

**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

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**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**

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## 1. INTRODUCTION

- 1.1 My name is Kimberley Anne Banks. My qualifications and experience are set out in my first, strategic statement of evidence.
- 1.2 I confirm that I have read the Code of Conduct for Expert Witness contained in the Environment Court Practice Note 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. The Queenstown Lakes District Council (**Council**) as my employer, has agreed to me giving this evidence on its behalf.
- 1.3 This evidence provides recommendations to the Hearings Panel (**Panel**) on submissions to the Proposed District Plan (**PDP**) grouped as Queenstown Urban – Frankton and South (Group 1B). These submissions are on land that is within or immediately adjacent to the Urban Growth Boundary (**UGB**), and includes land within the following areas:
- (a) Frankton/Ladies Mile;
  - (b) Queenstown Hill;
  - (c) Lake Johnson / Tucker Beach; and
  - (d) Kelvin Heights.
- 1.4 All references to PDP provision numbers, are to the Council's Reply version of those provisions (unless otherwise stated). I refer to documents included in the Council's Bundle (**CB**), Supplementary Bundle (**SB**) and Second Supplementary Bundle of Documents (**SSB**).
- 1.5 The submissions on Queenstown Urban - Business and Industrial (Statement 1A), Queenstown Urban – Central, West and Arthurs Point (Statement 1C), Queenstown Urban - Jacks Point (Statement 1D) and Rural (Statement 2) are contained in separate statements of evidence. However, I note that this report does address some business and commercial rezonings which have been proposed on

land between Hansen Road and Ferry Hill Drive, to ensure this area can be considered and submissions analysed in a consistent manner.

- 1.6** My strategic statement of evidence sets out the relevant statutory tests on which I have relied; and a range of assessment principles and context factors which I have also considered to assist in the assessment of the appropriateness of the rezoning requests.
- 1.7** I refer to the Strategic evidence at section 4, which sets out those submissions that are not on Stage 1 PDP land, and in particular the submissions of J D Familton and Sons Trust (586) and H R & D A Familton (775) and H R Familton (803), which oppose the 'Visitor Accommodation Sub-Zone' at *Frankton*. The 'Visitor Accommodation Sub-Zone' overlay was shown in error on notified Planning Map 33<sup>1</sup> (no related provisions were notified in Stage 1 that applied to such a Sub-Zone) and was removed under clause 16 of Schedule 1 of the RMA in December 2016.<sup>2</sup> No recommendations have been made on these submissions points as they are considered by the Council to not be "on" Stage 1 of the PDP as the Visitor Accommodation Subzone is not currently shown on the PDP maps.
- 1.8** I have read and considered the relevant documents associated with the substantive hearings on the PDP chapters to ensure that I have adequately considered matters of integration and consistency across the PDP. I have provided a summary of the relevant reply chapters I have considered within my Strategic s42A.
- 1.9** I refer to and rely on the evidence of:
- (a) Mr Glenn Davis (Ecologist);
  - (b) Mr Ulrich Glasner (Infrastructure);
  - (c) Ms Wendy Banks (Transportation);
  - (d) Mr Timothy Heath (Commercial and Industrial Land Needs Analysis);
  - (e) Dr Marion Read (Landscape); and
  - (f) Ms Helen Mellsop (Landscape – Queenstown Park Limited).

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1 <http://www.gldc.govt.nz/assets/Uploads/Planning/District-Plan/PDP-Updates/December-2016/Clause-16/CI-16-Planning-Map-33-PDP.pdf>

2 <http://www.gldc.govt.nz/assets/Uploads/Planning/District-Plan/PDP-Updates/December-2016/schedule-map-updates.pdf>

## 2. SUMMARY

- 2.1 I have considered the submissions seeking rezoning or mapping annotation changes, in this Group 1B area (Queenstown Urban – Frankton and South) evidence.
- 2.2 I have not amended the planning maps at this point in time, however Council intends to provide updated planning maps that reflect final recommendations following the hearing of evidence and submissions during the course of the hearing, with the Council's Right of Reply. Council's GIS team does not have capacity to provide these through each evidence exchange, when there is a possibility that recommendations may still change.
- 2.3 Otherwise, I consider that the notified zones are more appropriate than the zonings being pursued by submitters.

