

## 7 MEDIUM DENSITY RESIDENTIAL ZONE

### 7.1 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 Zone, the zone will play a key role in minimising urban sprawl and increasing housing supply within existing urban areas. The zone will primarily accommodate residential land uses, but may also support limited non-residential activities where these enhance residential amenity 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 and town centres by public transport, cycling or walking. The Medium Density Residential Zone provides for an increased density of housing development in locations that are supported by appropriate utility 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 smaller detached townhouses on smaller sections. 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, development in 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 Zone, the zone utilises development controls to ensure reasonable amenity protection is maintained. Importantly, building height will be limited to two storeys.

Development will be required to adhere to 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. 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.

The zone may also support visitor accommodation where this is best located within a residential environment and does not adversely impact on the supply of permanent (long term) rental accommodation. Visitor accommodation within the zone will be sensitively designed with regard to its setting, and protect the privacy and amenity of guests and nearby residential uses.

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

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## 7.2 Other Relevant Provisions

### 7.2.1 District Wide Rules

Attention is drawn to the following District Wide Rules that may apply in addition to the Medium Density Zone section. If District Wide Rules are not met then resource consent will be required in respect of that matter.

Heritage Protection	Refer Section XX
Transport	Refer Section XX
Subdivision, Development and Financial Contributions	Refer Section XX
Hazardous substances	Refer Section XX
Utilities	Refer Section XX
Signs	Refer Section XX
Relocated Buildings and Temporary Activities	Refer Section XX
Earthworks	Refer Section XX

## 7.3 Objectives and Policies

- 7.3.1 Objective - Medium density development will be realised close to town centres, local shopping zones, activity centres, public transport hubs and non-vehicular trails in a manner that is responsive to housing demand pressures.**

### Policies

- 7.3.2.1 The zone accommodates existing traditional residential housing forms (dwelling, residential flat), but fundamentally has the purpose to provide land close to town centres, local shopping zones, activity centres and public transport hubs that is appropriate for medium density housing or visitor accommodation uses
- 7.3.2.2 Medium density development is anticipated up to two storeys in varying building forms including terrace, semi-detached, duplex, townhouse and small lot detached housing
- 7.3.2.3 The zone provides compact development forms that provide a diverse housing supply and contain the outward spread of residential areas.
- 7.3.2.4 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.

- 7.3.3 Objective - Development provides a positive contribution to the environment through quality urban design solutions which complement and enhance local character, heritage and identity.**

### Policies

- 7.3.3.1 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.

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- 7.3.3.2 Where street activation (by the methods outlined by Policy 7.3.3.1 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).
- 7.3.3.3 Street frontages shall not be dominated by garaging, parking and accessways.
- 7.3.3.4 The mass of buildings shall be broken down through variation in facades and materials, roof form, building separation and recessions or other techniques to reduce dominance impacts on streets, parks, and neighbouring properties.
- 7.3.3.5 Landscaped areas shall be well designed and integrated into the design of developments, providing high amenity spaces for recreation and enjoyment, and to soften the visual impact of development, with particular regard to the street frontage of developments.
- 7.3.3.6 Development must take account of any design guide or urban design strategy applicable to the area.
- 7.3.3.7 The amenity and/or environmental values of natural features (such as topography, geology, vegetation, waterways and creeks) are taken into account by site layout and design, and integrated as assets to the development (where appropriate).
- 7.3.4 Objective - New buildings are designed to reduce the use of energy, water and the generation of waste, and improve overall comfort and health.**
  - 7.3.4.1 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.
  - 7.3.4.2 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.
  - 7.3.4.3 Development considers methods to improve sustainable living opportunities, such as through the inclusion of facilities or programs for alternative waste management, edible gardening, and active living.
- 7.3.5 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.**

### Policies

- 7.3.5.1 Apply recession plane, building height, yard setback, site coverage, and window sill height controls as the primary means of limiting obtrusive built

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forms and ensuring reasonable protection of neighbours' privacy and amenity values.

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

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

### **7.3.6 Objective - Development supports the creation of vibrant, safe and healthy environments**

7.3.6.1 Promote active living through providing or enhancing connections to public places and active transport networks (walkways and cycleways)

7.3.6.2 Design provides a positive connection to the street and public places, and promotes ease of walkability for people of all ages

7.3.6.3 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.

7.3.6.4 Public health and safety is protected through design methods 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.

### **7.3.7 Objective - In Arrowtown medium density development responds sensitively to the town's character**

#### **Policies**

7.3.7.1 Notwithstanding the higher density of development anticipated in the zone, 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 (including any adopted updates).

7.3.7.2 Flat roofed housing forms are avoided.

7.3.7.3 Medium density housing development responds sensitively to the street and public spaces through the inclusion of landscaping (including small trees and shrubs) to soften increased building mass.

### **7.3.8 Objective - Ensure medium density development efficiently utilises existing infrastructure and minimises impacts on infrastructure and roading networks.**

#### **Policies**

7.3.8.1 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.



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- 7.3.8.2 Medium density development is located in areas that are well serviced by public transport and infrastructure, trail/track networks, and is designed in a manner consistent with the capacity of infrastructure networks.
- 7.3.8.3 Access and parking is located and designed to optimise efficiency and safety and minimise impacts to on-street parking.
- 7.3.8.4 A reduction in parking requirements may be considered in Queenstown where a site is located within 400 m of a bus stop or the edge of a town centre zone.
- 7.3.8.5 Low impact approaches to storm water management, on-site treatment and storage / dispersal approaches are applied to limit demands on public infrastructure networks.
- 7.3.9 Objective - Provide for community activities and facilities that are generally best located in a residential environment close to residents.**

### Policies

- 7.3.9.1 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.
- 7.3.9.2 Ensure any community uses or facilities are limited intensity and scale, and generate only small volumes of traffic.
- 7.3.9.3 Ensure any community uses or facilities are of a design, scale and appearance compatible with a residential context.
- 7.3.10 Objective - Enable low intensity forms of visitor accommodation that are appropriate for a medium density environment and do not adversely impact on the supply of permanent rental accommodation.**
- 7.3.10.1 The zone will support the following types of visitor accommodation where this is designed in a manner to limit effects on residential areas associated with noise, lighting, vehicle access and parking (on-street and off-street):
  - (a) bed and breakfast
  - (b) homestay
  - (c) commercial letting of a residential unit, dwelling or flat

**Note:** A Management Plan shall be provided detailing operational controls to achieve compliance with the above policy.
- 7.3.10.2 Visitor accommodation shall be designed in a manner to limit effects on residential areas associated with noise, vehicle access and parking.
- 7.3.10.3 Visitor accommodation shall support alternative modes of transport through:
  - (a) integration with frequent public transport routes to support convenient connections to a town centre
  - (b) promoting safe and convenient pedestrian access to public transport facilities, town centres, parks and reserves
  - (c) provision of on-site cycling facilities.

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### **7.3.11 Objective - Provide for limited small-scale commercial activities where such activities:**

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

#### **Policies**

7.3.11.1 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 centre.

7.3.11.2 Ensure any commercial development is low scale and intensity and generates small volumes of traffic.

7.3.11.3 Commercial activities which generate adverse noise effects are not supported in the residential environment.

7.3.11.4 Commercial activities are suitably located and designed to maximise or encourage walking, cycling and public transport patronage.

7.3.11.5 Commercial activities are located at ground floor and provide a quality built form which activates the street, and adds visual interest to the urban environment.

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

### **7.3.12 Objective - The development of land fronting State Highway 6 (between Hansen Road and the Shotover River) 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.**

7.3.12.1 A Structure Plan provides for the integrated development of the entire area of land fronting State Highway 6 and situated between Hansen Road and the Shotover River.

7.3.12.2 Development of the land does not occur until adequate water supply services are available

7.3.12.3 A stormwater network design is provided that utilises on-site treatment and storage / dispersal approaches, and avoids impacts on the State Highway network.

7.3.12.4 A planting buffer is provided along the road frontage to soften the view of buildings from the State Highway network.

7.3.12.5 A safe and legible road network is provided that avoids any new access to the State Highway, and is integrated with the road network on the Southern side of State Highway 6.

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**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 Roadway Powers Act 1989.

7.3.12.6 A safe and legible walking and cycle environment is provided that:

- (a) 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;
- (b) is of a form and layout that encourages walking and cycling;
- (c) provides a safe and convenient waiting area adjacent to the State Highway, which provides shelter from weather
- (d) 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.

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

**7.3.13 Objective – The Wanaka Town Centre Transition Area provides for mixed use development forms which support the role of the Town Centre and are sensitive to the transition with residential uses.**

7.3.13.1 Provide for future controlled growth of the Wanaka Town Centre by enabling appropriate mixed use activities to establish in a discrete area of residential-zoned land adjoining the town centre.

