

QLDC Council
18 December 2014

Report for Agenda Item: 15

Department:

Planning and Development

15: District Plan Review: Queenstown Airport Mixed Use Zone

Purpose

- 1** To present the following proposed District Plan provisions for Council's acceptance:
- Queenstown Airport Mixed Use Zone (Chapter 6);
 - The extension of the Queenstown Airport Mixed Use Zone extent; and
 - The accompanying Section 32 Evaluation reports.

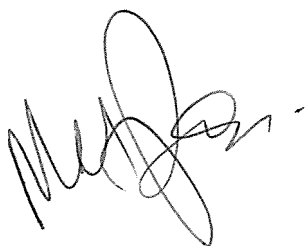
Recommendation

2 *That Council:*

- a. **Note** the contents of this report and in particular:
- i. The Resource Management issues associated with the current provisions.
 - ii. The RMA Section 32 Evaluation.
- b. **Agree** to accept the revised Queenstown Airport Mixed Use Zone Chapter, provisions and zone extent.
- c. **Note** that these provisions will be brought back for Council's final approval along with others forming Stage 1 of the District Plan Review, prior to statutory consultation and public notification anticipated in May 2015.
- d. **Authorise** officers to make further minor changes to the Section 32 Evaluation reports and provisions without further recourse to the Council, where this is necessary to:
- i. Ensure consistent numbering and formatting of the proposed District Plan text; and
 - ii. To fix identified minor errors and / or omissions.
 - iii. Ensure continuity with other proposed provisions.
 - iv. Enable further consultation with the Queenstown Airport Corporation.

Prepared by:

Reviewed and Authorised by:



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03/12/2014



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03/12/2014

Background

- 3** The District Plan Review was formally (and legally) commenced by a resolution of Council in April 2014. The Review adopts a changed approach to the structure and philosophy of the District Plan and is led by the Strategic Directions chapter.
- 4** The Queenstown Airport Mixed Use Zone provisions would replace the operative Queenstown Airport Mixed Use Zone, which is detailed in Chapter 6 of the Operative Plan.
- 5** Extensive consultation has been undertaken with the Queenstown Airport Corporation (QAC) to identify the key resource management issues that are currently impeding the efficient operation and growth of Queenstown Airport.
- 6** The amended provisions seek to address the specific resource management issues identified by QAC, whilst also giving effect to the wider objective to simplify and streamline the Plan.
- 7** The changes to the way the provisions are structured broadly seek to make the Plan more legible, targeted and concise. A more enabling approach is also sought, however subject to design and environmental standards, with an overarching requirement for land use activities to support and/or complement the efficient operation of Queenstown Airport.
- 8** This approach was presented to a Council workshop on 14 October 2014, and Councillors had the opportunity to discuss the proposed approach to the zone. No issues with the proposed format were identified at this time.

- 9 The resource management issues that are relevant to the various provisions stem from:
- A review of the Operative District Plan, including the Queenstown Airport Mixed Use Zone and the Queenstown Airport Designations (Designations D.1 – Aerodrome Purposes, D.2 – Air Noise Boundary Controls and D.3 – Airport Approach and Land Use Controls)
 - Consultation with QAC
 - Councillor workshops
 - QAC Statement of Intent 2015-2017
- 10 A full list of the relevant documents that inform the analysis of issues and options considered is contained within the appended section 32 reports.

Issues and options considered

- 11 Four key issues were identified for the Queenstown Airport Mixed Use Zone. These have been broadly grouped into two categories, including:
- Providing for the long term sustainable management of Queenstown Airport.
 - Balancing the operational requirements of the Queenstown Airport with residential amenity and outlook, including the Airport as a key strategic gateway to the District.
- 12 With respect to each of the above described issues, three broad options were identified to address the resource management issues and the overarching objectives of the zone. The approach adopted to address each issue is detailed below.

Providing for the long term sustainable management of the airport

- 13 **Option 1** generally seeks to retain the operative District Plan provisions as they stand. This would allow for the familiarity of users to remain but would not address the resource management issues that were identified.
- 14 **Option 2** seeks to amend and improve the operative District Plan provisions, whilst retaining the operative District Plan zoning (including the retention of the operative Queenstown Airport Mixed Use and Rural General Zoning). This option recognises that some of the existing provisions are effective, however minor amendments would further enhance their effectiveness. This option does not adequately protect or provide for the Airport (in its entirety) as a significant physical resource.
- 15 **Option 3** does not significantly depart from Option 2, however additional activities to meet the demand and needs of the Airport would be included. The entirety of the land that is subject to the Aerodrome Designation would also be included in the revised zone.

- 16 **Option 3 is the preferred option** and is considered the most reasonably practicable option for achieving the objectives of the proposed plan change. Refer to the section 32 Evaluation Report for a detailed evaluation of the option.

Balancing operational Airport requirements with amenity and outlook

- 17 **Option 1** generally seeks to retain the operative District Plan provisions as they stand. This would allow for the familiarity of users to remain but would not address the resource management issues that were identified.
- 18 **Option 2** seeks to amend and improve the operative District Plan provisions, by creating consistency with the development standards of adjacent zones, whilst considering the adoption of non-statutory urban design methods. This option is consistent with the proposed streamlining approach for the proposed District Plan, and encourages a quality built form without District Plan urban design standards. This option also recognises that Queenstown Airport is the majority landowner of the zone and has operational imperatives that control the built form of their landholdings.
- 19 **Option 3** comprises a complete review of the existing standards, including the mandatory implementation of urban design methods. This option may result in a 'one size fits all' approach to urban design and a lack of diversity and would require a plan change each time the urban design guidelines are updated.
- 20 **Option 2 is the preferred option** and considered the most reasonably practicable option for achieving the objectives of the Proposed Plan. Refer to the section 32 Evaluation Report for a detailed evaluation of option.

Financial Implications

- 21 There are no budget or cost implications resulting from the decision. The work is accounted for in already approved budgets.

Local Government Act 2002 Purpose Provisions

- 22 The proposed provisions are considered to be consistent with the LGA purpose provisions (ss10, 11, 11A) summarised as:
- Activity (local democracy, infrastructure, local public services or performance of regulatory functions);
 - Quality (efficient, effective and appropriate to present and future circumstances); and, or
 - Economic (most cost-effective for households and businesses).
- 23 The process that has been followed in developing the proposed policy is consistent with democratic local decision making. The policy will help the District meet the current and future needs of communities by providing for the sustainable management of the Queenstown Airport.

Council Policies

- 24** A number of Council Policies were reviewed during the preparation of this chapter. No policies with significant bearing were identified.

Consultation

- 25** Extensive consultation has been undertaken with the Queenstown Airport Corporation as the primary landowner within the zone and the authority responsible for the operation of Queenstown Airport.
- 26** The proposed provisions will be publicly notified together with all of Stage 1 of the District Plan review in May 2015.

Publicity

- 27** No media statement or public communication is required.

Attachments

- A Chapter 6 – Queenstown Airport Mixed Use Zone Draft Provisions
- B Draft District Plan Zone Map
- C Section 32 Evaluation Report – Queenstown Airport Mixed Use Zone