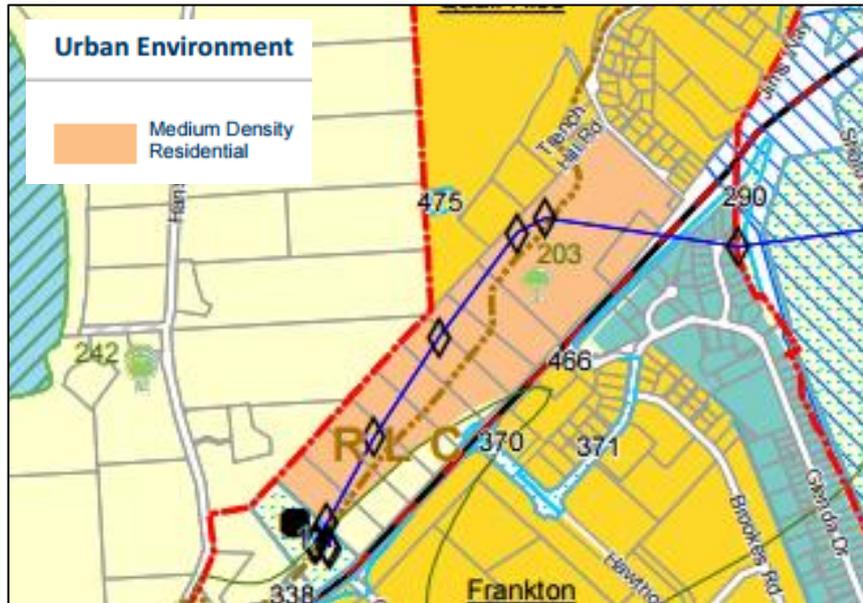
## 3. GENERAL SUBMISSIONS IN SUPPORT/OPPOSITION OF THE ZONE

- 3.1 A number of submissions are received of a general nature, in support or opposition to the zoning or annotations affecting their property. These are addressed in the table below.

Submitter	Relief sought	Recommendation
Universal Developments Limited - 177	Seeks to confirm the notified medium density zones	Reject. The MDRZ at Frankton (between Hansen Road and Ferry Hill Drive) is recommended to be amended. Refer to discussion within section 4.
Z Energy Ltd, BP Oil NZ Ltd and Mobil Oil NZ Ltd - 768	Retain the boundary of the Queenstown Airport Mixed Use zone (as shown on Map 31a) without further modification.	Accept. No changes are recommended to the Queenstown Airport Mixed Use Zone (now referred to as the 'Airport Zone').
Bruce Grant - 434	SUPPORTS the inclusion of the subject land within the Outstanding Natural Landscape, Landscape Classification ("ONL").	Accept. This submission point also relates to a rezoning submission.

#### 4. HANSEN ROAD/FRANKTON-LADIES MILE – OVERALL ASSESSMENT

- 4.1 A number of rezoning submissions have been made relating to the area referred to as the 'Frankton MDRZ' located between Hansen Road and the Quail Rise Special Zone, on the northern side of SH6. The general area referred to is identified below, and is zoned MDRZ on notified planning maps 31 and 31a:



**Figure 1:** Extract from PDP map 31

- 4.2 Rezoning submissions received relating to this area are listed below and are all addressed in this 1B report:

*Residential rezoning proposals:*

- (a) Sean & Jane McLeod – 391;
  - (b) Stephen Spence – 8;
  - (c) W & M Grant – 455;
  - (d) The Jandel Trust – 717;
  - (e) Hansen Family Partnership – 751 (residential proposals);
  - (f) Otago Foundation Trust Board – 408;
  - (g) NZ Transport Agency – 719 (submissions on MDRZ provisions);
  - (h) FII Holdings Limited - 847 (residential zoning proposals);
- and

- (i) Villa dellLago - 380 (Submission on MDRZ provisions).

*Commercial and industrial rezoning proposals:*

- (j) Peter and Margaret Arnott – 399;
- (k) FII Holdings Limited – 847 (commercial and industrial rezoning proposals); and
- (l) Hansen Family Partnership – 751 (commercial and industrial rezoning proposals).

**4.3** The scope of the rezoning submissions identified above ranges from highly intensive land uses (being an Industrial zone)<sup>3</sup> to the least intensive land use in the plan (being Rural),<sup>4</sup> including all levels of residential and commercial in between. I note that although each submission has been made for individual land holdings, I consider the general scope to be to rezone the entire area between Hansen Road and Ferry Hill Drive, somewhere in between the range of Rural to Industrial. The scope for the more intensive industrial zone across the entire (notified) Frankton MDR zone, is provided through the relief sought by Submissions 8, 751, 717 and 847, who seek rezoning relief on their sites and also surrounding properties. For example, the submission of the Jandel Trust (717) and FII Holdings Limited (847) states:

*The submitter considers that the most appropriate zone for the site **and surrounds** would be a mixed use zone that provides for residential and lighter industrial/commercial uses (emphasis added).*

**4.4** The submission of Hansen Family Partnership (751) seeks the following relief:

*To rezone the area of rural and medium density residential zones located over the land on the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road.*

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3 The Jandel Trust (717).  
4 Stephen Spence (8).

- 4.5** The submission of Stephen Spence (8) seeks a reduction in the intensity of this zoning back to Rural and states:

*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.*

- 4.6** I have therefore interpreted the scope of rezoning proposals to cover the entire strip of land from Hansen Road to Ferry Hill Drive.

- 4.7** Additionally, a number of other specific submission points are addressed in this hearing stream that have been transferred from previous hearings on provisions.<sup>5</sup> These relate to submissions made on the following provisions of Chapter 8 (Medium Density Residential):

- (a) Objective 8.2.9 and related Policies 8.2.9.1 – 8.2.9.7;
- (a) Rule 8.4.11.3 Bullet Point 6; and
- (b) Rule 8.5.3.