7.3.13.2 Developments which do not include a commercial component shall address potential adverse effects on the cohesion or commercial viability of the Wanaka Town Centre.

7.3.13.3 Non-residential activities are located at ground floor, and provide a quality built form which activates the street, and adds visual interest to the urban environment.

7.3.13.4 For any mixed use or non-residential activities in the Wanaka Town Centre Transition Area the provisions for the Wanaka Town Centre Zone detailed in Chapter 11 of the Plan shall apply, and override the provisions of the Medium Density Zone.

7.3.13.5 Commercial activities are suitably located and designed to maximise or encourage walking, cycling and public transport patronage.

**Note – ‘Mixed use’ development for the purpose of these provisions refers to an integrated development involve a combination of both residential and non-residential uses.**

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### 7.3.14 Objective – Manage the development of land within noise affected environments of the Queenstown Airport and State Highway network to ensure mitigation of noise and reverse sensitivity effects.

7.3.14.1 Ensure that all new and altered buildings containing activity sensitive to aircraft noise located within the Queenstown Airport Outer Control Boundary are designed and built to achieve an internal design sound level of 40 dB Ldn, based on the 2037 noise contours.

7.3.14.2 Require sound insulation and mechanical ventilation for any buildings containing activity sensitive to aircraft noise within the Queenstown Airport Outer Control Boundary and Air Noise Boundary.

7.3.14.3 All new and altered buildings for noise sensitive activities located within 80 m of the State Highway shall be designed to meet internal sound levels of AS/NZ 2107:2000.

## 7.4 Non-Notification of Applications

7.4.1 Except as provided for by the Act, all applications for **Controlled** activities will be considered without public notification or the need to obtain the written approval of or serve notice on any persons.

7.4.2 Except as provided for by the Act, the following **Restricted Discretionary** activities will be considered without public notification or the need to obtain the written approval of or serve notice on any persons;

(a) Residential development stipulated by 7.5.1.13 involving the development of 4 or more residential units (2 or more residential units in Arrowtown) where the development is able to achieve certification to a minimum 6-star level using the New Zealand Green Building Council Homestar Tool.

(b) Notwithstanding the above, item (a) shall cease to apply at a date being five years after the date the Medium Density Residential Zone is made operative.

## 7.5 Activity Table

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

	Activities located in the Medium Density Residential Zone	Activity status
7.5.1	Activities which are not listed in this table	NC

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	Activities located in the Medium Density Residential Zone	Activity status
7.5.2	<b>Non-residential or mixed use activities in the Wanaka Town Centre Transition Overlay</b>	Refer to provisions of Chapter 11 for the Wanaka Town Centre Zone
7.5.3	<p><b>Any activity on land fronting State Highway 6 between Hansen Road and the Shotover River</b>, for the approval of a Structure Plan, Traffic Impact Assessment, Landscaping Plan and Maintenance Program in accordance with Rule 7.6.4.1.</p> <p>*Discretion is restricted to consideration of the following:</p> <ul style="list-style-type: none"> <li>(a) The location, external appearance, site layout and design of buildings and fences</li> <li>(b) The extent of compliance with Rule 7.6.1.4</li> <li>(c) The extent to which the development positively addresses the street</li> <li>(d) The extent to which building mass is broken down and articulated in order to reduce impacts on neighbouring properties and the public realm</li> <li>(e) Parking and access arrangements: safety, efficiency and impacts to the State Highway Network</li> <li>(f) The extent to which landscaped areas are well integrated into the design of the development, contribute meaningfully to visual amenity and streetscape, and do not adversely effect solar access, including the use species that will reach at least 1.8m in height upon maturity.</li> <li>(g) Natural hazards – risk and mitigation</li> <li>(h) the extent to which density, height, or building coverage contributes to housing affordability</li> </ul>	RD*
7.5.4	<b>Airports (other than the use of land and water for emergency landings, rescues and fire fighting)</b>	PR
7.5.5	<b>Building Restriction Area</b> Where a building restriction area is shown on the District Plan Maps, no building shall be located within the restricted area	NC
7.5.6	<b>Bulk material storage</b>	PR
7.5.7	<b>Commercial Activities</b> in Queenstown, Frankton or Wanaka, comprising no more than 100m <sup>2</sup> of gross floor area	D
7.5.8	<b>Commercial Activities</b> (not otherwise identified)	NC
7.5.9	<b>Commercial Recreation</b> in Queenstown, Frankton or Wanaka	D
7.5.10	<b>Community facilities and/or activities</b>	D
7.5.11	<p><b>Dwelling, Residential Unit, Residential Flat</b></p> <ul style="list-style-type: none"> <li>(a) One (1) per site in Arrowtown</li> <li>(b) For all other locations, three (3) or less per site</li> </ul>	P

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	Activities located in the Medium Density Residential Zone	Activity status
7.5.12	<p><b>Dwelling, Residential Unit, Residential Flat</b></p> <p>(a) Two (2) or more per site in Arrowtown (b) For all other locations, four (4) or more per site</p> <p>*Discretion is restricted to consideration of the following:</p> <p>(a) The location, external appearance, site layout and design of buildings and fences. (b) In Arrowtown, the extent to which the development responds positively to Arrowtown's character, utilising the Arrowtown Design Guidelines 2006 (and any adopted updates) as a guide. (c) For land fronting State Highway 6 between Hansen Road and the Shotover River, provision of a <b>Structure Plan, Traffic Impact Assessment, Landscaping Plan and Maintenance Program</b>, and extent of compliance of these documents with Rule 7.6.1.4. (d) The extent to which the development positively addresses the street (e) The extent to which building mass is broken down and articulated in order to reduce impacts on neighbouring properties and the public realm. (f) Parking and access: safety, efficiency and impacts to on-street parking and neighbours (g) 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. (h) Natural hazards - risk and mitigation</p>	RD*
7.5.13	<b>Factory Farming</b>	PR
7.5.14	<b>Fish or meat processing</b>	PR
7.5.15	<b>Forestry</b>	PR
7.5.16	<p><b>Home occupation</b> where:</p> <p>(a) No more than one full time equivalent person from outside the household shall be employed in the home occupation activity.</p> <p>(b) The maximum number of vehicle trips* shall be: (i) Heavy Vehicles: none permitted (ii) other vehicles: 10 per day</p> <p>(c) Maximum net floor area of 60m<sup>2</sup></p> <p>(d) 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
7.5.17	<b>Home occupation</b> not otherwise identified	D
7.5.18	<p><b>Licensed premises integrated within Visitor Accommodation development</b></p> <p>Premises licensed for the consumption of liquor on the premises between the hours of 8am and 10pm</p>	D

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	Activities located in the Medium Density Residential Zone	Activity status
7.5.19	Licensed premises not otherwise identified	NC
7.5.20	Manufacturing and/or product assembling activities	PR
7.5.21	Mining	PR
7.5.22	Panel beating, spray painting, motor vehicle repair or dismantling, fibre glassing, sheet metal work, bottle or scrap storage, motor body building.	PR
7.5.23	Retirement village	D
7.5.24	<b>Visitor Accommodation</b> involving the commercial letting of one (1) residential unit, flat or dwelling per site, up to a maximum of 28 nights per calendar year  <i>Note – Registration as a Holiday Home or Homestay is required.</i>	P
7.5.25	<b>Visitor Accommodation</b> involving the commercial letting of one (1) residential unit, flat or dwelling per site, for more than 28 days but less than 180 nights per calendar year.  Matters over which control is reserved:  <ul style="list-style-type: none"> <li>(a) The location, nature and scale of activities on site</li> <li>(b) Parking and access: safety, efficiency and impacts to on-street parking and neighbours</li> <li>(c) Noise and methods of mitigation (through design and management controls)</li> <li>(d) Hours of operation</li> <li>(e) Accommodation format and numbers of guests</li> <li>(f) Natural hazards – risk and mitigation</li> <li>(g) Management procedures, contact details and record of tenancies</li> </ul> <i>Note – Registration as a Holiday Home or Homestay is required. A Management Plan should be submitted to demonstrate compliance with the matters of control.</i>	C
7.5.26	<b>Any activity requiring an Offensive Trade Licence under the Health Act 1956</b>	PR

### 7.6 Standards

	Standards for activities located in the Medium Density Residential Zone	Non-compliance status <sup>1</sup>
7.6.1	<b>Building Height (for flat and sloping sites)</b> <ul style="list-style-type: none"> <li>(a) Wanaka and Arrowtown: A maximum of 7 metres</li> <li>(b) All other locations: A maximum of 8 metres.</li> </ul>	NC

<sup>1</sup> Where an activity does not comply with a Standard, 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.

