways or pedestrian access ways).

The Informal Recreation Zone encompasses both small local parks and neighbourhood reserves, through to large open areas fronting the District's Lakes. It also encompasses small reserves that provide visual relief from the built environment. While some civic activities may take place on these reserves, it is anticipated that larger and more formal civic events will occur within the Civic Spaces Zones.

The Informal Recreation Zone accommodates a number of facilities, including public toilets, children's playgrounds, public barbeques, public art, car parks, tracks and general park furniture.

The foreshore reserves such as those along Roys Bay in Wanaka and Queenstown Bay also contain the majority of the lake-related commercial leases and concessions.

Buildings and structures located on the Informal Recreation Zone are generally limited to those that support informal recreation and are typically small-scale community buildings and structures.

Much of the Informal Recreation Zone is readily accessible, and are located within and adjacent to areas of high interest, landscape and amenity values. A range of commercial recreation and tourism activities exist in the zone and there is a desire to develop existing and new activities. The scale and intensity of these activities and associated buildings and infrastructure need to be carefully managed.

The Informal Recreation Ben Lomond Sub Zone recognises and manages the existence and extent of commercial and informal recreation activities in the Ben Lomond Recreation Reserve. This site is of particular importance because of its close proximity to the Queenstown Town Centre and its popularity with visitors and residents. The Ben Lomond Recreation Reserve is also unique in terms of the breadth of activities present, which include a gondola and restaurant, luge, Zipline, helicopter flights, parasailing, management of forestry, wildlife park and trails used for both commercial and informal recreation. Further development is contemplated where it is undertaken in a manner that is sensitive to other occupiers and users, and where it will maintain the overall landscape values, visual amenity values and recreation experiences of users of the sub zone.

38.4.1 Objective – Use and development for informal recreation maintains and enhances the environment

Policies

- 38.4.1.1 Enable a variety of informal recreation activities, including small-scale community uses and accessory activities.
- 38.4.1.2 Encourage commercial recreation activities and related commercial activities to complement and enhance other uses and experiences in the Informal Recreation Zone while at the same time maintaining or enhancing the landscape and amenity values of the zone.
- 38.4.1.3 Provide for multiple recreation activities while managing conflicts between multiple uses, and ensuring public safety and public access to informal recreational opportunities are maintained and enhanced.
- 38.4.1.4 Ensure that buildings and activities that exclude or restrict public access are limited so as to encourage public use and maintain open space for informal recreation, recognising that the existing facilities that have been established within this zone are appropriate to remain and in some instances, may be extended and/or redeveloped.

- 38.4.1.5 Limit the intensity of activities to minimise adverse effects such as noise, glare and traffic on amenity values, peace and enjoyment of the Informal Recreation Zones and surrounding environment.
- 38.4.1.6 Opportunities are taken to enhance recreational trail networks, cycling and walking linkages within the zone, and to other zones, to create a contiguous network to assist residents and visitors to move through and around neighbourhoods, and to other destinations, thereby providing an alternative and sustainable mode of transport.

38.5 Objectives and Policies – Active Sport and Recreation Zone

Purpose

The Active Sport and Recreation Zone includes larger parks and reserves that are primarily used for organised sport and events, usually with associated buildings and structures. The zone primarily applies to open space that is easily accessible, used for indoor and outdoor organised sports, active recreation and community activities.

The Active Sport and Recreation Zone areas are designed and used for organised sport and recreation with toilets, changing facilities, car parking and turf or playing surfaces formally maintained to an appropriate standard for the relevant sports code. These include sports fields, hard-court areas, club facilities as well as associated infrastructure such as car parking and changing rooms.

Commercial activities accessory to sport and active recreation activities, such as those that provide food or beverage services to support recreational use, may be undertaken in appropriate locations within this zone.

The Active Sport and Recreation Zone applies in the main urban centres and contain provisions that recognise the intensive use made of these areas, and the need to provide sufficient facilities to support these uses, while at the same time, providing for the open space and amenity values of a park or reserve within this zone, as well as avoiding or mitigating adverse effects on the surrounding areas.

38.5.1 Objective - Active sport and recreation activities are provided for in appropriate locations, while managing adverse effects on surrounding areas and communities.

Policies

- 38.5.1.1 Provide for indoor and outdoor organised sports, active recreation, recreation facilities, community activities, accessory activities and associated buildings and structures.
- 38.5.1.2 Active sport and recreation and associated buildings, structures (including additions) and car parking, are designed, located and operated to be compatible with the surrounding environment in which they are located, particularly within or adjacent to residential environments, and to avoid or mitigate any adverse effects of the activities (such as noise, hours and frequency) and of buildings, including visual dominance, outlook from adjoining or nearby sites and buildings, and shading.

38.6 Objectives and Policies – Civic Spaces Zone

Purpose

The Civic Spaces Zone provides for civic activities.

Civic spaces contribute to the character of centres and urban areas and provide opportunities for informal recreation, social interaction and community gatherings and events. They also support local character and provide a sense of identity.

The Civic Spaces Zone receives a high level of use and the zone and facilities shall be designed, operated and maintained with a high level of service. Events are often held within civic spaces, such as festivals and markets. They are places that help to establish communities and a sense of place. These areas are typically subject to higher demand from public and commercial use and are important civic spaces that directly support the District's tourism industry.

38.6.1 Objective – Civic spaces are the community focal points for civic and community functions, events and informal recreation of benefit to both the community and the District.

Policies

- 38.6.1.1 Manage and promote passive recreation activities, while providing for commercial and community activities of a temporary nature that are of public benefit.
- 38.6.1.2 Limit buildings and structures to those that are necessary to support civic activities, and where this is demonstrated, ensure that buildings and structures enhance the amenity values, functionality and use of the zone.
- 38.6.1.3 Enable public amenities and the installation of artworks and interpretive signs, that enhance the use and enjoyment of civic spaces.

38.7 Objectives and Policies – Community Purposes Zone

Purpose

The Community Purposes Zone primarily accommodates open space areas that play a significant community function, including libraries, halls and recreation centres. It also provides specifically for cemeteries, golf courses, campgrounds and areas that have a significant passive recreation function that are not otherwise encapsulated in other zones, such as the Queenstown Gardens. Community buildings and associated activities are generally provided within the Community Purposes Zone.

Community Purposes Zones located within the townships and outlying settlements often have multiple activities that host a variety of passive and active activities and associated infrastructure.

Where the Community Purposes Zone is for a specific function, the zone has been broken into sub-zones for the purposes of better articulating management outcomes for each sub-zone. The three sub-zones are:

- Community Purposes Zone (Cemeteries);
- Community Purposes Zone (Golf); and
- Community Purpose Zone (Camping Ground).

Both the Community Purposes Zone (Golf) and the Community Purposes Zone (Camping Ground), comprise the District's golf courses and campground facilities that are owned by the Council, but are leased to private interests. These two sub-zones include provisions that recognise the specialised use of these open space areas. Accordingly, the Community Purposes Zone allows for greater flexibility in the scale and nature of development of these spaces, while at the same time ensuring that development of these spaces is sympathetic to adjoining areas. As an example, this includes where a Community Purposes Zone (Camping Ground) may border one of the District's lakes or Outstanding Natural Landscapes.

38.7.1 Objective – Community activities that meet the current and future social, cultural, recreation, health and community needs of both local communities and visitors to the District are provided for within a diverse range of open spaces.