- 4.8** These provisions of Chapter 8 are specific to the Frankton MDR location, and seek to address the local context and constraints, particularly with regard to the lack of infrastructure services and transport connections. Whilst there are submission points made by submitters specific to these provisions, I consider that the general theme of these provisions could be applied to any alternative zoning (made specific to this location) and also, that the scope of changes that may be recommended to these provisions can be guided by their general intent, as it relates to:

- (a) Transport, parking and access design and effects (Rule 8.5.3);
- (b) Landscaping (Rule 8.5.3);
- (c) Effects on the state highway network and integration with Hansen Road, the Eastern Access Road Roundabout and/or Ferry Hill Drive (Rule 8.4.11.3; Rule 8.5.3);

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5 Minute Regarding Frankton Medium Density Residential Zone dated 21 September 2016.

- (d) Public transport, pedestrian and cycling networks (Rule 8.4.11.3);
- (e) Infrastructure servicing (objective 8.2.8); and
- (f) Sound insulation and mechanical ventilation for residential buildings adjacent to the state highway (policy 8.2.13.1).

**4.9** A number of submission points regarding the location of the ONL<sup>6</sup> and the UGB,<sup>7</sup> and whether the land subject to the ONL classification is appropriate for residential development, are also associated with these rezonings.

**4.10** Based on the above, I consider it to be most efficient to analyse the relief sought from a strategic level within this 'overall assessment', and I then address each individual rezoning.

### **Infrastructure**

**4.11** Mr Glasner has commented on the rezoning of land between Hansen Road and Quail Rise. He does not oppose intensification and development in this general location, as the area is close to both the water supply source and the wastewater treatment plant, it is within current scheme boundaries, and there is sufficient capacity to connect to these networks. He also notes it is more efficient to accommodate growth within existing urban areas where capacity is available. As such he considers the location to be efficient to service from an infrastructure point of view.

### **Traffic**

**4.12** In her analysis of rezoning submissions across this area, Ms W. Banks identifies concerns with more intensive zonings such as BMUZ or LSCZ (eg. 717 and 847) which generate higher ratios of vehicle trips. She highlights current poor levels of service and inappropriate congestion currently experienced in this section of the state highway; and safety issues with right turn movements. Even with recognition to planned 'four laning' of this section of highway, and a possible upgrade of the Hansen Road intersection, she is of the view that such

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6 Otago Foundation Trust Board (408); Hansen Family Partnership (751).  
7 Otago Foundation Trust Board (408).

intensification resulting from BMUZ or LSCZ rezonings would likely result in the State Highway operating at capacity during peak periods. She also highlights concerns with the capacity of roads network and also the need to consider future growth of the area (including planned developments in the area).

**4.13** Ms W. Banks notes that there are numerous single accesses along SH6 and these are all designed for low traffic volumes, and many are located close to each other. Additional turning movements in and out of these accesses has the potential to result in traffic safety concerns.

**4.14** With regard to infrastructure and transportation networks, I note that this area was the subject of an application by Council for funding under the Central Governments Housing Infrastructure Fund. A decision on this application is anticipated from Central Government in mid-2017. This application sought funding for transportation and infrastructure upgrades to support a possible 1,150 residential units in this specific area; including a possible internal road alignment and connection to the Eastern Arterial Road (**EAR**), as identified in the figure below.

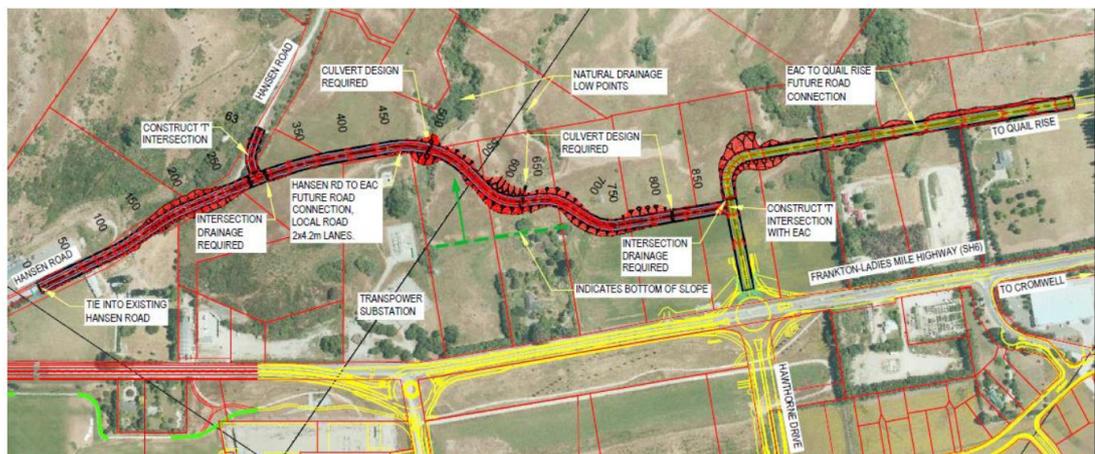


Figure 1: The proposed Quail Rise Development Corridor within Queenstown's Urban Development Area

Figure 2: QLDC Housing Infrastructure Fund Application, 2016

**4.15** Although Ms W. Banks has highlighted some concerns with traffic effects in this location, she is not opposed to other lower intensity residential zones in this area, or a combination of residential and commercial zoning (such as a mix of HDR or MDR and BMU or LSCZ). Ms W. Banks opposes HDRZ across the entire site as the

only nearby amenities for residents would be to cross the State Highway at Five Mile. However, Ms W. Banks does note that once development intensifies, alternative safer crossing options will need to be identified and implemented.