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	Standards for activities located in the Medium Density Residential Zone	Non-compliance status <sup>1</sup>
	<i><b>Note:</b> Refer to interpretive diagram within Appendix A4 for detail of the interpretation of building height</i>	
7.6.2	<p><b>Sound insulation and mechanical ventilation</b></p> <p><b>(a) For buildings within the Airport Outer Control Boundary (OCB) and Air Noise Boundary (ANB)</b> Any buildings containing activity sensitive to aircraft noise (ASAN) shall achieve an indoor design sound level of 40dB Ldn, based on the 2037 noise contours, at the same time as meeting the ventilation requirements in Table 2 of Appendix 13. Compliance with this rule can either 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, or by installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13. <i><b>Note</b> – Refer to the Definitions for a list of activities sensitive to aircraft noise (ASAN)</i></p> <p><b>(b) For buildings located within 80 m of State Highway 6 between (between Hansen Road and the Shotover River)</b> Any buildings containing activity sensitive to road noise and located within 80 m of State Highway 6 between Lake Hayes and Frankton shall be designed to meet internal sound levels of AS/NZ 2107:2000. 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
7.6.3	<p><b>Restrictive non-complaints covenant for land within the Airport Outer Control Boundary (OCB) and Air Noise Boundary (ANB)</b> Any buildings containing activity sensitive to aircraft noise (ASAN) shall establish a 'restrictive non-complaint' covenant registered on the Title to the property in favour of the Queenstown Airport Corporation Limited, by the landowner (and binding any successors in title) not to complain as to the effects generated by the lawful operation of the airport<sup>2</sup>. <i><b>Note</b> – Refer to the Definitions for a list of activities sensitive to aircraft noise (ASAN)</i></p>	PR
7.6.4	<p><b>Development on land fronting State Highway 6 between Hansen Road and the Shotover River</b> shall provide the following:</p> <p>(a) A <b>Structure Plan</b> which includes:</p> <ul style="list-style-type: none"> <li>• an integrated land use format across the entire area of land between Hansen Road and the Shotover River</li> <li>• site sensitive and solar oriented building layout</li> <li>• site layout methods for the mitigation of road and aircraft noise</li> <li>• an integrated transport network with connections via Hansen Road, the Eastern Access Roundabout, and/or Ferry Hill Drive, and avoidance of any new access to the State Highway Network</li> <li>• public transport walking and cycling movement networks</li> </ul>	PR

<sup>2</sup> The restrictive non-complaint covenant is limited to the effects that could be lawfully generated by the airport activities at the time that the agreement to covenant is entered into. This does not require the covenantor to forego any right to lodge submissions in respect of resource consents or plan changes in relation to airport activities.



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	Standards for activities located in the Medium Density Residential Zone	Non-compliance status <sup>1</sup>
	<ul style="list-style-type: none"> <li>location of parking and access location of landscaping, vegetative buffers and private open space</li> <li>identification of vegetation to be retained</li> <li>provision for community housing</li> <li>location of infrastructure services or corridors</li> </ul> <p><b>(c) A Traffic Impact Assessment</b> which addresses:</p> <ul style="list-style-type: none"> <li>Potential traffic effects to the local and State Highway network (including outcomes of consultation with the New Zealand Transport Agency (NZTA))</li> <li>Potential effects of entry and egress to the local and State Highway network (including outcomes of consultation with the New Zealand Transport Agency (NZTA))</li> <li>An access network design via Hansen Road, the Eastern Access Roundabout, and/or Ferry Hill Drive, and the avoidance of any new access to the State Highway Network</li> <li>Integration with existing transport networks and cumulative effects of known current or future developments</li> <li>Integration with public transport networks</li> <li>Methods of traffic demand management</li> </ul> <p><b>(d) A Landscaping Plan and Maintenance Program</b> which provides a planting buffer fronting State Highway 6 and shall include:</p> <ul style="list-style-type: none"> <li>the retention of existing vegetation (where practicable)</li> <li>a minimum of 2 tiered planting (inclusive of tall trees and low shrubs)</li> <li>planting densities and stock sizes which are based on achieving full coverage of the planting areas within 2 years</li> <li>use of tree species having a minimum height at maturity of 1.8 m</li> <li>appropriate planting layout which does not limit solar access to new buildings or roads</li> </ul>	
7.6.5	<b>Building Coverage</b> A maximum of 45%	D
7.6.6	<b>Density</b> <p>The maximum site density shall be one residential unit or dwelling per 250m<sup>2</sup> site area. 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>	NC
7.6.7	<b>Recession plane (including accessory buildings)</b> <ol style="list-style-type: none"> <li>Northern Boundary: 2.5m and 55 degrees</li> <li>Western and Eastern Boundaries: 2.5m and 45 degrees</li> <li>Southern Boundaries: 2.5m and 35 degrees</li> <li>Gable end roofs may penetrate the building recession plane by no</li> </ol>	NC

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	<b>Standards for activities located in the Medium Density Residential Zone</b>	<b>Non-compliance status<sup>1</sup></b>
	<p>more than one third of the gable height</p> <p>(e) Recession planes do not apply to site boundaries fronting the road, or a park or reserve.</p> <p><i><b>Note</b> - Refer to interpretive diagram within Appendix A4 for detail of the interpretation of recession planes and gable height</i></p>	
7.6.8	<p><b>Landscaped permeable surface</b></p> <p>At least 25% of site area shall comprise landscaped permeable surface.</p>	NC
7.6.9	<p><b>Minimum Boundary Setback</b></p> <p>(a) Road boundary setback: 3m</p> <p>(b) Road boundary setback from State Highway 6 shall be a minimum of 20 m</p> <p>(c) All other boundaries: 1.5m</p> <p>Exceptions to side boundary setbacks 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>	D
7.6.10	<p><b>Continuous Building Length</b></p> <p>The continuous length of any building facade above one storey shall not exceed 16m.</p> <p>Where a proposal exceeds this length, a restricted discretionary activity consent shall be required with discretion restricted to the following:</p> <p>(a) 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.</p> <p>(b) The extent to which topography or landscaping mitigates any dominance impacts.</p> <p>(c) The extent to which the height of the building influences the dominance of the building in association with the continuous building length</p>	RD
7.6.11	<p><b>Window Sill heights</b></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
7.6.12	<p><b>Waste and Recycling Storage Space</b></p> <p>(a) Residential and Visitor Accommodation 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>(b) All developments shall suitably screen waste and recycling storage space from 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
7.6.13	<p><b>Glare</b></p> <p>(a) All exterior lighting shall be directed away from the adjacent sites and roads and downward to limit effects on the night sky; and</p>	NC

# MEDIUM DENSITY RESIDENTIAL 7

	Standards for activities located in the Medium Density Residential Zone	Non-compliance status <sup>1</sup>
	(b) 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	
7.6.14	<p><b>Setback of buildings from water bodies</b></p> <p>The minimum setback of any building from the bed of a river, lake or wetland shall be 20m.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> <li>(a) Any indigenous biodiversity values;</li> <li>(b) Visual amenity values;</li> <li>(c) Landscape character;</li> <li>(d) Open space;</li> <li>(e) Whether the waterbody is subject to flooding or natural hazards and any mitigation to manage the location of the building.</li> </ul>	RD

## DEFINITIONS

**Air Noise Boundary Queenstown (ANB)** – means a boundary as shown in District Plan Map 31A, the location of which is based on the predicted day/night sound level of 65 dB Ldn from airport operations in 2037.

**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 55 dB Ldn from airport operations in 2037.

**Activity Sensitive to Aircraft Noise (ASAN)** – means any residential activity, visitor accommodation activity, community activity and day care facility activity, but excludes activity in police stations, fire stations, courthouses, probation and detention centres, government and local government offices.

