

Attachment A – Chapter 6 Queenstown Airport Mixed Use Zone Draft Provisions

QUEENSTOWN AIRPORT MIXED USE ZONE 6

6 Queenstown Airport Mixed Use

6.1 Zone Purpose

Queenstown Airport provides facilities for the transportation of people and freight and is a key asset to the District in terms of supporting the tourism industry and the needs of local and business travellers.

Queenstown Airport acts as an important gateway into the District and facilitates access and economic activity in the local and broader regional economies.

The Airport's main function is for domestic and international scheduled passenger movements as well as freight. The Airport is recognised as a nationally significant asset in the light of its significant contribution to the tourism industry. Queenstown Airport also provides facilities and infrastructure for helicopter, flightseeing and general aviation operations. It is also a critical provider of emergency services and is a lifeline utility under the Civil Defence Emergency Management Act 2002.

International tourism is New Zealand's largest foreign exchange earner and the Queenstown Lakes District tourism industry is heavily reliant on air transport. The airport is a significant source of employment for the District.

The Airport Mixed Use zone applies to all land used for airport and airport-related activities at Queenstown Airport. The Zone rules apply a range of performance standards to manage the effects of land uses carried out at the Airport on amenity values.

6.2 Other Relevant Provisions

6.2.1 District Wide Rules

Attention is drawn to the following District Wide Rules which may apply in addition to the Airport Mixed Use Zone. If the District Wide Rules are not met then consent will be required in respect of that matter. If the District Wide Rules are inconsistent with any particular Airport Mixed Use Zone Rule the latter shall prevail.

6.2.1.1	Historic Heritage	Refer to Section 19
6.2.1.2	Transportation	Refer to Section 22
6.2.1.3	Subdivision, Development and Financial Contributions	Refer to Section 20
6.2.1.4	Utilities	Refer to Section 24
6.2.1.5	Signs	Refer to Section 17
6.2.1.6	Relocated Buildings, Temporary Buildings and Temporary Activities	Refer to Section 26
6.2.1.7	Earthworks	Refer to Section 18

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6.3 Objectives and Policies

Objectives and Policies

- 6.3.1 Objective 1 – Queenstown Airport is recognised as a generator of nationally and regionally significant economic, social and cultural benefits.**

Policies

- 6.3.1.1 Provide for those aviation activities necessary to enable Queenstown Airport to operate in a safe and efficient manner.
- 6.3.1.2 Provide for a range of airport related service, business, industrial and commercial activity to support or complement the functioning of Queenstown Airport.
- 6.3.1.3 Zone sufficient land to meet the foreseeable future requirements of activities that support or complement the functioning of Queenstown Airport.

- 6.3.2 Objective 2 – Provision for the requirements of Queenstown Airport is balanced with achieving an acceptable level of amenity for those using the airport and for those residing on neighbouring land.**

Policies

- 6.3.2.1 Maintain Queenstown Airport as a memorable and attractive gateway to the District.
- 6.3.2.2 Manage adverse effects on amenity values arising from the on-going development, use and maintenance of Queenstown Airport.
- 6.3.2.3 Avoid the establishment of activities that are incompatible with the ongoing operation and functioning of Queenstown Airport.

6.4 Activity Table

6.4.1 Clarification

- 6.4.1.1 Refer to the definitions in part X for the clarification of terms.
- 6.4.1.2 For controlled and restricted discretionary activities, the Council shall restrict the exercise of its discretion or the matters over which it reserves its control to the matters listed in part X.
- 6.4.1.3 The following abbreviations are used in the tables. Any activity that is not permitted (P) requires resource consent. Any activity listed in table 1 (activities table) must also comply with the performance standards/rules listed in part 6.5.

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

6.4.2 Activities – Queenstown Airport Mixed Use

Activities shall be subject to the following rules set out in Table 1. All activities, including permitted activities shall be subject to the Rule 6.5.