**4.16** In terms of location, Ms W. Banks considers it is well placed for alternative modes of transport, with the existing footpaths, cycle provisions and public transport facilities from Grant Road to Hawthorne Drive. However Ms Banks cites concerns around the lack of pedestrian infrastructure on the northern side of the State Highway, and highlights the need for safe crossings and footpaths to be established if the land were to be developed.

**4.17** As such, she does not oppose urban development in this location generally, provided the area of intensive residential or commercial use is reduced so that the vehicle trips generated do not result in significant effects to the state highway; and safe pedestrian connections are established.

### **Landscape**

**4.18** Dr Read has evaluated all submissions seeking to amend the ONL and rezone land between Hansen Road and Quail Rise. It is her view that the ONL is appropriately located, but she does not oppose the rezoning of land in this location that is outside of the ONL. It is her view that land within the ONL should remain rural.

**4.19** Dr Read also identified two main concerns with the rezoning of this area - to avoid inappropriate development impinging on the ONL as notified, and safeguarding the amenity of the residents of the Quail Rise zone along its margin (Submissions 8, 399, 408, 455, 717, 751, 847). It is the opinion of Dr Read that LDR or MDR would be most appropriate in this area to the south of the ONL boundary; and that there should be a buffer of LDRZ adjacent to Quail Rise.

### **Ecology**

**4.20** Mr Davis addresses each rezoning individually. His conclusions for each are consistent, and he does not oppose any of the rezonings

because of the lack of indigenous vegetation in the area. I do not refer to Mr Davis' evidence again, for this wider area.

## **Analysis**

**4.21** The possible yield arising from the rezoning proposals across the entire area of notified Frankton MDRZ between Hansen Road and Ferry Hill Drive ranges from a *loss* of 607 possible units<sup>8</sup> (as compared to the notified MDRZ) to an increase of 1518 units based on rezoning to BMUZ.<sup>9</sup>

**4.22** I note that these possible yields are estimates only and do not account for the loss of areas of land (eg under the BMUZ) to commercial activities. Possible yield of business land has not been calculated for pure industrial or commercial zones.

## ***Appropriateness for urban development***

**4.23** I firstly consider the appropriateness of this location for urban development.

**4.24** Stephen Spence (8) has sought to remove the proposed MDRZ and retain rural zoning on the land. He states that any development should be sympathetic to the style of development in the Quail Rise Zone. Mr Spence considers this area to be an important landscape in regards to the entranceway to Queenstown and is concerned that any development at MDR level would impinge on the amenity values of Quail Rise residents and increase the traffic in Quail Rise. Other submitters seeking to reduce the density in this location include Ian and Dorothy Williamson (140) and Sean & Jane McLeod (391), both seeking a rezoning to LDRZ.

**4.25** I consider that the surrounding environment in this location, although highly visible, lacks strong rural character, and is already considerably developed.

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8 Submission of Stephen Spence (8).  
9 Submission of the Jandel Trust (717).

- 4.26** Application of the Rural zone to these sites, and the ability of these sites to meet the purpose of the Rural zone, is something of an anomaly. The area is changing rapidly as Frankton develops further, including the Frankton Flats ODP zone across the road from the subject sites, and the rezoning of the balance of the sites to MDR. Development of the MDR and Frankton Flats zones will result in a further loss of rural character in this area, which has already been diminished by urban development. The size of the Rural zone and the existing lot sizes as a whole do not lend themselves to rural or farming activities other than on a lifestyle basis. While this land does not directly align with the purpose of the Rural zone, I acknowledge that it was rolled over due to the constraints on development imposed by the Outer Control Noise Boundary (**OCB**) restrictions.
- 4.27** The evidence of Mr Glasner does not oppose development in this general location from an infrastructure perspective.
- 4.28** From a traffic perspective, Ms W. Banks identifies concerns with the intensification of land uses in this location generated from BMUZ or LSCZ zoning. However, she does not oppose urban development in this location generally, provided that safety issues with right hand turns are addressed, that development areas are reduced and that suitable pedestrian connections are established.
- 4.29** From a landscape perspective, Dr Read maintains that the ONL through this strip is in the appropriate location, that urban development is not appropriate within the extent of the ONL, that the zoning beyond the ONL be returned to Rural and that she does not oppose urban development on the land fronting the state highway.
- 4.30** Some properties in this area are also partly constrained by the Outer Control Boundary (**OCB**) of the Queenstown airport. I note that the notified MDRZ is located outside of the OCB, and land within the OCB was notified Rural. The Rural zone prohibits the development of activities sensitive to aircraft noise (**ASAN**), as defined, consistent with the outcomes of PC35. However, rezoning proposals of submitters that seek to amend the rural zoned land could have the effect of enabling ASAN within the OCB. QAC (FS1340) has

opposed all rezoning proposals in this area as they are opposed to the intensification of ASAN establishing within close proximity to Queenstown Airport. I note that QAC's opposition is not limited to land within the OCB, but land near to the Queenstown Airport generally.