**Aircraft Operations** – includes the operation of aircraft during landing, take-off and taxiing but excludes:

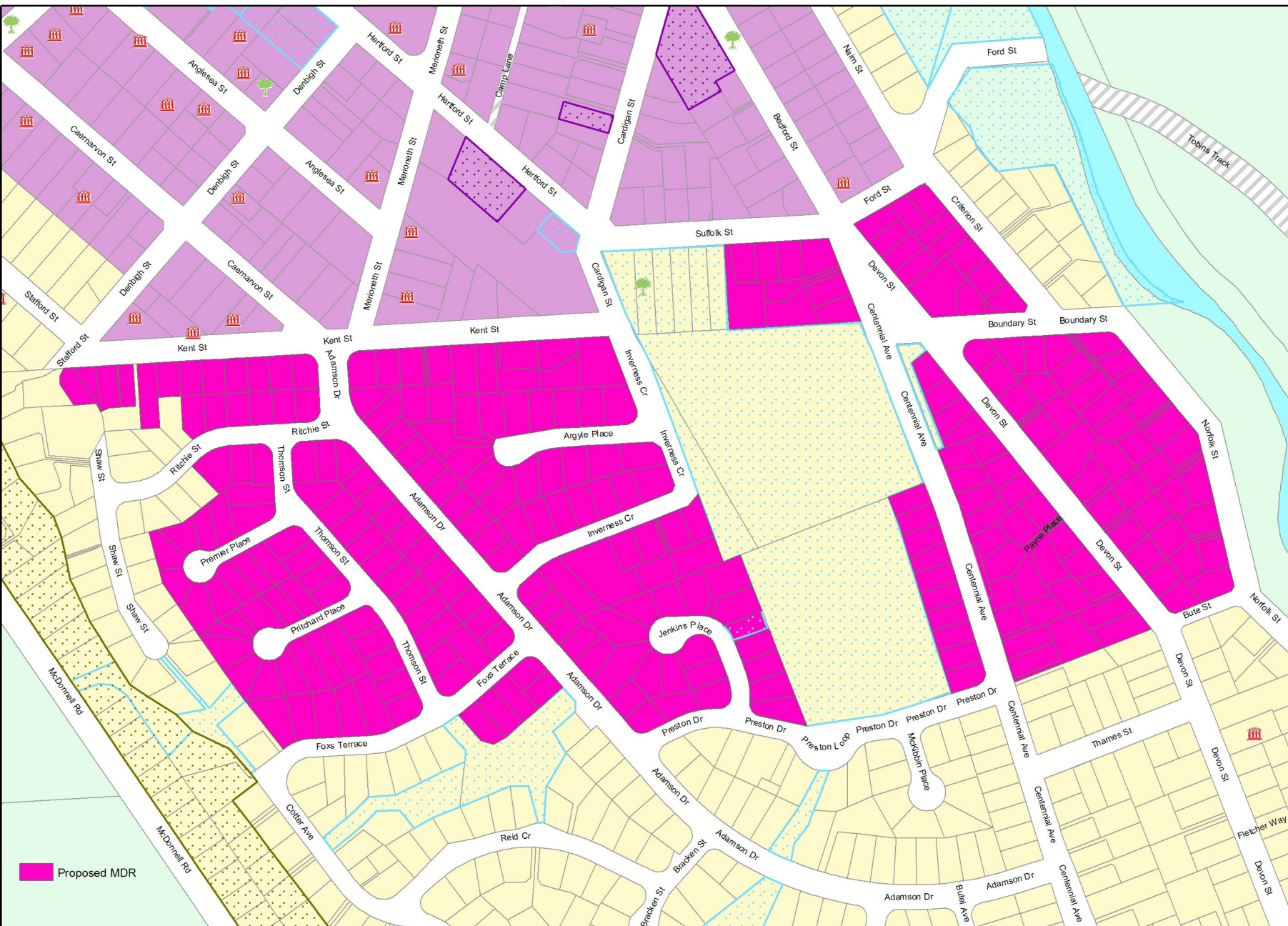
- aircraft operating in an emergency;
- aircraft using the Airport as an alternative to landing at a scheduled airport;
- military aircraft movements;
- engine testing.

**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.

**Design Sound Level** – means 40 dB Ldn in all Critical Listening Environments.



# Arrowtown - Proposed Medium Density Zoning



- Legend**
- Open Cemetery
  - Protected Feature
  - Protected Tree
  - Air Noise Boundary
  - District Boundary
  - Medium Density Res Zone
  - Mt Aspiring National Park Boundary
  - Outer Control Boundary
  - High Density Residential Sub-Zone A
  - High Density Residential Sub-Zone B
  - High Density Residential Sub-Zone C
  - Airport Designation
  - Areas of Significant Indigenous Veg
  - Arrowtown Scenic Protection Area
  - Building Restriction Area
  - Max Building Height Restriction Area
  - Commercial Precinct
  - Community Facility Sub-Zone
  - District Plan Designated Areas
  - Heritage Protection Order
  - Historic Precinct
  - Hydro Generation Area
  - Penrith Park Vegetation Area A
  - Penrith Park Vegetation Area B
  - Penrith Park Visual Amenity Area
  - Qtown Heights Low Density Sub-Zone
  - Ski Area Sub-Zone
  - Queenstown Special Character Area
  - Rural Residential Sub-Zone
  - TCTZ
  - Visitor Accom Sub-Zone
  - Unformed Roads
- District Plan Zone**
- Airport Mixed Use
  - Arrotown Town Center
  - Ballantyne Road Mixed Use Zone
  - Bendmeier
  - Business
  - Corner Shopping Center
  - Deferred Rural Lifestyle Buffer Zone
  - Deferred Rural Lifestyle Zone
  - Ferry Hill Rural Residential Sub-Zone
  - Frankton Flats
  - Gibbston Character
  - High Density Residential
  - Industrial A
  - Industrial B
  - Kingston Village Special Zone
  - Low Density Residential
  - Meadow Park
  - Mount Cardrona Station Special Zone
  - Open Space
  - Penrith Park
  - Quail Rise
  - Queenstown Town Center
  - Remarkables Park
  - Res Atn Historic Mgmt
  - Resort
  - Rural General
  - Rural Residential
  - Rural Visitor
  - Rural Lifestyle
  - Shotover Country Special Zone
  - Three Parks Zone
  - Township
  - Wanaka Town Center
  - Water

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Scale @A1 paper size - 1:4,386

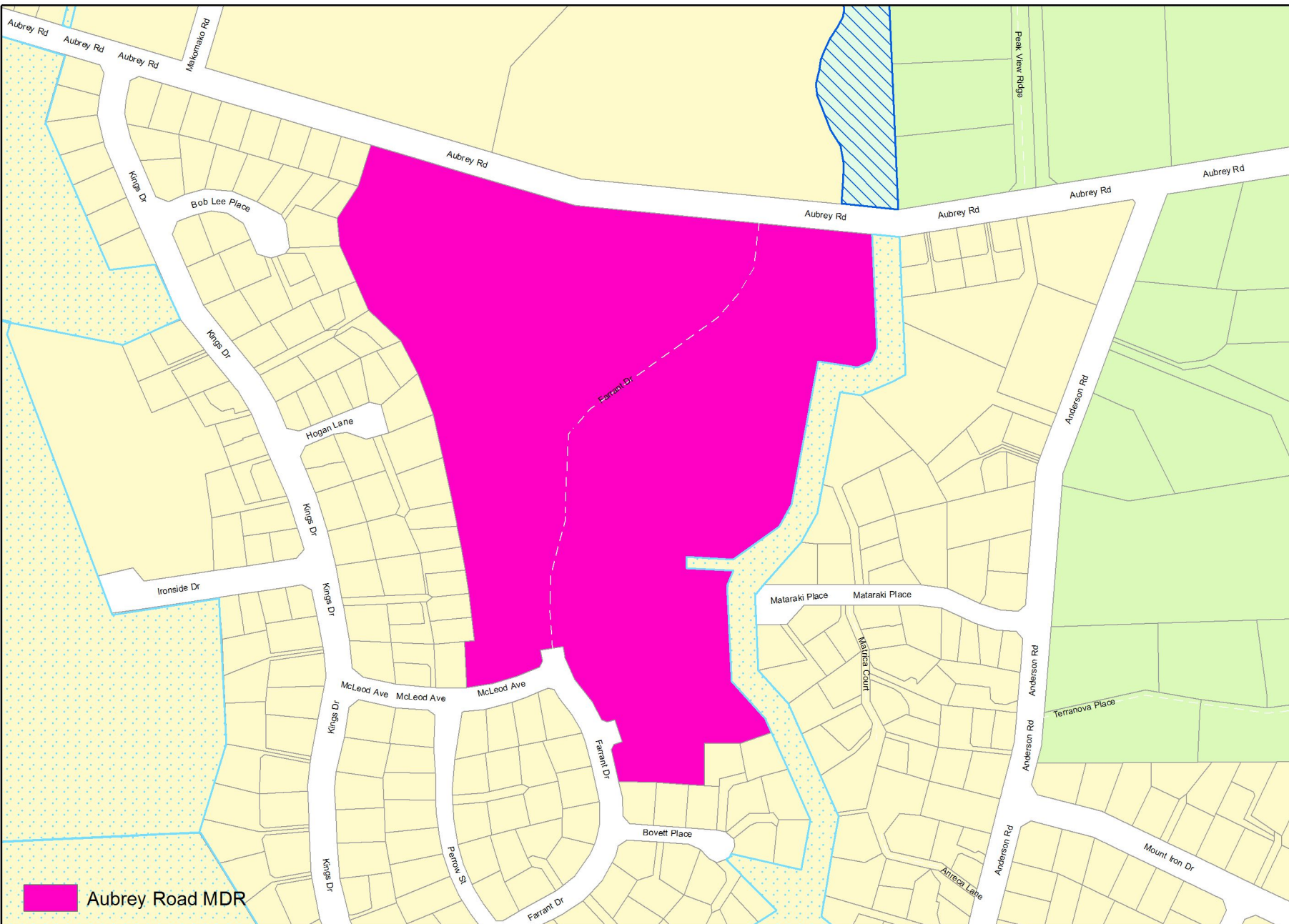
0 210 420 Metres

Map date:  
11/05/2015





# Aubrey Road - Proposed Medium Density Zoning



- Legend**
- Open Cemetery
  - Protected Feature
  - Protected Tree
  - Air Noise Boundary
  - District Boundary
  - Medium Density Res Zone
  - Mt Aspiring National Park Boundary
  - Outer Control Boundary
  - High Density Residential Sub-Zone A
  - High Density Residential Sub-Zone B
  - High Density Residential Sub-Zone C
  - Airport Designation
  - Areas of Significant Indigenous Veg
  - Arrowtown Scenic Protection Area
  - Building Restriction Area
  - Max Building Height Restriction Area
  - Commercial Precinct
  - Community Facility Sub-Zone
  - District Plan Designated Areas
  - Heritage Protection Order
  - Historic Precinct
  - Hydro Generation Area
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  - Penrith Park Vegetation Area B
  - Penrith Park Visual Amenity Area
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  - TCTZ
  - Visitor Accom Sub-Zone
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- District Plan Zone**
- Airport Mixed Use
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  - Ballantyne Road Mixed Use Zone
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  - Business
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Scale @A1 paper size - 1:4,000