Policies

- 38.7.1.1 Enable community activities and associated buildings and structures (including indoor and outdoor organised sports, active recreation and recreation facilities) that contribute to the function of the zone as focal points for District and Regional activities, while ensuring that the location and design of new buildings and structures, additions to existing buildings and structures and parking areas, maintain the character and values of each Community Purposes Zone.
- 38.7.1.2 Enable the continued operation of the District's existing cemeteries while maintaining public access, the open space amenity, and any historic heritage values of these community spaces.
- 38.7.1.3 Buildings, structures and activities associated with the community activities themselves are designed and located so that any adverse effects including noise, lighting and traffic effects, are managed to maintain the level of amenity value of the surrounding environment within which they are located.
- 38.7.1.4 Ensure that the development of golf courses and camping ground areas continues to provide for a mixture of restricted and full public use, as well as the open space visual amenity enjoyed by the wider public.
- 38.7.1.5 Ensure that the development of golf courses and camping grounds maintains and enhances the landscape and amenity values of the surrounding environment.

38.8 Other Provisions and Rules

38.8.1 District Wide

Attention is drawn to the following District Wide chapters.

1 Introduction	2 Definitions	3 Strategic Direction
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4 Urban Development	5 Tangata Whenua	6 Landscapes
24 Signs	25 Earthworks	26 Historic Heritage
27 Subdivision	28 Natural Hazards	29 Transport
30 Utilities and Renewable Energy	32 Protected Trees	33 Indigenous Vegetation and Biodiversity
34 Wilding Exotic Trees	35 Temporary Activities and Relocated Buildings	36 Noise
37 Designations	Planning Maps	

38.8.2 Clarification - Advice Notes

- 38.8.2.1 A permitted activity must comply with all of the rules listed in the Rules - Activities (Section 38.9) and Rules - Standards for the Open Space and Recreation Zones (Section 38.10) tables, and any relevant district wide rules.
- 38.8.2.2 Where an activity does not comply with a standard listed in the Rules - Standards for the Open Space and Recreation Zone tables, the activity status identified by the 'Non-Compliance Status' column shall apply. Where an activity breaches more than one Standard, the most restrictive status shall apply to the activity.
- 38.8.2.3 Any facility identified Table 39.1 including but not limited to Public Amenity Facility's or Recreation Facilities as defined in Chapter 2 are also subject to the standards, and District Wide Chapters, including but not limited to buildings, lighting, signs and earthworks.
- 38.8.2.4 The Ben Lomond Sub-Zone and the 3 Community Purpose Sub-Zones, being sub-zones of the Informal Recreation Zone and Community Purpose Zone, require that all rules applicable to the Zone apply. Where specific rules are identified for the sub-zone, these shall prevail over the rules of the Informal Recreation Zone or Community Purpose Zone.
- 38.8.2.5 Freedom camping in the District is controlled by the Council Freedom Camping Control Bylaw.
- 38.8.2.6 The surface of lakes and rivers are zoned Rural, unless otherwise stated in the District Plan or identified on the Planning Maps.
- 38.8.2.7 Resource consent may be required for activities associated with telecommunications under the Resource Management (National Environmental Standards for Telecommunication Facilities) Regulations 2016. In these instances, this NES applies instead of the District Plan provisions.
- 38.8.2.8 Resource consent may be required for activities associated with electricity transmission under the Resource Management (National Environmental Standards for Electricity Transmission Activities) regulations 2009. In these instances, this NES applies instead of the District Plan provisions.
- 38.8.2.9 The following activities are managed in Chapter 30 Energy and Utilities:
- a. Earthworks undertaken within the National Grid Yard;

- b. Earthworks for the placement of underground electricity cables or lines; and
- c. Earthworks in the Electricity Distribution Corridor.

38.8.2.10 Table 38.1 specifies the activity status of land use activities in the Open Space and Recreation Zones, pursuant to section 9(3) of the Resource Management Act 1991. Notwithstanding the following rules, the Reserves Act 1977 applies to land vested under section 14 of the Reserves Act 1977.

Note: Reserves Act 1977: Reserves / lands controlled by Council or the Department of Conservation may be subject to further controls under the Reserves Act 1977 or through Reserve Management Plans. Discussion should be held with these agencies as to the existence and nature of these controls.

38.8.2.11 Table 38.7 specifies the zoning of Council administered reserves in the Open Space and Recreation Zones through an easy to reference table. For the avoidance of any doubt refer to the relevant district plan planning map to determine the zoning of land.

38.8.2.12 These abbreviations are used in the Rules – Activities (Section 38.9) and Rules - Standards for the Open Space and Recreation Zone (Section 38.10) tables. Any activity which is not permitted (P) or prohibited (PR) requires resource consent.

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

38.8.2.13 The following abbreviations are used within this chapter.

CPZ	Community Purpose Zone
CPZ (Golf)	Community Purpose Sub Zone (Golf)
CPZ (Camping Ground)	Community Purpose Sub Zone (Camping Ground)
CPZ (Cemeteries)	Community Purpose Sub Zone (Cemeteries)

38.9 Rules – Activities

Table 38.1: Activities Open Space and Recreation Zones.

For the activities identified in Table 38.1 as controlled activities, the Council will reserve its control to the matters in Part 39.12

For the activities identified in Table 38.1 as restricted discretionary activities, the Council will restrict its discretion to the matters in Part 39.13.

Rule	Activities	Nature Conservation Zone	Informal Recreation Zone	Active Sports / Recreation Zone	Civic Spaces Zone	CPZ	CPZ (Golf)	CPZ (Camping Ground)	CPZ (Cemeteries)
38.9.1	Any activity not listed in Table 39.1	NC	NC	NC	NC	NC	NC	NC	NC
38.9.2	Informal recreation	P	P	P	P	P	P	P	P
38.9.3	Information facilities	P	P	P	P	P	P	P	P
38.9.4	Public amenities	P	P	P	P	P	P	P	P
38.9.5	Gardens, including botanic and community gardens	P	P	P	P	P	P	P	P
38.9.6	Parks Maintenance	P	P	P	P	P	P	P	P
38.9.7	Recreation facilities	NC	D	P	D	P	P	P	P
38.9.8	Community centres and halls	NC	D	D	D	D	NC	NC	NC
38.9.9	Day Care Facilities including buildings	NC	NC	D	NC	D	NC	NC	NC
38.9.10	Education and research facilities directly related to the open space area	P	P	P	P	P	D	D	NC
38.9.11	Art galleries, arts and cultural centres including buildings	NC	D	D	D	D	NC	NC	NC
38.9.12	Clubrooms including buildings	NC	D	P	NC	D	P	D	NC
38.9.13	Libraries including buildings	NC	NC	NC	NC	P	NC	NC	NC
38.9.14	Grandstands	NC	NC	D	NC	D	NC	NC	NC
38.9.15	Organised sport and recreation	D	RD	P	D	P	P	D	NC
38.9.16	Camping grounds	D	D	NC	NC	NC	NC	P	NC
38.9.17	Restaurants and cafes that are accessory to a permitted activity and are located further than 50m from a Residential Zone including buildings	NC	C	C	C	C	C	C	NC

Rule	Activities	Nature Conservation Zone	Informal Recreation Zone	Active Sports / Recreation Zone	Civic Spaces Zone	CPZ	CPZ (Golf)	CPZ (Camping Ground)	CPZ (Cemeteries)
38.9.18	Restaurants and cafes that are accessory to a permitted activity and are located within 50m of a Residential Zone including buildings	NC	RD	RD	RD	RD	RD	RD	NC
38.9.19	Retail accessory to a permitted activity that complies with the floor area standards for retail activities (Rule 38.10.9)	D	P	P	P	P	P	P	NC
38.9.20	Retail not otherwise provided for in Table 39.1	NC	D	D	D	D	D	D	NC
38.9.21	Commercial Recreation Activities and buildings associated with Commercial Recreation Activities.	D	D	D	RD	RD	RD	RD	NC
38.9.21	Commercial Activities and buildings associated with, and located on, the same site as recreation activities.	D	D	D	RD	RD	RD	RD	NC
38.9.23	Artworks	P	P	P	P	P	P	P	P
38.9.24	Demolition of buildings (which is not a listed historic heritage feature ²)	P	P	P	P	P	P	P	P
38.9.25	New buildings associated with a permitted activity, not otherwise listed in Table 39.1	P	P	P	P	P	P	C	P
38.9.26	Construction, addition or alteration to existing buildings	P	P	P	P	P	P	C	P
38.9.27	Conservation Planting, species protection and conservation management works, including associated	P	P	P	P	P	P	P	P