**4.31** The subject land is also affected by road noise. As such, notified provisions of Chapter 8 (Rule 8.5.2 and Policy 8.2.13.1) sought to require sound insulation and mechanical ventilation for residential buildings within 80m of the state highway. Policy 8.2.13.1 is opposed by Universal Developments Limited (177). This matter was addressed through Stream 6 (Residential) and evidence was provided by Dr Stephen Chiles (acoustic engineer).<sup>10</sup> Consequently, and based on the advice of Dr Chiles, the reply provisions for each of the residential chapters specify a requirement for sound insulation and mechanical ventilation within 80m of the State Highway, wherever located.<sup>11</sup> This provision has therefore been addressed as applicable across the LDRZ, MDRZ and HDRZ district wide. I support the recommendations made and consider it would be appropriate for any residential development in this area to be subject to the same requirement.

**4.32** Taking into account the relevant objectives of the plan relating to urban development and rural areas described in my Strategic evidence and the benefits and costs of urbanising the land in terms of environmental, economic, social and cultural effects including traffic effects, landscape effects, economic growth and employment, urban development of this land is supported. I now turn to what provisions are the most appropriate options.

**4.33** I note that some submitters have sought to rezone land at the Hansen Road end of this zone to industrial or business zonings. As discussed in more detail relating to submissions 717 and 847, I consider that industrial land use would be inappropriate for this

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10 [Statement of Evidence of Dr Stephen Gordon Chiles on Behalf Of Queenstown Lakes District Council <http://www.qldc.govt.nz/assets/Uploads/Planning/District-Plan/Hearings-Page/Hearing-Stream-6/Section-42A-Reports-and-Council-Expert-Evidence/Council-Expert-Evidence/QLDC-06-Residential-Stephen-Chiles-Evidence-28356410-v-1.pdf>](http://www.qldc.govt.nz/assets/Uploads/Planning/District-Plan/Hearings-Page/Hearing-Stream-6/Section-42A-Reports-and-Council-Expert-Evidence/Council-Expert-Evidence/QLDC-06-Residential-Stephen-Chiles-Evidence-28356410-v-1.pdf)

11 Chapter 9 Rule 9.5.11; Chapter 8 Rule 8.5.2; Chapter 7 Rule.

'urban' entrance to Queenstown. Furthermore, this land would also not fit the purpose of the LSCZ.

**4.34** I also consider the LDRZ to be inappropriate. The LDRZ provides for residential development at reduced densities, where dwellings are typically low level (1-2 storeys) and are surrounded with a degree of private open space. I consider subdivision of this area into a number of lots around 450m<sup>2</sup> in size would appear in drastic contrast to the nature of development existing and yet to be developed within Frankton Flats and along SH6.

**4.35** Based on the above analysis, it is my opinion that some urban development is appropriate in this location, providing the framework of zoning and other provisions is able to ensure the following outcomes:

- (a) land within the ONL is Rural;
- (b) ASAN, as defined in the PDP, are prohibited within the OCB;
- (c) no new access is created to the State Highway with the exception of the planned 'fourth leg' to the EAR;
- (d) an appropriate integrated internal road access (such as that shown in Figure 2) is available at the time of subdivision or development;
- (e) safe pedestrian and cycle connections are provided 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 is available at the time of development; and
- (g) sound insulation and mechanical ventilation is provided for residential buildings within 80m of the state highway (Policy 8.2.13.1).

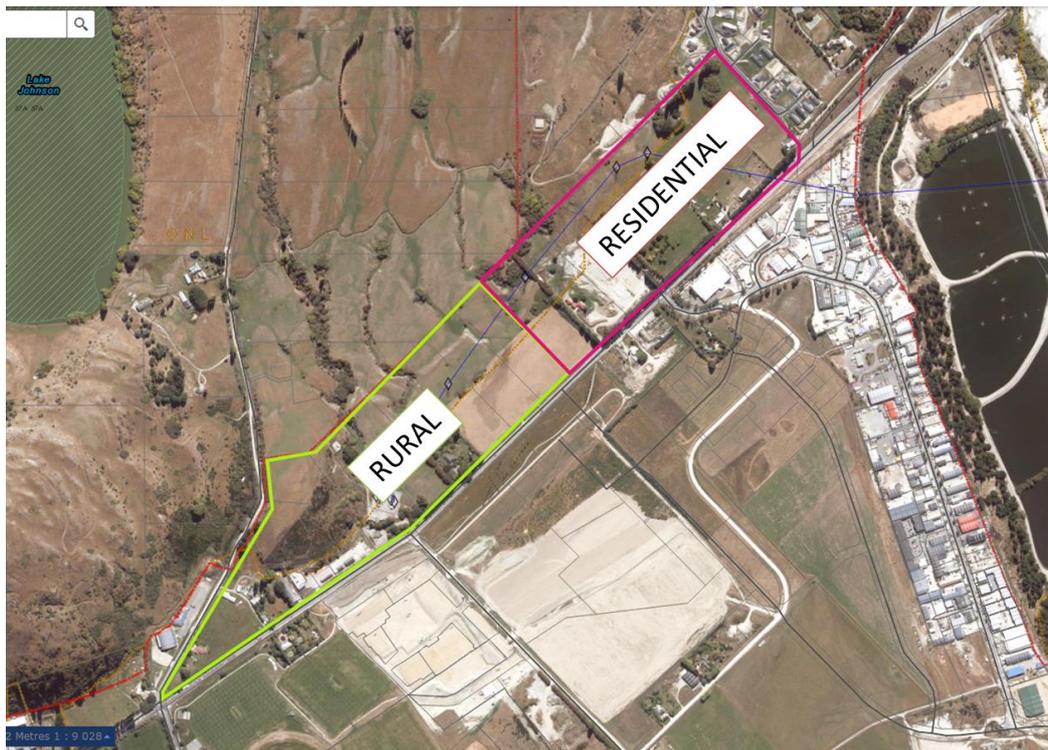
**4.36** In relation to points (a) and (b) above, based on the spatial extent of these constraints, the exclusion of these areas from enabling urban development of ASAN, would result in an odd 'sliver' of MDRZ remaining. This is illustrated below (in green).