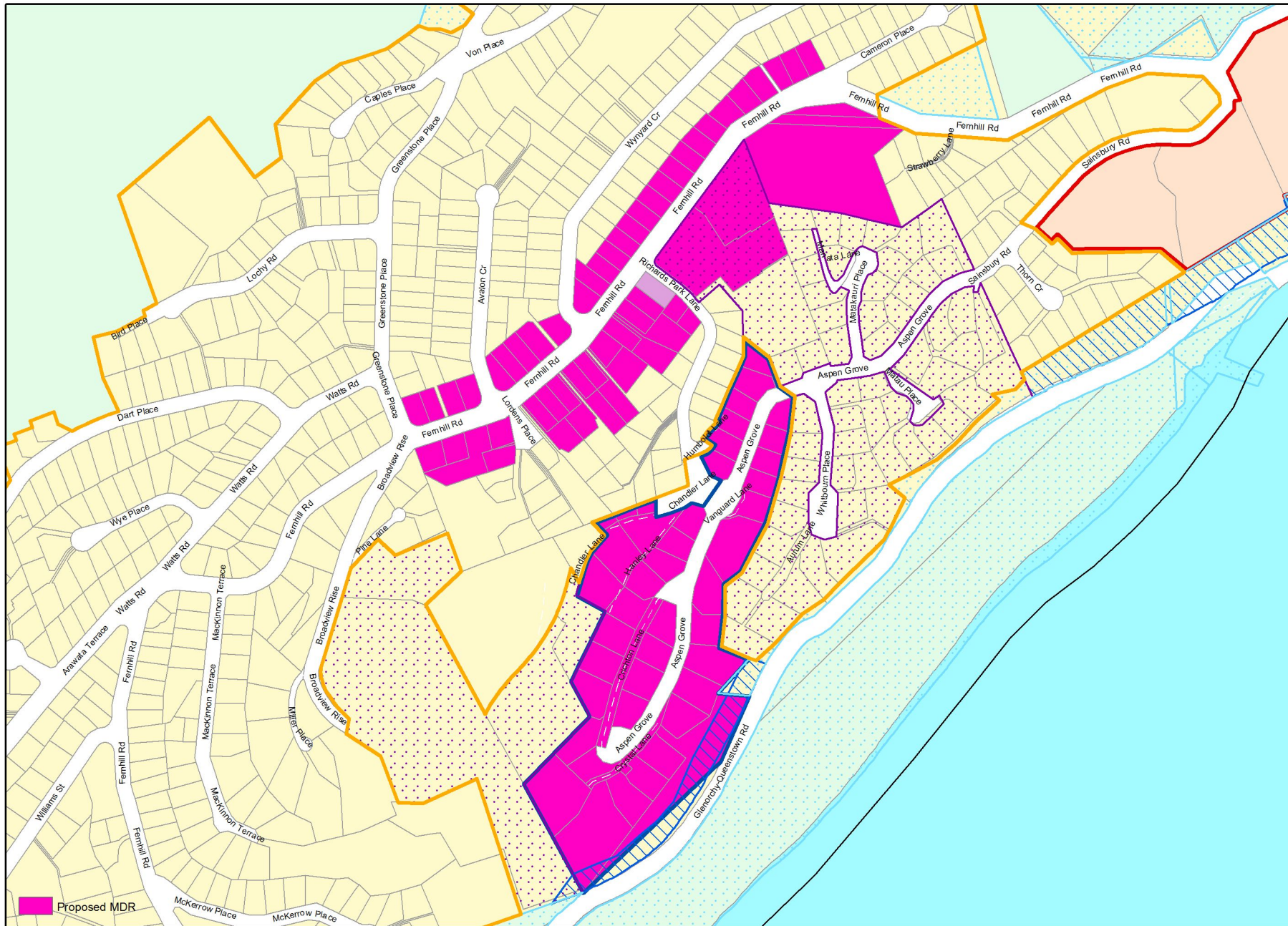
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Map date:  
11/05/2015





# Fernhill - Proposed Medium Density Zoning



## Legend

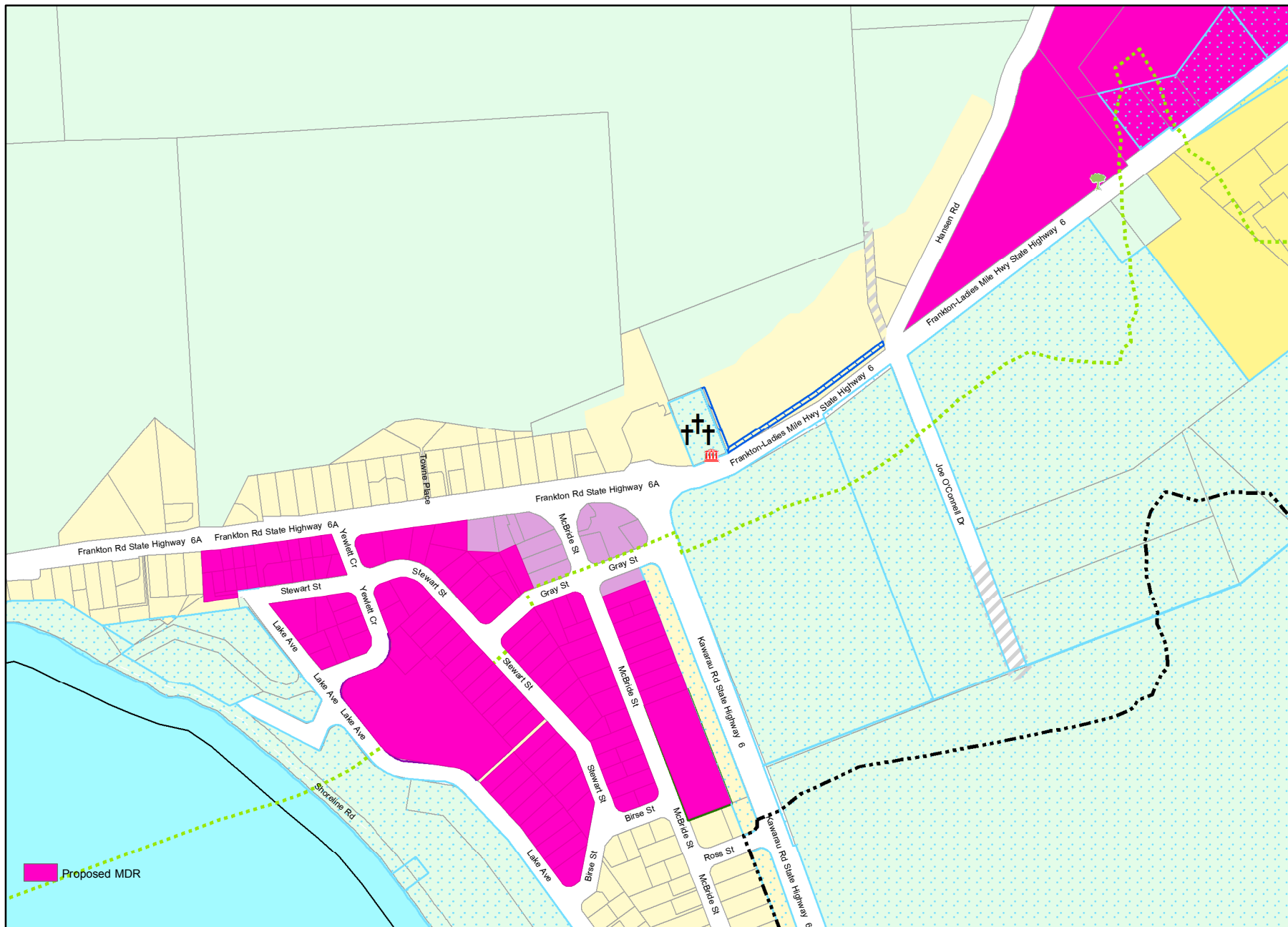
- Open Cemetery
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- Protected Tree
- Air Noise Boundary
- District Boundary
- Medium Density Res Zone
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- High Density Residential Sub-Zone A
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# Frankton - Proposed Medium Density Zoning