Rule	Activities	Nature Conservation Zone	Informal Recreation Zone	Active Sports / Recreation Zone	Civic Spaces Zone	CPZ	CPZ (Golf)	CPZ (Camping Ground)	CPZ (Cemeteries)
	trapping, restoration and re-vegetation work, noxious plant and pest control and scientific research								
38.9.28	Recreation Trails (walking, horse and cycling trails)	P	P	P	P	P	P	P	P
38.9.29	Construction of vehicle access and car parking areas accessory to permitted activities, up to 200m ²	C	C	P	P	P	P	P	P
38.9.30	Construction of vehicle access and car parking areas accessory to permitted activities exceeding 200m ²	D	RD	RD	RD	RD	RD	RD	RD
38.9.31	Harvesting and management of existing Forestry	D	D	D	D	D	D	D	D
38.9.32	Planting of new Forestry	NC	D	D	NC	NC	NC	NC	NC
38.9.33	Farming including grazing of stock	RD	P	RD	RD	RD	RD	RD	RD
38.9.34	Cemeteries	D	NC	NC	NC	NC	NC	NC	P
38.9.35	The parking or placing of any motor vehicle, boat, caravan, trailer, or material for the purposes of sale or lease	PR	PR	PR	PR	PR	PR	PR	PR
38.9.36	Mining Activity	PR	PR	PR	PR	PR	PR	PR	PR
38.9.37	Boat Ramps, Jetties and Marinas	D	D	D	D	D	D	D	NC
38.9.38	Informal Airports	D	D	D	D	D	D	D	D

Note: 1. Heritage New Zealand Pouhere Taonga Act 2014

38.10 Rules - Standards for Open Space and Recreation Zones

Table 38.2: Standards for Activities in the Open Space and Recreation Zones			Non-compliance Status
38.10.1	<p>Building Height</p> <p>The maximum height in the following zones shall be:</p> <p>38.10.1.1 Nature Conservation Zone: 4m.</p> <p>38.10.1.2 Informal Recreation Zone: 8m.</p> <p>38.10.1.3 Active Sports and Recreation Zone: 10m.</p> <p>38.10.1.4 Civic Spaces Zone: 8m.</p> <p>38.10.1.5 CPZ: 10m.</p> <p>38.10.1.6 CPZ (Golf): 8m.</p> <p>38.10.1.7 CPZ (Camping Ground): 8m.</p> <p>38.10.1.8 CPZ (Cemeteries): 8m.</p>	D	
38.10.2	<p>Ground Floor Area of each Building</p> <p>The maximum Ground Floor Area of each building in the following zones is:</p> <p>38.10.2.1 Nature Conservation Zone: 50m².</p> <p>38.10.2.2 Informal Recreation Zone: 100m².</p> <p>38.10.2.3 Active Sports and Recreation Zone: 400m².</p> <p>38.10.2.4 Civic Spaces Zone: 100m².</p> <p>38.10.2.5 CPZ: 300m².</p>	RD	

Table 38.2: Standards for Activities in the Open Space and Recreation Zones			Non-compliance Status
38.10.2.6	CPZ (Golf):	600m ² .	
38.10.2.7	CPZ (Camping Ground):	600m ² .	
38.10.2.8	CPZ (Cemeteries):	50m ² .	
<p><i>Note: Refer to Ground Floor Area Definition for interpretation.</i></p> <p>Discretion is restricted to the following:</p> <ul style="list-style-type: none"> • Building dominance; • Effects on visual amenity and landscape character values and in particular views of significance; • The size, design and location of buildings relative to the public realm and adjoining properties; • Consistency with the character of the locality and the role and function of the open space; • Pedestrian and vehicle access; • Functional needs; • Scale and intensity; • Cumulative effect of buildings; and • Design and integration of landscaping. 			
38.10.3	Recession Plane		D
38.10.3.1	Where a building adjoins another zone, the recession plane standard that applies in the adjoining zone applies to the adjoining open space boundary, if applicable.		
38.10.3.2	<p>In the CPZ (Camping Ground) the following standards shall apply:</p> <ul style="list-style-type: none"> a. On boundaries adjoining a site zoned Low and Medium Density Residential Zones, buildings shall not project beyond a building envelope constructed by a recession line inclined towards the site at the following angles: <ul style="list-style-type: none"> i. Northern Boundary: 2.5m and 55 degrees; ii. Western and Eastern Boundaries: 2.5m and 45 degrees; and iii. Southern Boundary: 2.5m and 35 degrees. b. On boundaries adjoining a site zoned High Density Residential Zone, buildings shall not project beyond a building envelope constructed by a recession line inclined towards the site at the following angles: <ul style="list-style-type: none"> i. Northern Boundary: 2.5m and 55 degrees; and ii. All other boundaries: 2.5m and 45 degrees. 		

Table 38.2: Standards for Activities in the Open Space and Recreation Zones		Non-compliance Status
38.10.4	<p>Setback from Internal and Road Boundaries</p> <p>Setback from internal boundaries</p> <p>38.10.4.1 Where a building adjoins another zone, the building shall be setback from the boundary the same distance as required by the set back from internal boundaries of the adjoining zone.</p> <p>Setback from Roads</p> <p>38.10.4.2 The minimum road boundary setbacks that apply to the open space and recreation zones, shall be the standards that apply in the adjoining zone.</p> <p>Discretion is restricted to the following:</p> <ul style="list-style-type: none"> • Building dominance; • Privacy effects on adjoining properties; • Access to sunlight and impacts on shading; • Effects on visual amenity; • The size, design and location of buildings relative to the public realm and adjoining properties; • Consistency with the character of the locality; and • The historic heritage value of any adjacent heritage item and or feature. 	RD
38.10.5	<p>Setback of buildings from water bodies</p> <p>38.10.5.1 The minimum setback of any building from the bed of a river or lake or margin of a wetland shall be 10m.</p> <p>Discretion is restricted to the following:</p> <ul style="list-style-type: none"> • Indigenous biodiversity values; • Public access; • Effects on visual amenity and landscape character values; • Open space • The functional and locational need and interaction of the development with the water body; • Landscaping; • Environmental protection measures (including landscaping and stormwater management); and • Natural hazards. 	RD
38.10.6	<p>Outdoor Storage</p> <p>38.10.6.1 Outdoor storage and storage of waste and recycling shall be screened from public places and adjoining zones by either planting, solid wall(s), solid fence(s), or any combination of these, to 2m in height along the length of the</p>	RD