Figure 3: Possible MDRZ land (green) considered impractical to develop

- 4.37** The western (Hansen Road) end of this 'sliver' is limited in extent and I consider it would be impractical to develop these areas. It is not until the property adjoins the EAR that the extent of developable area becomes greater in area. However this particular lot, off the EAR, is also affected by the planned 'fourth leg' off the EAR, and the internal access route identified in the figure above. Recognising these constraints, it is my view that residential zoning is inappropriate between the EAR (Section 132 Block I Shotover SD) and Hansen Road. As I consider that commercial and industrial proposals are also inappropriate on this land, I recommend that the zoning of these properties is Rural. The scope for this outcome is provided in the submission of Stephen Spence (8).
- 4.38** While I have acknowledged that rural zoning is something of an anomaly in this location, I do not consider any other current PDP or ODP zone to be more appropriate based on the information included in the submissions and Council's expert evidence on which I rely.
- 4.39** Based on the above, I consider an appropriate zoning framework to be comprised of the following, and this is illustrated in the figures below:

- (a) land within the ONL – rezoned from MDRZ to Rural;
- (b) land located between Hansen Road and the EAR, and located within the OCB are to be rezoned to Rural;
- (c) land located from the EAR east to Ferry Hill Drive, and outside of the OCB, are zoned for residential activities; and
- (d) provisions are established in the PDP to ensure the matters identified in paragraph 4.8 are addressed.

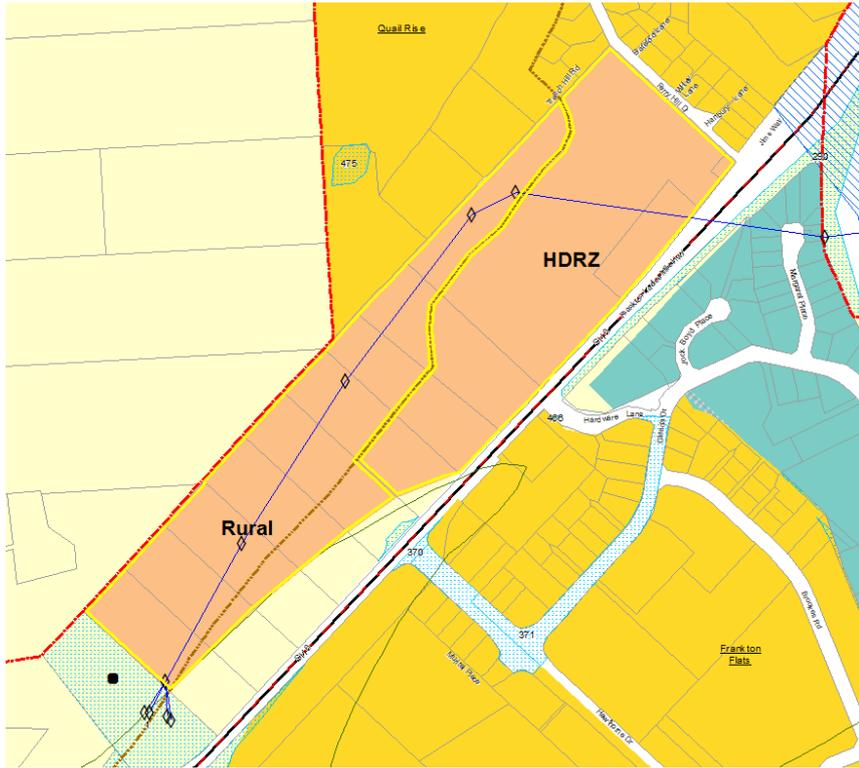


**Figure 4:** Recommended rezoning (overlaid on aerial image)

**Key:**

**Green polygon = Rural from MDR/Rural**

**Pink = Residential**



**Figure 5:** Recommended rezoning outlined in yellow (overlaid on PDP map 31)

**4.40** Based on the above, I now discuss what I consider to be an appropriate residential zoning to be applied from the EAR to Ferry Hill Drive.