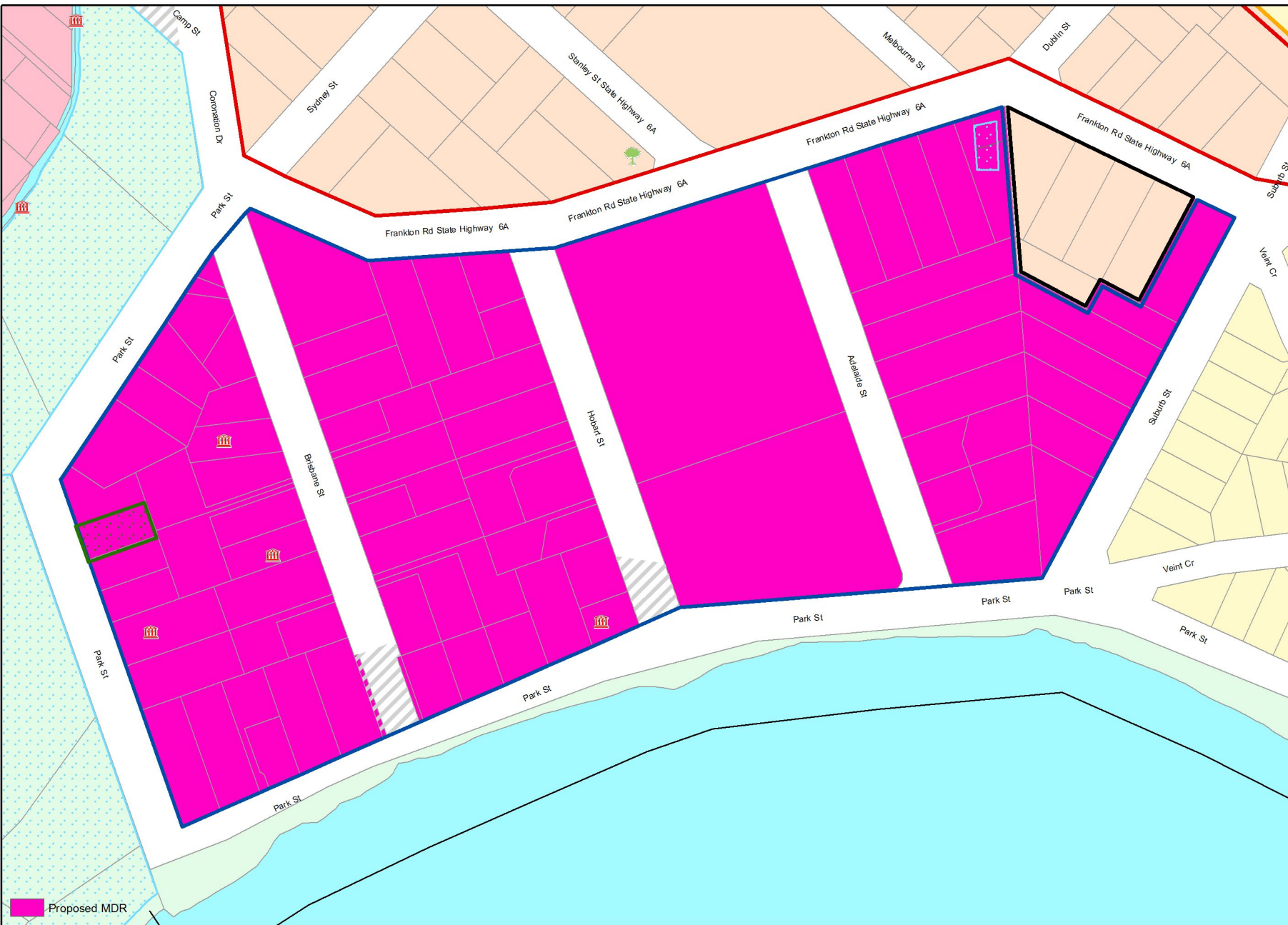
## Legend

- Open Cemetery
- Protected Feature
- Protected Tree
- Air Noise Boundary
- District Boundary
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# Queenstown Central - Proposed Medium Density Zoning



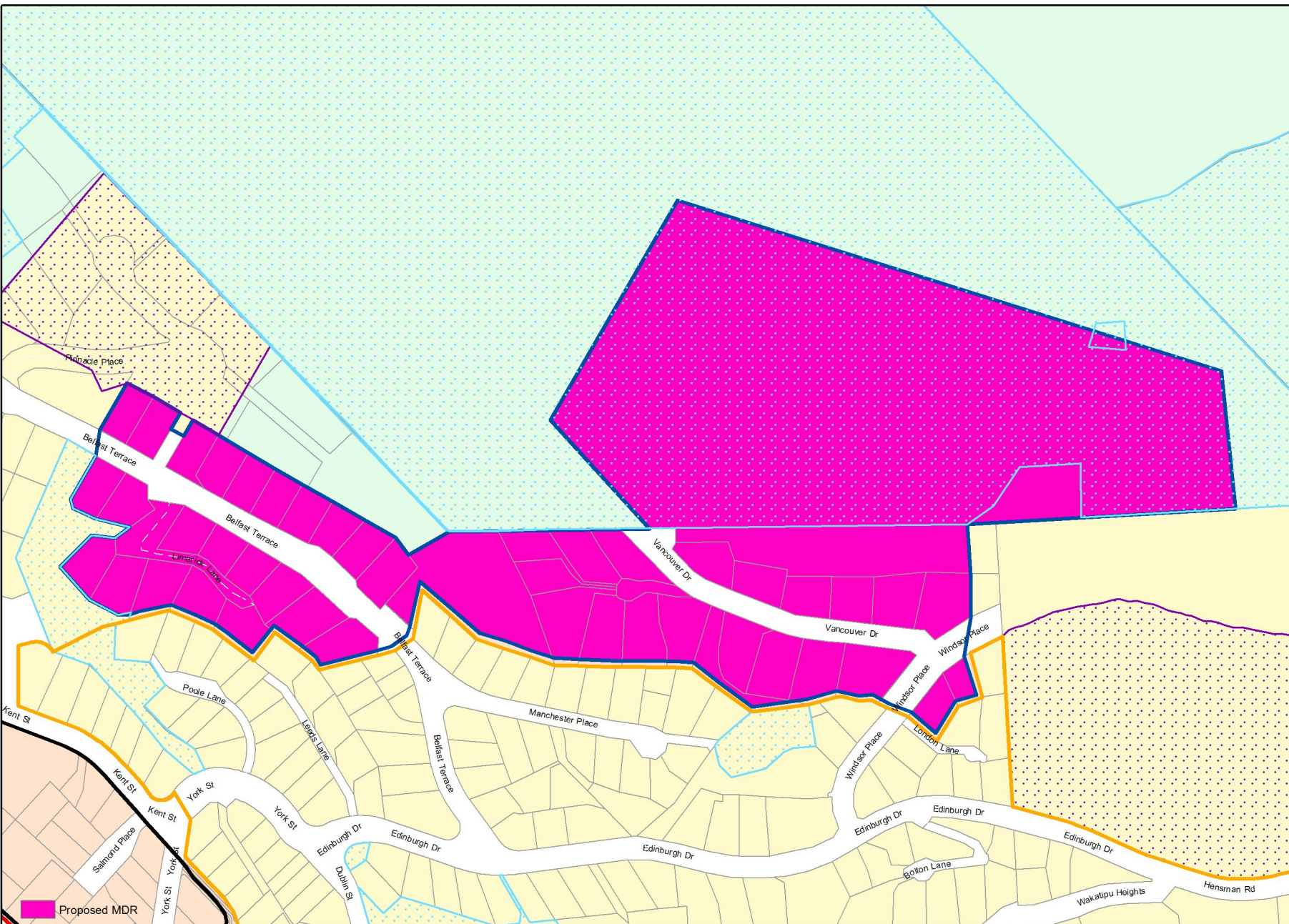
- Legend**
- Open Cemetery
  - Protected Feature
  - Protected Tree
  - Air Noise Boundary
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# Queenstown Hill - Proposed Medium Density Zoning



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**PC35 Air Noise Boundaries**

- Airnoise Boundary (ANB) 65 dB Ldn
- Outer Control Boundary (OCB) 55 dB Ldn
- Proposed MDR