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Table 1

	Activity	Activity Status
6.4.2.1	Any airport activity or airport related activity or farming activity which complies with all the relevant rules in section 6.5 shall be Permitted Activity.	P
6.4.2.2	Any non-airport related activity which is not listed as Prohibited, with Council's discretion restricted to: <ul style="list-style-type: none"> (a) Design, external appearance and siting of buildings and structures; (b) Traffic generation, vehicle parking, site access and servicing, including provision for an integrated transport assessment; (c) Landscaping and screening of any outdoor storage; (d) The extent to which the activity benefits from an Airport location. 	RD
6.4.2.3	Forestry	PR
6.4.2.4	Factory Farming	PR
6.4.2.5	Mining	PR
6.4. 2.6	Any activity requiring an Offensive Trade Licence under the Health Act 1956	PR
6.4. 2.7	Residential Activities	PR
6.4.2.8	Community Activities (excluding police stations, fire stations, medical facilities and education facilities provided they serve an aviation related purpose)	PR
6.4.2.9	Day Care Facilities	PR

6.5 Rules

The following standards in Table 2 apply to all activities including permitted activities within the Queenstown Airport Mixed Use Zone. Failure to comply with the standards in Table 2 results in the requirement for resource consent, with the relevant activity status identified in the non-compliance column.

Table 2.

	Standard	Non-compliance:
6.5.1	Maximum Building Coverage 75% of the site area *Discretion is limited to consideration of the effects on urban design outcomes and the positive economic, social and/or cultural effects that may be generated from the proposed activity.	RD

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6.5.2	<p>Minimum Buildings Setback</p> <p>(a) For buildings at Queenstown Airport:</p> <p>(i) Where the site adjoins the Residential Zone the setback shall be 5m.</p> <p>(ii) The setback for all other zones shall be 3m.</p> <p>(iii) The setback from any public road shall be 5m.</p> <p>(b) Security fencing around the perimeter of Queenstown Airport and jet blast fences are not subject to the building setback standards in (a) above.</p> <p>*Discretion is limited to consideration of the effects on urban design outcomes and the positive economic, social and/or cultural effects that may be generated from the proposed activity.</p>	RD
6.5.3	<p>Maximum Building Height</p> <p>The maximum building height of all buildings within the Zone is 15m. The limit specified above shall not apply to control towers, lighting towers, hangars or meteorological, navigation or communication masts and aerals which shall not be subject to a height limit.</p> <p>*Discretion is limited to consideration of the effects on urban design outcomes and visual effects and the positive economic, social and/or cultural effects that may be generated from the proposed activity.</p>	RD
6.5.4	<p>Landscaping</p> <p>At Queenstown Airport, those properties fronting Lucas Place and Hawthorn Drive to the west of Copper Beech Ave shall provide and maintain a landscape strip extending the full length of the road boundary, except across vehicle and pedestrian entranceways. The strip shall be not less than 1m deep and shall have an average depth of 3m over its entire length.</p> <p>*Discretion is limited to consideration of the urban design and landscape effects of reduction in landscaping and the functional and operational requirements of the site.</p>	RD
6.5.5	<p>Building Design and Glare</p> <p>(a) Buildings situated within the landside area at Queenstown Airport shall be designed so that roof and wall colours are limited to a maximum reflectivity of 36%, except where:</p> <p>(i) Trims, highlights and signage totalling up to 10% of the façade area may exceed this level and be of contrasting colour.</p> <p>(b) Any landside activity which requires the lighting of outdoor areas shall ensure that direct or indirect illumination does not exceed 10 lux at the windows of residential buildings in any adjacent Residential Zone.</p> <p>*Discretion is limited to the extent of adverse effects from lighting on Residential Activities, and the extent to which the lighting is required for operational purposes</p>	RD

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6.5.6	<p>Maximum Noise – Land Based Activities</p> <p>(a) Sound from land based activities measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802:2008 shall not exceed the following noise limits at any point within any Residential Zone, the notional boundary in the Rural Zone, or at any point within Activity Areas 1, 3, 4, 6 and 8 of the Remarkables Park Zone. On any site within the zone, land based activities shall be conducted such that the following noise levels are not exceeded at any adjacent Zone boundary</p> <p>i) Daytime (0700 to 2200 hrs) <i>55 dB L_{Aeq} (15 min)</i></p> <p>ii) Night-time (2200 to 0700 hrs) <i>45 dB L_{Aeq} (15 min)</i> <i>70 dB L_{AFmax}</i></p> <p>(b) The noise limits in (a) shall not apply to any aircraft noise activities subject to the Queenstown Airport noise provisions managed through Designation 2.</p> <p>(c) The noise limits in (a) shall not apply to construction noise which shall be assessed in accordance with NZS6803:1999 “Acoustics – Construction Noise”.</p> <p>*Discretion is limited to the extent of effects of noise generated on adjoining zones.</p>	RD
6.5.7	<p>Hazardous Substances</p> <p>Hazardous substances must be used, stored and transported in accordance with the HSNO regulations and any CAA requirements (NB Chapter 16 does not apply).</p>	NC
6.5.8	<p>Visitor Accommodation– Queenstown Airport</p> <p>(a) Within the Air Noise Boundary (ANB) – New buildings and alterations and additions to existing buildings containing Visitor Accommodation shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either adhering to the sound insulation requirements in Table 1 of Appendix 13 and installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13, or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction can achieve the Indoor Design Sound Level with the windows open.</p> <p>(b) Between the Outer Control Boundary (OCB) and the ANB - New buildings and alterations and additions to existing buildings containing Visitor Accommodation shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13 or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction can achieve the Indoor Design Sound Level with the windows open.</p>	NC
	Transportation	