***Residential Zoning between the Eastern Access Roundabout and Ferry Hill Drive***

**4.41** As set out above, I consider residential development to be appropriate in this location, on land that is not constrained by the ONL or the OCB. This analysis is relevant to the land between the EAR to Ferry Hill Drive at the boundary of the Quail Rise Zone.

**4.42** The most intensive residential zone proposed by submitters is BMUZ. The BMUZ can potentially enable buildings of 12m in height as a permitted activity, and up to 20m in height as a RD activity. The purpose of this zone is also 'mixed use', providing for a combination of commercial and residential uses. I consider the level of intensity enabled by this zone to be inappropriate for this location. This is because sufficient capacity for commercial development exists within Frankton Flats, and may potentially be provided within the land

between Hansen Road and the EAR (as discussed in the Group 1A Report). Mr Heath's evidence also addresses capacity, generally.<sup>12</sup> I consider additional provision for commercial uses in this particular location to be unnecessary, and relying on Ms W. Banks' evidence, may give rise to adverse traffic effects associated with the increased vehicle trips generated from commercial uses.

- 4.43** Factoring in the now reduced extent of residential zoning recommended (7.4 ha) and the nature of approved and enabled built form within Frankton Flats, I recommend that this area be rezoned HDRZ.
- 4.44** I recommend rezoning to HDRZ because, as I have previously discussed, I consider both Rural and LDRZ options to be inappropriate for this already somewhat urbanised location. I consider that the MDRZ which has been notified would also be appropriate; however the density of this zone remains constrained by a specific density rule (which the HDRZ does not have), and height is also limited to 8m. For comparison, the Frankton Flats B zone (ODP) enables buildings ranging from 6.5m in height and 18.5m, with the upper height range enabled where located 150m from the state highway 'activity area A'. I note that recent resource consent approval for the 'Remarkables Residences' (RM160963) provides for buildings of 3 storeys in height.
- 4.45** Additionally, in light of the provisions of the National Policy Statement on Urban Development Capacity 2016 (**NPS-UDC**) which the PDP must give effect to (specifically Objectives OA1, OA2 and Policy PA3) I consider this location may better support realisation of HDRZ development typologies, as this land is less constrained by topography.
- 4.46** To ensure consistency and integration of built form, I consider the HDRZ to be appropriate in this location, enabling on flat sites, buildings of 12m as permitted activities. My recommended rezoning to HDRZ affects the following properties (see **Figure 5**):

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12 Evidence of Mr Timothy Heath on Business and Industrial Land Supply dated 23 May 2017.

- (a) LOTS 1-4 DP 24553 PT LOT 2 DP 24234 SECS 130-133 PT SECS 123-124 BLK I SECS 43-4 5 48-55 60 PT SECS 46-47 BLK II SECS,OT47/188 (Frankton-Ladies Mile Highway);
- (b) SECS 25-26 BLK II SHOTOVER SD (145 Frankton-Ladies Mile Highway);
- (c) LOT 2 DP 497316 (163 Frankton-Ladies Mile Highway); and
- (d) LOT 1 DP 308784 (179 Frankton-Ladies Mile Highway).

**4.47** I consider this location meets the intended purpose of the HDRZ to:

*"provide for more intensive use of land within close proximity to town centres that is easily accessible by public transport, cycle and walk ways" [CB9].*

**4.48** This location is close to services and amenities within the Five Mile shopping centre, and a soon to be constructed Airport Park and Ride Facility. An existing cycle route (the 'Queenstown Trail') connects from the 'Old Shotover Bridge'/Tucker Beach Road to the southern side of SH6 at Glenda Drive. More frequent bus connections will be available in the future to Five Mile, connecting Ladies Mile to Frankton and Queenstown Town Centre. The commercial area of Frankton Flats accommodates significant employment and I consider that intensive accommodation options may be beneficial to employees in this area. Provided adequate pedestrian and cycle connections are established, this could significantly reduce the need for vehicular travel.

**4.49** **Figure 5** represents the approximate developable area, excluding land required for separation from the national grid transmission lines. Within this area, the HDRZ can provide a potential yield of 646 units, an additional 349 over and above the MDRZ in this same location. I consider this meets Objective 3.2.6.2 of Strategic Direction to provide for a mix of housing opportunities; and 3.2.6.2.2 to:

*"enable high density housing adjacent or close to the larger commercial centres in the district" [CB3].*

**4.50** I therefore recommend that the area identified in **Figure 6** be rezoned to HDRZ and the balance of the residential area identified in Figure 5 (being the land within the ONL) be rezoned to Rural, as explained above. I consider however, that a number of provisions are necessary to ensure that subdivision and development is undertaken in an appropriate manner in this location.

#### ***Recommended provisions***

**4.51** As identified in my strategic statement of evidence, a number of provisions specific to this area<sup>13</sup> were transferred from the residential hearing stream to mapping. These were previously discussed in the s42A report of Ms Amanda Leith **[CB52]**, and I support her recommended changes.

**4.52** I consider that the majority of these provisions, as recommended by Ms Leith, can be transferred into the HDRZ chapter, in order to address matters relating to transport, access, servicing, and landscaping.