Table 38.2: Standards for Activities in the Open Space and Recreation Zones		Non-compliance Status
	<p>outdoor storage area. Where such screening is by way of planting it shall be for a minimum depth of 3m as well as 2m high.</p> <p>38.10.6.2 Any outdoor storage area shall not be located within the minimum setbacks specified in Rule 38.10.4 and 38.10.5.</p> <p>Discretion is restricted to the following:</p> <ul style="list-style-type: none"> • Visual amenity; • The location relative to the public realm and adjoining residential properties; • Consistency with the character of the locality; • Landscaping; • Practical and functional constraints; and • Pedestrian and vehicle access. 	
38.10.7	<p>Fencing</p> <p>38.10.7.1 Fences erected on the boundary of any Open Space and Recreation Zone shall be at least 50% visually permeable.</p> <p>38.10.7.2 The maximum height of any fences erected on the boundary of any Open Space and Recreation Zone shall be 1.2m.</p> <p>Discretion is restricted to the following:</p> <ul style="list-style-type: none"> • Visual amenity values; • Opportunities for passive surveillance; • Consistency with any established fencing; and • Functional constraints, including the use of land, security, and wind shelter. 	RD
38.10.8	<p>Lighting and Glare</p> <p>38.10.8.1 No activity on a Nature Conservation Zone, CPZ, CPZ (Golf), CPZ (Camping Ground) and CPZ (Cemeteries) shall result in a greater than 2.5 lux spill (horizontal or vertical) of lights onto any other site measured at any point inside the boundary of the other site (when measured or calculated 2.0m inside the boundary of the adjoining property).</p> <p>38.10.8.2 No activity on an Informal Recreation Zone, Active Sports and Recreation Zone and Civic Spaces Zone shall result in a greater than a 3.0 lux spill (horizontal or vertical) of lights onto any other site measured at any point inside the boundary of the other site (when measured 2.0m inside the boundary of the adjoining property).</p>	D
38.10.9	<p>Maximum gross retail floor space</p> <p>38.10.9.1 Within the Informal Recreation Zone, Active Sports and Recreation Zone, CPZ, CPZ (Golf), and CPZ (Camping Ground) the maximum gross retail floor space associated to recreation activities permitted within these zones shall</p>	D

Table 38.2: Standards for Activities in the Open Space and Recreation Zones		Non-compliance Status
	be 100m ² or no more than 10% of the gross floor area of the building supporting the recreation and leisure activities.	
38.10.10	<p>Building Colours Within the Nature Conservation, Informal Recreation and Community Purposes (Camping Ground) Zones</p> <p>38.10.10.1 All exterior surfaces, including fences, shall be coloured in the range of browns, greens, greys or black (except soffits), with a maximum reflective value of 35%.</p> <p>38.10.10.2 All roofs shall have a maximum reflective value of 20%.</p> <p>38.10.10.3 All other surface finishes shall have a maximum reflective value of 30%.</p> <p>Discretion is restricted to the following:</p> <ul style="list-style-type: none"> • External appearance; • Visual prominence from both public places and private locations; and • Effects on visual amenity and landscape character values and in particular views of significance. 	RD

38.11 Informal Recreation Zone: Ben Lomond Sub Zone

Table 38.3: Activities and Standards for Activities in the Ben Lomond Sub Zone		Activity or Non-compliance Status
	Activity	Activity Status
38.11.1	<p>Buildings</p> <p>Construction, relocation, addition or alteration of any building.</p> <p>Discretion is restricted to the following:</p> <ul style="list-style-type: none"> • Visual amenity values; • Scale, intensity and cumulative effects; • Associated earthworks and landscaping; • Lighting; • Provision of water supply, sewerage treatment and disposal, electricity and communication services; • Natural Hazards; and 	RD

Table 38.3: Activities and Standards for Activities in the Ben Lomond Sub Zone

		Activity or Non-compliance Status
	<ul style="list-style-type: none"> • Effects on the transportation network. <p>Information requirements associated with the effects on the transportation network shall include an integrated transport assessment, including but not limited to:</p> <ul style="list-style-type: none"> • travel, access and parking plans; • any capacity or safety improvements to the road network, if the scale and intensity of the activity requires this; • the enhancement of pedestrian connections and networks to the Queenstown Town Centre Zone; • measures to encourage reduced use of car travel by employees and customers; and • requirements for the provision of dedicated car parks. 	
<p>38.11.2</p>	<p>Passenger Lift Systems</p> <p>(a) Passenger Lift Systems within the ‘Bob’s Peak’ area of the Ben Lomond Sub Zone.</p> <p>(b) Passenger Lift Systems within the Gondola Corridor area of the Ben Lomond Sub Zone.</p> <p>Control is reserved to the following:</p> <ul style="list-style-type: none"> • Location, external appearance and alignment; • Other occupiers or users; • Night lighting; • Height; • Associated earthworks; and • Natural Hazards. 	<p>C</p> <p>C</p>
<p>38.11.3</p>	<p>Commercial recreation activity including:</p> <p>(a) commercial activities associated with, and located on, the same site as recreation activities; and</p> <p>(b) retail ancillary to a commercial recreation activity</p> <p>Discretion is restricted to the following:</p> <ul style="list-style-type: none"> • Intensity and scale of the activity on recreation use and amenity values; • Noise; • Public access to, and use of the open space; • Other occupiers or users of the site or adjoining sites; • Infrastructure; • Access and parking; and • Effects on the transportation network (if not previously or concurrently addressed by an integrated transport assessment in Rule 	<p>RD</p>

Table 38.3: Activities and Standards for Activities in the Ben Lomond Sub Zone		Activity or Non-compliance Status
	38.11.1).	
38.11.4	<p>Harvesting and management of existing Forestry</p> <p>Control is reserved to the following:</p> <ul style="list-style-type: none"> • Hours of operation; • Noise; • Health and safety; • Traffic generation; • Earthworks; • Soil erosion, sediment generation and run-off; and • Landscape rehabilitation. 	C
38.11.5	<p>Parking within the Lower Terminal area of the Ben Lomond Sub Zone.</p> <p>Control is reserved to the following:</p> <ul style="list-style-type: none"> • Traffic generation, access, parking layout and design; • Consistency with any integrated traffic assessment required by Rules 38.11.1 and 38.11.3; • Pedestrian and vehicle access; and • Landscaping. 	C
38.11.6	<p>Building within the Building Restriction Area: Bob's Peak Area</p> <p>Any building within the Building Restriction Area, excluding retaining walls.</p>	PR
	Standards	Non-Compliance Status
38.11.7	<p>Building Height</p> <p>The maximum height of buildings and structures as specified shall be:</p> <p>(a) Buildings within the Bob's Peak Area: 10m.</p> <p>(b) Passenger Lift Systems within the Bob's Peak Area: 12m.</p>	D

Table 38.3: Activities and Standards for Activities in the Ben Lomond Sub Zone		Activity or Non-compliance Status
	(c) Buildings within the Lower Terminal Area: 17m.	
38.11.8	<p>Building Coverage</p> <p>The maximum building coverage within the Bob's Peak Area shall be 15%</p>	D

38.12 Matters of control for Controlled Activities identified in Table 38.1

The Council will reserve its control to the following matters when assessing a controlled activity resource consent application.

Table 38.4: Matters of Control for Activities in the Open Space and Recreation Zones	
38.12.1	<p>Rule 38.9.17: Restaurants and cafes that are accessory to a permitted activity and are located further than 50m from a Residential Zone in the Civic Spaces Zone, Informal Recreation Zone, Active Sports and Recreation Zone, CPZ, CPZ (Golf), CPZ (Camping Ground):</p> <ul style="list-style-type: none"> • Scale and intensity of the activity on recreation use and amenity values; • Public access to, and use of the open space; • Traffic generation, access and parking; and • Infrastructure and servicing, including the provision of storage and loading/service areas.
38.12.2	<p>Rule 38.9.29: Construction of vehicle access and car parking areas accessory to permitted activities up to 200m²:</p> <ul style="list-style-type: none"> • Traffic generation, access and parking; • Public access to, and use of, the open space; • Pedestrian and vehicle access; and • Landscaping.

38.13 Matters of discretion for Restricted Discretionary Activities identified in Table 38.1

The Council will restrict its discretion over the following matters when assessing a restricted discretionary activity resource consent application.