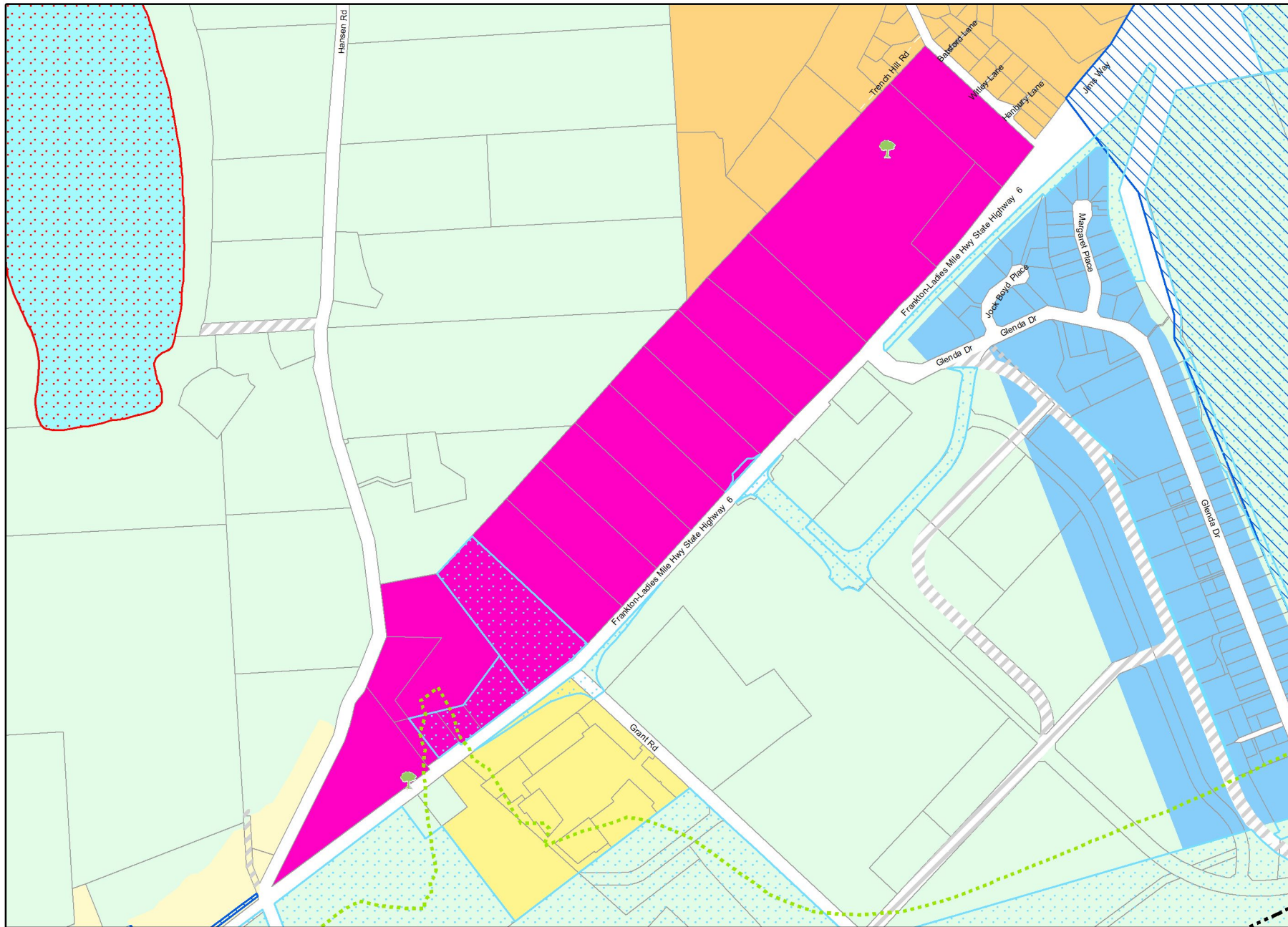
 Airnoise Boundary (ANB) 65 dB Ldn  
 Outer Control Boundary (OCB) 55 dB Ldn  
 Proposed MDR



QUEENSTOWN  
LAKES DISTRICT  
COUNCIL

0 2,050 4,100 Metres

# SH6 Frankton - Proposed Medium Density Zoning



## Legend

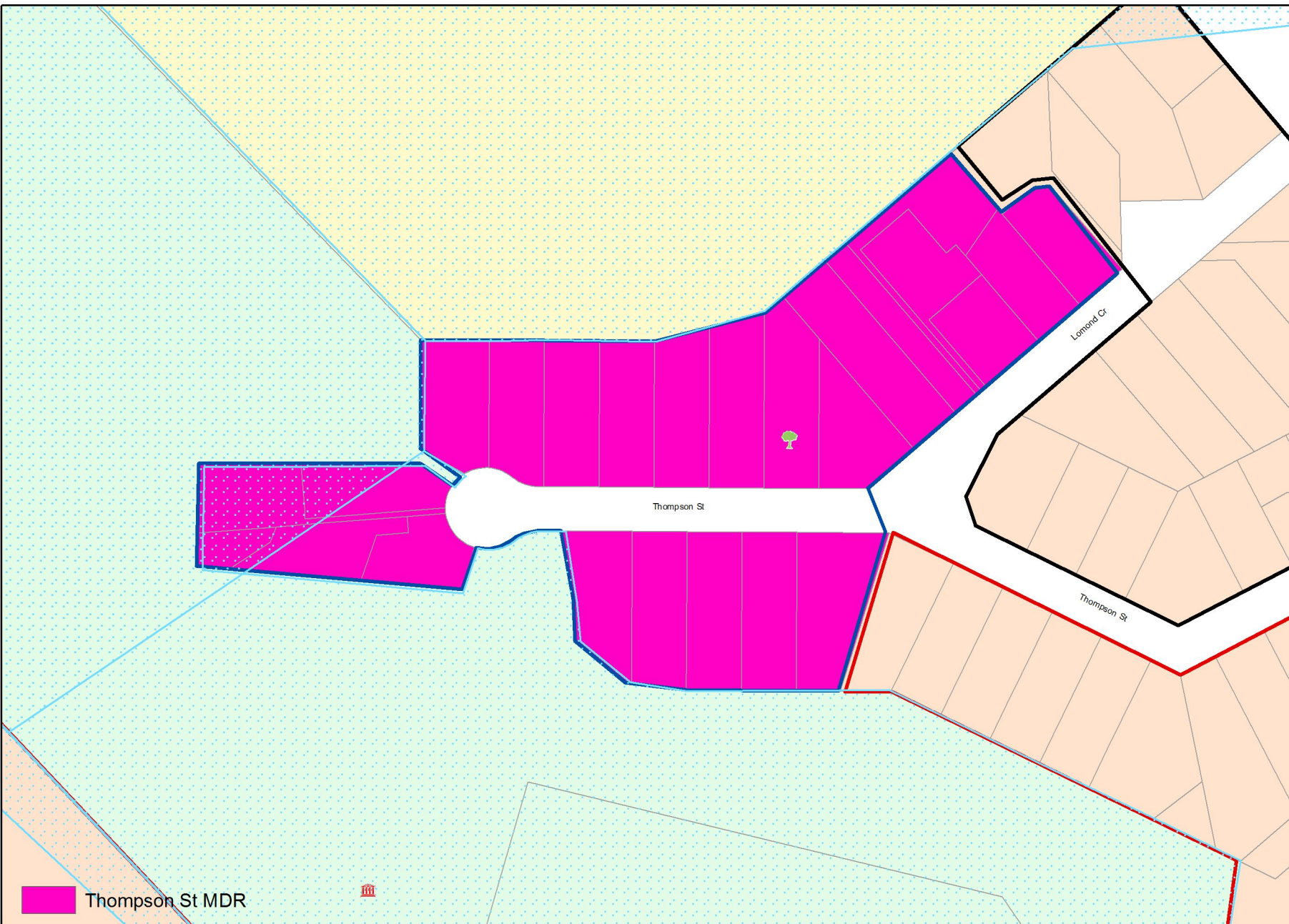
- Open Cemetery
- Protected Feature
- Protected Tree
- Air Noise Boundary
- District Boundary
- Medium Density Res Zone
- Mt Aspiring National Park Boundary
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- High Density Residential Sub-Zone A
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# Thompson Street - Medium Density Zoning