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	<p>(a) Loading and Access</p> <p>Loading and Access shall comply with the requirements specified in Section 14.</p> <p>(b) Minimum Car Parking</p> <p>Except for those activities undertaken within or in association with the airport terminal facility, on-site car parking shall comply with the car parking requirements specified in Section 14.</p>	
	<p>Signs</p> <p>(a) For any advertising or promotional signage located within 20m of the zone boundary whether it is affixed to a building or freestanding the rules in Section 18 – Signs apply.</p> <p>(b) For signage to be viewed by persons within the zone not directed at persons outside the site no limits apply.</p> <p>(c) There are no restrictions on the dimensions or location of instructional and directional signage.</p> <p>No signage shall be permitted on building roofs.</p>	NC

6.6 Non Regulatory Methods

- 6.6.1 Council will use advocacy to promote good urban design and form in the Queenstown Airport Mixed Use Zone.
- 6.6.2 As the major requiring authority in the Mixed Use Airport Zone, the Queenstown Airport Corporation will adopt best practice urban design and urban design led principles.
- 6.6.3 The Queenstown Airport Corporation shall prepare an urban design guideline for the Queenstown Airport Mixed Use Zone. The urban design guideline shall promote a built form and character which maintains the Airport and its surrounds as an attractive gateway to the district.

6.7 Non-Notification of Applications

- 6.6.1 Any application for resource consent for the following matters shall not require the written consent of other persons and shall not be notified or limited-notified:
- i Except as provided for by the Act, all controlled, restricted discretionary and discretionary activities shall be considered without public notification, or the need to obtain written approval or serve notice on affected persons.

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CONSEQUENTIAL AMENDMENTS

Section 22 – Transport

14.2.4.1

(xiii) Landscaping

- (a) **Other than** for residential activities and activities within the Town Centre, Business, Industrial, Queenstown Airport Mixed Use and Corner Shopping Zones, every outdoor car park area shall include landscaping at a minimum rate of...

ADD NEW DEFINITIONS

Airport activity – means land used wholly or partly for the landing, departure, and surface movement of aircraft, including but not limited to:

- (a) aircraft operations, private aircraft traffic, domestic and international aircraft traffic, rotary wing operations, aircraft servicing, general aviation, airport or aircraft training facilities and associated offices.
- (b) Runways, taxiways, aprons, and other aircraft movement areas.
- (c) Terminal buildings, hangars, control towers, rescue facilities, navigation and safety aids, lighting, car parking, maintenance and service facilities, catering facilities, freight facilities, quarantine and incineration facilities, border control and immigration facilities, medical facilities, fuel storage and fuelling facilities, facilities for the handling and storage of hazardous substances, and associated offices.

Airport related activity – ancillary activity or service that provides support to the airport. This includes, but is not limited to, land transport activities, buildings and structures, servicing and infrastructure, police stations, fire stations, medical facilities and education facilities provided they serve an aviation related purpose, retail and commercial services, industry and visitor accommodation associated with the needs of Airport passengers, visitors and employees and/or aircraft movements, and Airport businesses.

Critical Listening Environment - means any space that is regularly used for high quality listening or communication, for example principal living areas, bedrooms and classrooms but excludes non-Critical Listening Environments.

Hangar - a structure used to store aircraft, including for maintenance, servicing and/or repair purposes.

Indoor Design Sound Level - Means 40 dB Ldn in all Critical Listening Environments.

Landside – That area of an airport and buildings to which the public has unrestricted access.

Outer Control Boundary Queenstown (OCB) – Means a boundary as shown in District Plan Map 31A, the location of which is based on the predicted day/night sound level of 55dB Ldn from airport operations in 2037.