Table 38.5: Matters of Discretion for Activities in the Open Space and Recreation Zones

Table 38.5: Matters of Discretion for Activities in the Open Space and Recreation Zones

38.13.1	<p>Rule 38.9.18: Restaurants and cafes that are accessory to a permitted activity and are located within 50m of a Residential Zone in the Civic Spaces Zone, Informal Recreation Zone, Active Sports and Recreation Zone, CPZ, CPZ (Golf), CPZ (Camping Grounds):</p> <ul style="list-style-type: none"> • Intensity and scale of the activity on recreation use and amenity values; • Public access to, and use of, the open space; • Location, in particular distance from adjoining properties; • Traffic generation, access and parking; • Noise; and • Infrastructure and servicing, including the provision of storage and loading/service areas.
38.13.2	<p>Rules 38.9.21 and 38.9.22: Commercial recreation activity including commercial activities associated with and located on the same site as recreation activities, including buildings in the Civic Spaces Zone, CPZ, CPZ (Golf), CPZ (Camping Grounds):</p> <ul style="list-style-type: none"> • Intensity and scale of the activity on recreation use and amenity values; • Public access to, and use of the open space; • Other occupiers or users of the site or adjoining sites; • Traffic generation, access and parking.
38.13.3	<p>Rule 38.9.30: Construction of vehicle access and car parking areas accessory to permitted activities exceeding 200m² in respect of all Open Space and Recreation Zones (except the Nature Conservation Zone):</p> <ul style="list-style-type: none"> • Location of facility and access; • Number, design and layout of car parks and associated manoeuvring areas; • Surface treatment of parking facility and access; • Landscaping; and • Cumulative effect of the number of car parking facilities within the Zone.
38.13.4	<p>Rule 38.9.33: Farming including grazing of stock</p> <ul style="list-style-type: none"> • Intensity and duration; • Public access to, and use of the open space; • Pest and wilding pine control; • Maintenance of landscape values; and • Restriction of areas to protect or restore indigenous biodiversity values.

38.14 Landscape Assessment Matters for Discretionary and Non-Complying Activities

Table 38.6: Landscape Assessment Matters for Discretionary and Non-Complying Activities in the Open Space and Recreation Zones

Table 38.6: Landscape Assessment Matters for Discretionary and Non-Complying Activities in the Open Space and Recreation Zones

38.14.1	<p>38.14.1 Outstanding Natural Features and Outstanding Natural Landscapes (ONF and ONL).</p> <p>38.14.1.1 Effects on landscape quality and character</p> <p>In considering whether the proposed development will maintain or enhance the quality and character of Outstanding Natural Features and Landscapes, the Council shall be satisfied of the extent to which the proposed development will affect landscape quality and character, taking into account the following elements:</p> <p>a. Physical attributes:</p> <ul style="list-style-type: none">• Geological, topographical, geographic elements in the context of whether these formative processes have a profound influence on landscape character;• Vegetation (exotic and indigenous);• The presence of waterbodies including lakes, rivers, streams, wetlands. <p>b. Visual attributes:</p> <ul style="list-style-type: none">• Legibility or expressiveness – how obviously the feature or landscape demonstrates its formative processes;• Aesthetic values including memorability and naturalness;• Transient values including values at certain times of the day or year;• Human influence and management – settlements, land management patterns, buildings, roads. <p>c. Appreciation and cultural attributes:</p> <ul style="list-style-type: none">• Whether the elements identified in (a) and (b) are shared and recognised;• Cultural and spiritual values for Tangata whenua;• Historical and heritage associations. <p>The Council acknowledges that Tangata Whenua beliefs and values for a specific location may not be known without input from iwi.</p> <p>d. In the context of (a) to (c) above, the degree to which the proposed activity or development will affect the existing landscape quality and character, including whether the proposed activity or development accords with or degrades landscape quality and character, and to what degree.</p> <p>38.14.1.2 Effects on visual amenity</p> <p>In considering whether the potential visibility of the proposed activity or development will maintain and enhance visual amenity, values</p>
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Table 38.6: Landscape Assessment Matters for Discretionary and Non-Complying Activities in the Open Space and Recreation Zones

the Council shall be satisfied that:

- a. the extent to which the proposed activity or development detracts from visual amenity values as viewed from public roads and other public places;
- b. the proposed development will not be visually prominent such that it detracts from public or private views of and within Outstanding Natural Features and Landscapes;
- c. the proposal will be appropriately integrated, screened or hidden from view by elements that are in keeping with the character of the landscape;
- d. the proposed activity or development will not reduce the visual amenity values of the wider landscape (not just the immediate landscape);
- e. structures will not be located where they will break the line and form of any ridges, hills and slopes;
- f. any carparking, access, lighting, earthworks and landscaping will not reduce the visual amenity of the landscape.

38.14.2

38.14.2 Rural Landscape Classification (RLC)

38.14.2.1 Effects on landscape quality and character

The following shall be taken into account:

- a. where the site is adjacent to an Outstanding Natural Feature or Landscape, whether and the extent to which the proposed development will adversely affect the quality and character of the adjacent Outstanding Natural Feature or Landscape;
- b. whether and the extent to which the scale and nature of the proposed activity or development will degrade the quality and character of the Open Space Zone or the surrounding Rural Landscape;
- c. whether the design and any landscaping would be compatible with or would enhance the quality and character of the Open Space Zone or the Rural Landscape.

38.14.2.2 Effects on visual amenity:

Whether the activity or development will result in a loss of the visual amenity of the Open Space Zone or the Rural Landscape, having regard to whether and the extent to which:

- a. the visual prominence of the proposed development from any public places will reduce visual amenity;
- b. the proposed development is likely to be visually prominent such that it detracts from private views;
- c. any screening or other mitigation by any proposed method such as earthworks and/or new planting will detract from or obstruct views of the Rural Landscape from both public and private locations;

Table 38.6: Landscape Assessment Matters for Discretionary and Non-Complying Activities in the Open Space and Recreation Zones

	<p>d. the proposed development is enclosed by any confining elements of topography and/or vegetation and the ability of these elements to reduce visibility from public and private locations;</p> <p>e. any proposed carparking, planting, lighting, earthworks and landscaping will reduce visual amenity, with particular regard to elements which are inconsistent with the existing natural topography and patterns;</p> <p>38.14.2.3 Tangata Whenua, biodiversity and geological values:</p> <p>a. whether and to what extent the proposed development will degrade Tangata Whenua values including Tōpuni or nohoanga, indigenous biodiversity, geological or geomorphological values or features and, the positive effects any proposed or existing protection or regeneration of these values or features will have.</p> <p>The Council acknowledges that Tangata Whenua beliefs and values for a specific location may not be known without input from iwi.</p>
<p>38.14.3</p>	<p>38.14.3 Other factors and positive effects, applicable in all the landscape categories</p> <p>38.14.3.1 The extent to which the proposed activity or development detracts from, or enhances the amenity of the Open Space Zone and wider natural or rural environment with particular regard to the experience of remoteness or wildness.</p> <p>38.14.3.2 The extent to which cumulative effects of activities will adversely affect landscape quality, character or visual amenity values.</p> <p>38.14.3.3 In considering whether there are any positive effects, or opportunities for remedying or mitigating the continuing adverse effects of activities, the Council shall take the following matters into account:</p> <p>a. whether the proposed activity would enhance the character of the landscape, or assists with the protection and enhancement of indigenous biodiversity values, in particular the habitat of any threatened species, or land environment identified as chronically or acutely threatened on the Land Environments New Zealand (LENZ) threatened environment status;</p> <p>b. any positive effects including environmental compensation, enhanced public access such as the creation or improvement of walking, cycling or bridleways or access to lakes, rivers or conservation areas;</p> <p>c. where adverse effects cannot be avoided, mitigated or remedied, the merits of any compensation.</p>