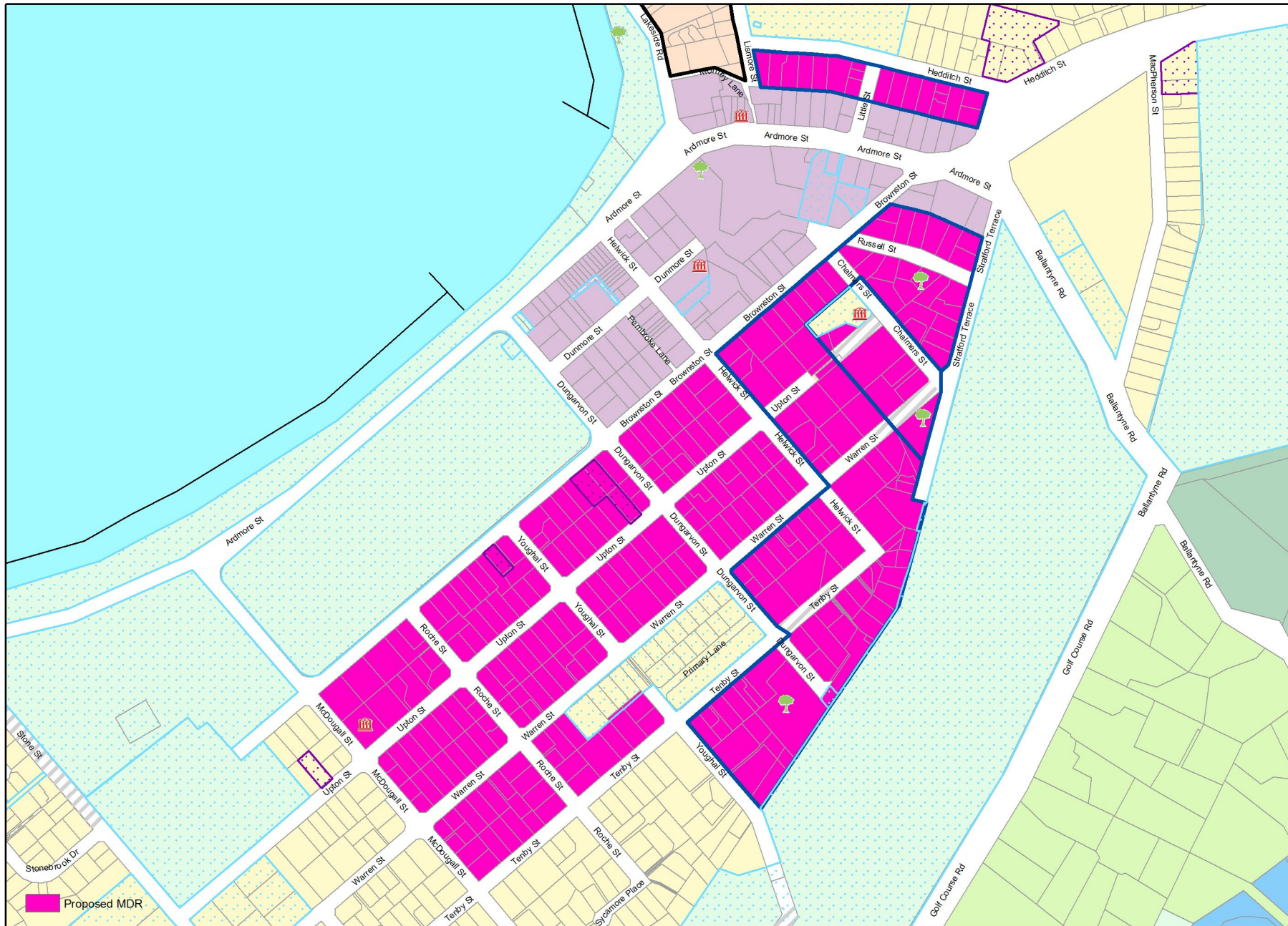
- Legend**
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# Wanaka - Proposed Medium Density Zoning



## Legend

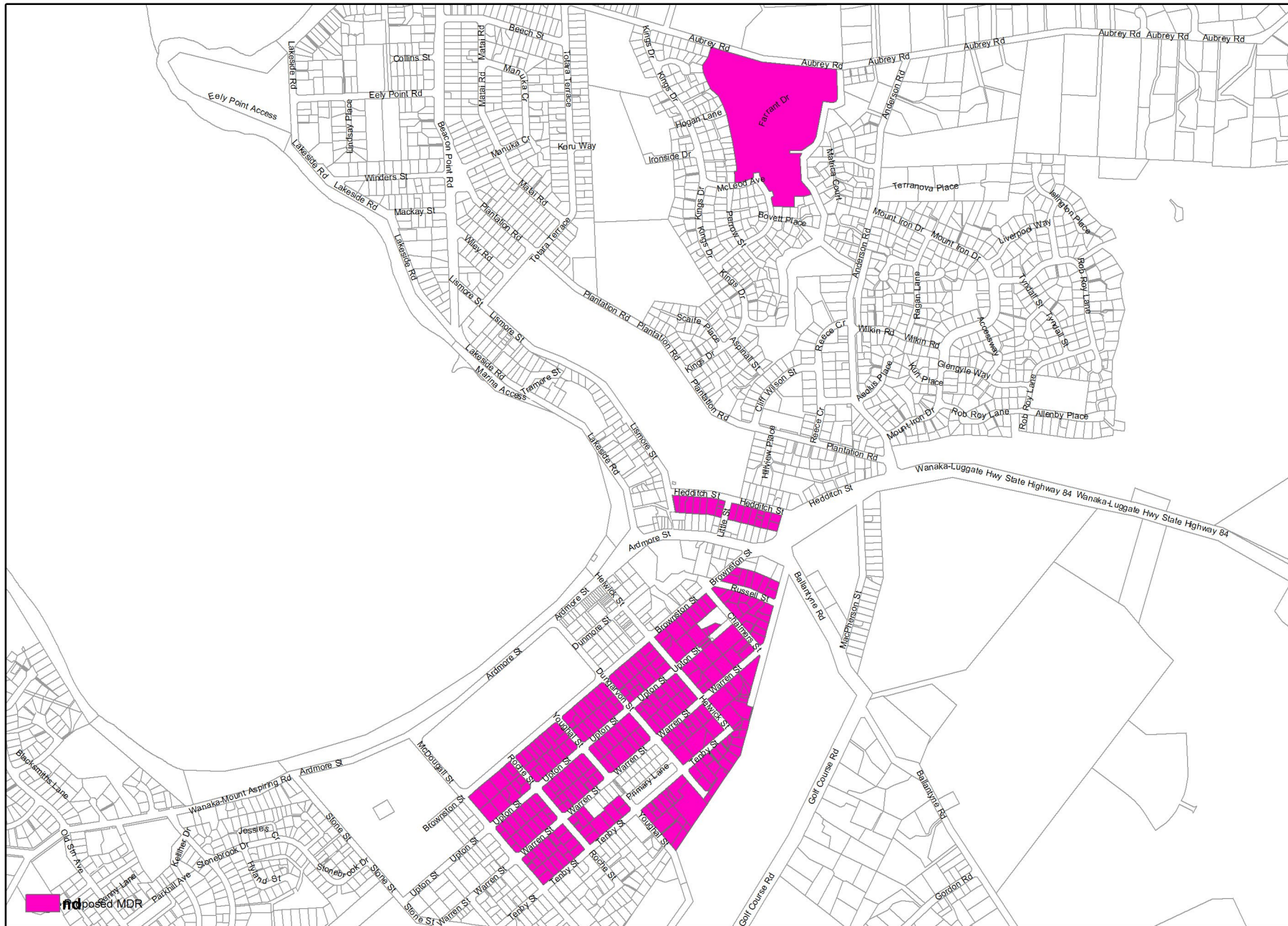
- Open Cemetery
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# Wanaka - Proposed Medium Density Zoning



## Legend

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- Areas of Significant Indigenous Veg
- Arrowtown Scenic Protection Area
- Building Restriction Area
- Max Building Height Restriction Area
- Commercial Precinct
- Community Facility Sub-Zone
- District Plan Designated Areas
- Heritage Protection Order
- Historic Precinct
- Hydro Generation Area
- Penrith Park Vegetation Area A
- Penrith Park Vegetation Area B
- Penrith Park Visual Amenity Area
- Qtown Heights Low Density Sub-Zone
- Ski Area Sub-Zone
- Queenstown Special Character Area
- Rural Residential Sub-Zone
- TCTZ
- Visitor Accom Sub-Zone
- Unformed Roads
- District Plan Zone**
- Airport Mixed Use
- Arrowtown Town Center
- Ballantyne Road Mixed Use Zone
- Bendmeier
- Business
- Corner Shopping Center
- Deferred Rural Lifestyle Buffer Zone
- Deferred Rural Lifestyle Zone
- Ferry Hill Rural Residential Sub-Zone
- Frankton Flats
- Gibbston Character
- High Density Residential
- Industrial A
- Industrial B
- Kingston Village Special Zone
- Low Density Residential
- Meadow Park
- Mount Cardrona Station Special Zone
- Open Space
- Penrith Park
- Quail Rise
- Queenstown Town Center
- Remarkables Park
- Res Atn Historic Mgmt
- Resort
- Rural General
- Rural Residential
- Rural Visitor
- RuralLifestyle
- Shotover Country Special Zone
- Three Parks Zone
- Township
- Wanaka Town Center
- Water

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