Table 38.7 Zoning of Council Administered Reserves

Name of Reserve	Open Space Zone	Sub Zone
ALBERT TOWN		
Albertown Camping Ground	Community Purposes	Campground
Albertown Lagoon Reserve	Nature Conservation	
Alberttown Cemetery	Community Purposes	Cemetery
Frye Crescent Reserve	Informal Recreation	
Hikuwai Reserve	Informal Recreation	
McMurdo Park	Informal Recreation	
Riverside Road Reserve	Nature Conservation	
Templeton Park	Informal Recreation	
Wicklow Terrace	Informal Recreation	
ARROWTOWN		
Anathaem Hall	Civic Spaces	
Arrowtown Campground	Community Purposes	Campground
Arrowtown Cemetery	Community Purposes	Cemetery
Arrowtown Golf Club	Community Purposes	Golf Course
Arrowtown Pool and Bowling Green	Community Purposes	
Buckingham Green	Civic Spaces	

Name of Reserve	Open Space Zone	Sub Zone
Bush Creek	Informal Recreation	
Butel Park Reserve	Informal Recreation	
Butlers Green	Informal Recreation	
Coronet Forest	Informal Recreation	
Cotter Ave Reserve	Informal Recreation	
De la Parelle Park	Informal Recreation	
Devon Street Reserve	Informal Recreation	
Jack Reid Park	Active Sports and Recreation	
Marshall Park	Informal Recreation	
McDonnell Road Reserve	Informal Recreation	
Mill Creek Reserve	Nature Conservation	
Millbrook Cricket Ground	Active Sports and Recreation	
Monument Hill	Civic Spaces	
Norfolk Street, Johnson Common, Boundary Street Reserve	Informal Recreation	
O'Callaghan Reserve	Informal Recreation	
Ramshaw Lane, Skate Park etc	Informal Recreation	
Reed Park	Informal Recreation	

Name of Reserve	Open Space Zone	Sub Zone
Rose Douglas Park	Informal Recreation	
Tipperary Place	Informal Recreation	
Village Green	Community Purposes	
Wilcox Green	Informal Recreation	
ARTHURS POINT		
Herron Park	Informal Recreation	
Larkins Way	Informal Recreation	
MacAlister Park	Informal Recreation	
Murdoch Park	Informal Recreation	
Scheib Park	Informal Recreation	
School house reserve	Informal Recreation	
CARDRONA		
Cardrona Hall	Community Purposes	
Cardrona Cemetery	Community Purposes	Cemetery
Cardrona Hall	Informal Recreation	
Cardrona Toilets	Informal Recreation	
Snow Farm	Informal Recreation	
GIBBSTON		

Name of Reserve	Open Space Zone	Sub Zone
Gibbston Reserve	Informal Recreation	
GLENORCHY		
Benmore Place Reserve	Informal Recreation	
Glenorchy Cemetery	Community Purposes	Cemetery
Glenorchy Domain	Community Purposes	
Glenorchy Hall	Community Purposes	
Invincible Drive Recreation Reserve	Informal Recreation	
HAWEA		
Hawea Camping ground	Community Purposes	Campground
Charles Court	Informal Recreation	
Hawea Domain	Informal Recreation	
Hawea Flat Hall	Civic Spaces	
Hawea Recreation Reserve	Informal Recreation	
Hewson Crescent Access way	Informal Recreation	
Lake Hawea Cemetery	Community Purposes	Cemetery
Lakeview Esplanade reserve	Informal Recreation	
McPhee Park	Informal Recreation	
Peter Fraser Park	Community Purposes	

Name of Reserve	Open Space Zone	Sub Zone
JACKS POINT		
Jack Tewa Park	Informal Recreation	
Drift Bay	Informal Recreation	
KINGSTON		
Kingston Cemetery	Community Purposes	Cemetery
Kingston Domain	Informal Recreation	
Kingston Foreshore Recreation Reserve	Informal Recreation	
Kingston Golf Course	Community Purposes	Golf Course
LAKE HAYES		
Acheron Place Reserve	Informal Recreation	
Arrowtown Golf Club	Community Purposes	Golf Course
Bendemeer Bay	Informal Recreation	
Bridesdale Reserves	Informal Recreation	
Castallia Drive Reserve	Informal Recreation	
Common Lane	Informal Recreation	
Florence Park	Informal Recreation	
Headington Hill	Informal Recreation	
Howards Drive Entry	Informal Recreation	

Name of Reserve	Open Space Zone	Sub Zone
Kawarau River Esplanade Reserve	Informal Recreation	
Lake Hayes Pavillion	Community Purposes	
Lake Hayes Reserve	Informal Recreation	
Lake Hayes Reserve	Nature Conservation	
Lake Hayes Track	Informal Recreation	
Lower Shotover Cemetery	Community Purposes	Cemetery
Mardson Place Shotover Country	Informal Recreation	
McBride Park	Informal Recreation	
Mill Creek Reserve	Nature Conservation	
Onslow Road Reserve	Informal Recreation	
Orbell Drive	Informal Recreation	
Orbell Drive Reserve	Informal Recreation	
Pennywell Lane	Informal Recreation	
Richmond Park	Informal Recreation	
Rosie Hill	Informal Recreation	
Spence Road	Informal Recreation	
Sylvan Street Reserve	Informal Recreation	
Walnut Lane Reserve	Informal Recreation	

Name of Reserve	Open Space Zone	Sub Zone
Whitechapel Reserve	Informal Recreation	
Widgeon Park	Informal Recreation	
LUGGATE		
Hopkins Street Recreation Reserve	Community Purposes	
Luggate Domain	Community Purposes	Campground
Luggate Hall	Community Purposes	
Red Bridge	Informal Recreation	
Taylor Park	Informal Recreation	
Templeton Park	Informal Recreation	
MAKARORA		
Makarora Cemetery	Community Purposes	Cemetery
QUEENSTOWN		
Queenstown Camping Ground	Community Purposes	Campground
Riverside Road Reserve	Informal Recreation	
Belfast Terrace Reserve	Informal Recreation	
Ben Lomond Reserve	Informal Recreation	Ben Lomond
Ben Lomond Reserve	Nature Conservation	
Brian Smith Park	Civic Spaces	

Name of Reserve	Open Space Zone	Sub Zone
Cecil Road Reserve	Informal Recreation	
Corner of Stanley and Shotover	Informal Recreation	
Dublin Street Reserve	Informal Recreation	
Earnslaw Park	Civic Spaces	
Edge of Memorial Rec Grounds	Active Sports and Recreation	
Fernhill Road Reserve	Informal Recreation	
Ferry Hill Reserve	Informal Recreation	
Frankton Campground	Community Purposes	Campground
Frankton Cemetery	Community Purposes	Cemetery
Frankton Domain	Informal Recreation	
Frankton Marina	Informal Recreation	
Frankton Track	Informal Recreation	
Gorge Road Reserve	Informal Recreation	
Gretton Park	Informal Recreation	
Highview Terrace Reserve	Informal Recreation	
James Clouston Memorial Park	Informal Recreation	
Jardine Park	Informal Recreation	
Jubilee Park	Informal Recreation	

Name of Reserve	Open Space Zone	Sub Zone
Kawarau Falls Reserve	Informal Recreation	
Kelvin Grove and Waterfront	Informal Recreation	
Kelvin Heights Golf Course	Community Purposes	Golf Course
Kiwi Bird Life Park	Informal Recreation	
Lake Esplanadae	Informal Recreation	
Marina Drive	Informal Recreation	
Marina Drive Playground	Informal Recreation	
Matakauri Park	Nature Conservation	
Memorial Recreation Grounds	Active Sports and Recreation	
Mill Creek Reserve	Nature Conservation	
One Mile Reserve	Informal Recreation	
Panorama Terrace Reserve	Informal Recreation	
Queenstown Camping Ground	Community Purposes	Campground
Queenstown Cemetery	Community Purposes	Cemetery
Queenstown Events Centre	Community Purposes	
Queenstown Gardens	Community Purposes	
Queenstown Hill	Informal Recreation	
Queenstown Village Green	Civic Spaces	

Name of Reserve	Open Space Zone	Sub Zone
Rotary Park	Informal Recreation	
Shotover Delta	Informal Recreation	
St Omer Park	Informal Recreation	
Sunshine Bay	Informal Recreation	
Sunshine Bay Recreation Reserve	Nature Conservation	
Transit of Venus Reserve	Civic Spaces	
Tucker Beach Road Reserve	Informal Recreation	
Wakatipu Yacht Club	Informal Recreation	
Warren Park	Active Sports and Recreation	
William Rees Reserve	Informal Recreation	
RURAL		
Beacon Point	Nature Conservation	
Coronet Forest	Informal Recreation	
Damper Bay	Nature Conservation	
Eely Point	Informal Recreation	
Glendhu Bay Camping Ground	Community Purposes	Campground
Hawea Campground	Community Purposes	Campground
Pigeon and Pig Islands	Nature Conservation	

Name of Reserve	Open Space Zone	Sub Zone
Ruby Island	Nature Conservation	
Snow Farm	Informal Recreation	
WANAKA		
A&P Showgrounds	Active Sports and Recreation	
Achilles Place	Informal Recreation	
Allenby Park	Informal Recreation	
Anderson Road Beautification Reserve	Informal Recreation	
Beacon Point	Nature Conservation	
Beacon Point Recreation Reserve	Informal Recreation	
Bridgeman Green	Civic Spaces	
Brook Green	Informal Recreation	
Bullock Creek Roys Bay	Informal Recreation	
Cherry Court Reserve	Informal Recreation	
Domini Park	Informal Recreation	
Eely Point	Informal Recreation	
Faulks Terrace Reserve	Informal Recreation	
Forest Heights Reserve	Informal Recreation	
Glendhu Bay Camping Ground	Community Purposes	Campground

Name of Reserve	Open Space Zone	Sub Zone
Greenbelt Place Reserve	Informal Recreation	
Kelliher Green	Informal Recreation	
Kellys Flat	Active Sports and Recreation	
Kennedy Crescent Reserve	Informal Recreation	
Kidson Lane Reserve	Informal Recreation	
Kiromiko Reserve	Informal Recreation	
Lake Side Road/Marina	Informal Recreation	
Lismore Park	Informal Recreation	
Little Oak Green	Informal Recreation	
Meadow Park	Informal Recreation	
Minaret Ridge Reserve	Informal Recreation	
Mt Gold Accessway	Informal Recreation	
Old Station Park Reserve	Informal Recreation	
Pembroke Park	Community Purposes	
Penrith Park Pond	Informal Recreation	
Penrith Park Stormwater Pond	Nature Conservation	
Wanaka Pool	Active Sports and Recreation	
Rotary Park	Informal Recreation	

Name of Reserve	Open Space Zone	Sub Zone
Roys Bay Lakefront Town Centre	Civic Spaces	
Roys Bay Recreation Reserve	Informal Recreation	
Stoney Creek park	Informal Recreation	
Upton Street Recreation Reserve	Active Sports and Recreation	
Wanaka Camping Ground	Community Purposes	Campground
Wanaka Cemetery	Community Purposes	Cemetery
Wanaka Golf Course	Community Purposes	Golf Course

Name of Reserve	Open Space Zone	Sub Zone
Wanaka Memorial Reserve	Informal Recreation	
Wanaka Recreation Centre	Community Purposes	
Wanaka Station Park	Informal Recreation	
Wanaka War Memorial	Civic Spaces	
West Meadows Playground	Informal Recreation	
Winders Recreation Reserve	Informal Recreation	

38.15 Rules - Non-notification of Applications

- 38.15.1 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 for the following:
- 38.15.2 Rule 38.15.1 shall not apply to Restricted Discretionary activities within the Informal Recreation Ben Lomond Sub-Zone; and
- 38.15.3 Controlled activities within the Informal Recreation Ben Lomond Sub Zone shall not be notified but may require the written approval of affected persons.

Definitions:

Variation to Stage 1 PDP Chapter 2 Definitions:

Underlined text for additions and ~~strike through~~ text for deletions.

Camping Ground	Means any area of land used, or designed or intended to be used, for rent, hire, donation, or otherwise for reward, for the purposes of placing or erecting on the land temporary living places for occupation, <u>or permanent tourist cabins</u> , by 2 or more families or parties (whether consisting of 1 or more persons) living independently of each other, whether or not such families or parties enjoy the use in common of entrances, water supplies, cookhouses, sanitary fixtures, or other premises and equipment; and includes any area of land used as a camping ground immediately before the commencement of the Camping Ground Regulations 1985.
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New Stage 2 PDP Definitions:

Ground Floor Area (For the purposes of Chapter 38 only)	Means any areas covered by a building or parts of a building, and includes overhanging or cantilevered parts, but does not include pergolas (unroofed), projections not greater than 800mm including eaves, bay or box windows, and uncovered terraces or decks that are less than 1.0 m above ground level.
Public Amenity (For the purposes of Chapter 38 only)	Means facilities established for the convenience and amenity of the public, and includes: <ul style="list-style-type: none">• landscaping and planting;• public toilets;• seating and picnic tables;• bicycle stands and cycle parking structures;• fountains;• drinking fountains;

	<ul style="list-style-type: none"> • rubbish bins; • directional signage and information boards; • barbeques; • lighting; • shelters; • changing facilities; and • playgrounds and playground equipment.
Information Facilities (For the purposes of Chapter 38 only)	<p>Means permanent or temporary facility or structure for the primary purpose of storing and displaying information relating to particular features and resources of educational, ecological, scientific, safety or heritage value about a particular site or sites, and includes:</p> <ul style="list-style-type: none"> • interpretative signs; • way finding signs; and • park information signs. <p>Excludes:</p> <ul style="list-style-type: none"> • billboard signs.
Recreation facilities (For the purposes of Chapter 38 only)	<p>Means a facility where the primary purpose is to provide for sport and recreation activities, and includes:</p> <ul style="list-style-type: none"> • recreation centres; • aquatic facilities, swimming pools, both indoor and outdoor; • fitness centres and gymnasiums; and • indoor sports centres.
Visually Permeable (For the purposes of Chapter 38 only)	<p>In reference to a wall, gate, door or fence: Means a continuous vertical or horizontal gaps of at least 50mm width occupying not less than one third of its face in aggregate of the entire surface or where narrower than 50mm, occupying at least one half of the face in aggregate.</p>

Variation to Stage 1 Landscapes Chapter 6:

Underlined text for additions and ~~strike through~~ text for deletions.

Part 6.2 Values - Last paragraph: Delete.

~~Landscapes have been categorised into three classifications within the Rural Zone. These are Outstanding Natural Landscapes (ONL) and Outstanding Natural Features (ONF), where their use, development and protection are a matter of national importance under Section 6 of the RMA. The Rural Landscapes Classification (RLC) makes up the remaining Rural Zoned land and has varying types of landscape character and amenity values. Specific policy and assessment matters are provided to manage the potential effects of subdivision and development in these locations.~~

Part 6.4 Rules - Amend:

~~6.4.1.2 The landscape categories apply only to the Rural Zone. The Landscape Chapter and Strategic Direction Chapter's objectives and policies are relevant and applicable in all zones where landscape values are at issue.~~

6.4.1.3 The landscape ~~categories~~ assessment matters do not apply to the following within the Rural Zones:

- a. Ski Area Activities within the Ski Area Sub Zones.
- b. The area of the Frankton Arm located to the east of the Outstanding Natural Landscape line as shown on the District Plan maps.
- ~~c. The Gibbston Character Zone.~~
- ~~d. The Rural Lifestyle Zone.~~
- ~~e. The Rural Residential Zone.~~

Variation to Stage 1 Subdivision and Development Chapter 27:

Underlined text for additions and ~~strike through~~ text for deletions.

27.5 Rules – Standards for Subdivision Activities

Zone	Minimum Lot Area
<u>Open Space and Recreation Zones</u>	<u>No minimum</u>

Variation to Stage 1 Temporary Activities and Relocated Buildings Chapter 35:

Underlined text for additions and ~~strike through~~ text for deletions.

35.4 Rules - Activities

35.4.7	<p>Temporary Events held <u>within the Open Space and Recreation Zones or any other</u> en-Council-owned public recreation land, provided that:</p> <ul style="list-style-type: none"> Noise Events do not occur during hours in which the night-time noise limits of the relevant Zone(s) are in effect, except for New Year's Eve. <p>For the purpose of this rule the relevant noise standards of the Zone shall not apply.</p>	P
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Variation to Stage 1 Noise Chapter 36:

Underlined text for additions and ~~strike through~~ text for deletions.

36.5 Rules – Standards

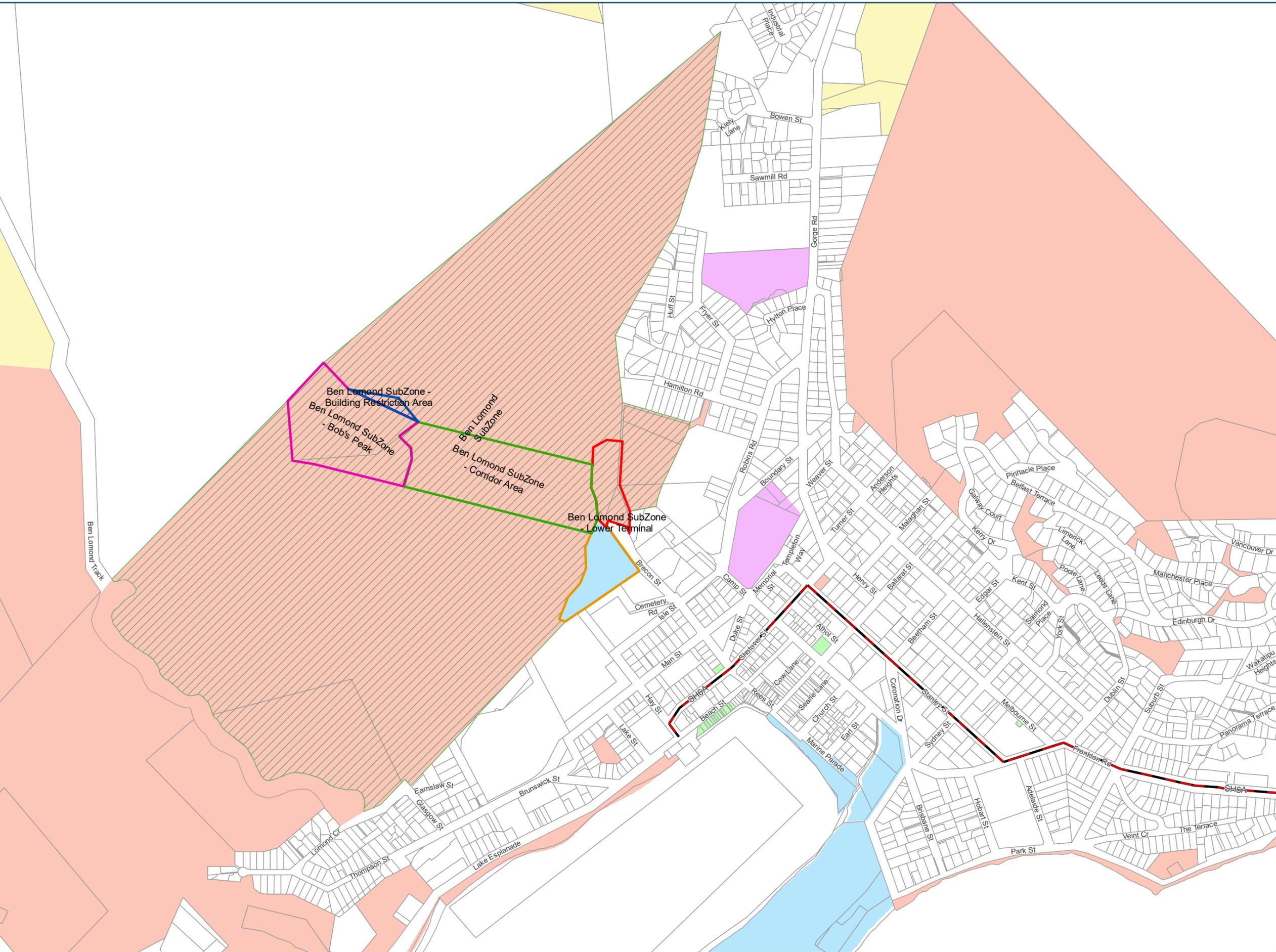
Table 2: General Standards

Rule Number	Standard Zones sound is received in	Assessment location	Time	Noise limits	Non-compliance status
36.5.4	<u>Open Space and Recreation Zones</u>	Any point within any site	0800h to 2000h	50 dB $L_{Aeq(15\ min)}$	NC
			2000h to 0800h	40 dB $L_{Aeq(15\ min)}$ 75 dB L_{AFmax}	NC

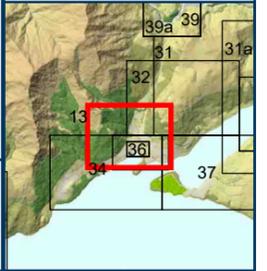
Maps created by QLDC GIS Department

Parcel boundaries derived from New Zealand Core Records System Vector Data (Corax) obtained from LINZ under the LINZ Licence Agreement

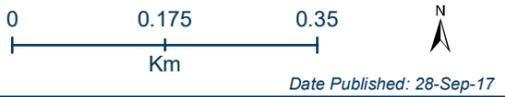
- Legend**
- Parcel/Road Boundary
 - State Highway
 - Ben Lomond SubZone
 - Building Restriction Area
 - Ben Lomond SubZone
 - Bob's Peak
 - Ben Lomond SubZone Corridor Area
 - Ben Lomond SubZone Lower Terminal
 - CP - Cemetery
 - Active Sports and Recreation
 - Civic Spaces
 - Community Purposes
 - Informal Recreation
 - Nature Conservation



34a



Variation to the Proposed District Plan Maps – Open Space and Recreation Zones Map 34a



ATTACHMENT C: TRAIL LINKS IDENTIFIED BY THE QUEENSTOWN TRAILS TRUST

FIGURE 1: WATTIES TRACK – TUCKERS BEACH TO ARTHURS POINT



FIGURE 2: PROPOSED TUCKERS BEACH BRIDGE



FIGURE 3: TUCKERS BEACH TO FRANKTON VIA LAKE JOHNSON



FIGURE 4: TUCKERS BEACH TO FRANKTON VIA LAKE JOHNSON



FIGURE 5: TUCKERS BEACH TO QUEENSTOWN HILL



FIGURE 6: TUCKERS BEACH TO QUEENSTOWN VIA QUEENSTOWN HILL