**4.53** I have discussed a proposed alignment for a central internal road access through this land. It is my view that until this road alignment has been confirmed, and mechanisms set up for its construction and vesting in Council (and funded as necessary through development contributions) then intensive development should be prevented from occurring on this land. I note this can be achieved by Rule 9.4.4 which requires any development of 3 units or more to apply for restricted discretionary consent including parking and access arrangements, natural hazard risk and visual privacy. However, I recommend the matters of discretion in Rule 9.4.4 should be updated to reflect Ms Leith's recommended changes to Rule 8.4.11 including the need to address street activation, integration of landscaping and building dominance effects.

**4.54** I recommend all other provisions for this area identified in Ms Leith's reply chapter be transferred across to Chapter 9 (HDRZ) with only minor amendments to reflect the reduced zoning extent. As these

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13 Objective 8.2.8 and all policies underneath it; Rule 8.4.11.3 Bullet Point 6; and Rule 8.5.3.

recommendations were made by Ms Leith, through consideration of the submission points which have been subsequently transferred to mapping, I consider this approach addresses these submission points. This relates to the following provisions identified in the reply Chapter 8 of Ms Leith **[CB8]**:

- (a) Objective 8.2.8 and subsequent policies (Development on land fronting State Highway 6 between Hansen Road and Ferry Hill Drive);
- (b) Rule 8.4.11.3 (matters of discretion 6<sup>th</sup> bullet); and
- (c) Rule 8.5.3. (Development on land fronting State Highway 6 between Hansen Road and Ferry Hill Drive)

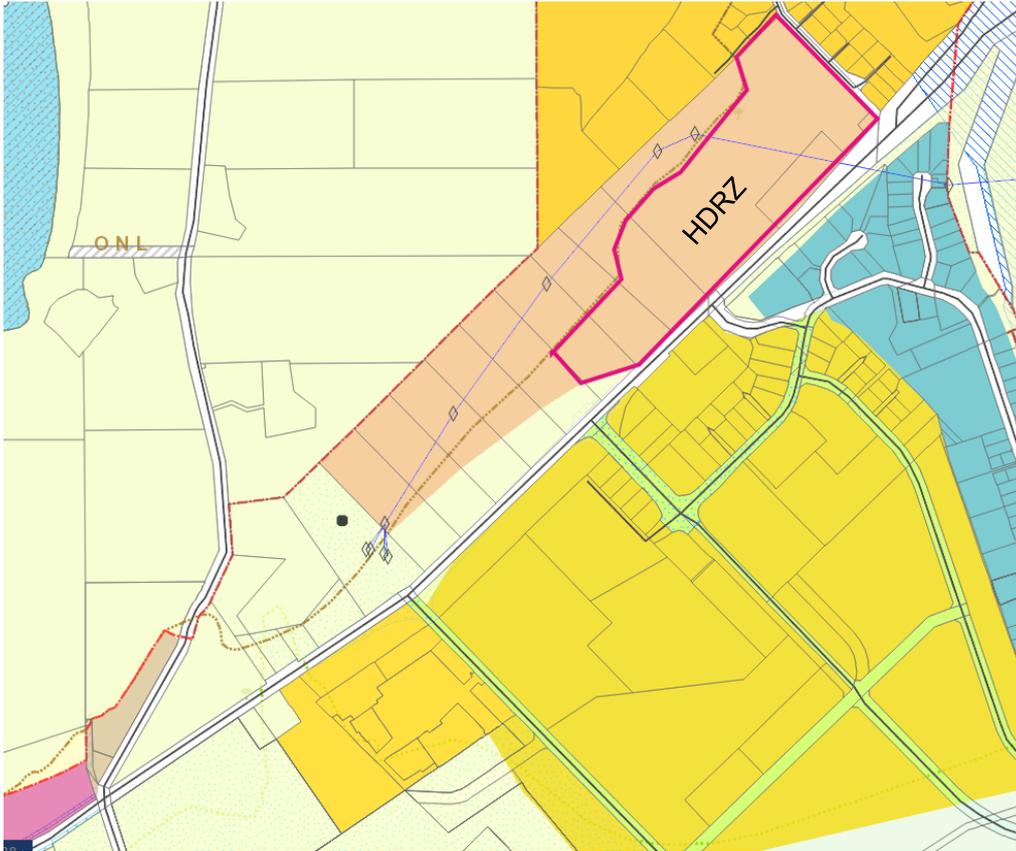
**4.55** I note that subdivision in the HDRZ would also be restricted discretionary (Rule 27.5.6) **[CB18]**. The matters of discretion and assessment matters of Rule 27.9.3 do address matters relating to access, servicing, and landscaping. I do however recommend some minor amendments to these matters of discretion to include more specific reference to the provision of an appropriate internal road access, that is integrated across the length of land between Hansen Road and Ferry Hill Drive, and related to pedestrian and cycle connections across the state highway. Also, in order to ensure the avoidance of a proliferation of land use consents and then subdivision thereafter, I recommend that this location is excluded from the ability to apply for controlled subdivision consent under Rule 27.5.5.

**4.56** A remaining issue of relevance is an appropriate setback from the state highway. Villa delLago (380) have sought that "*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.*"

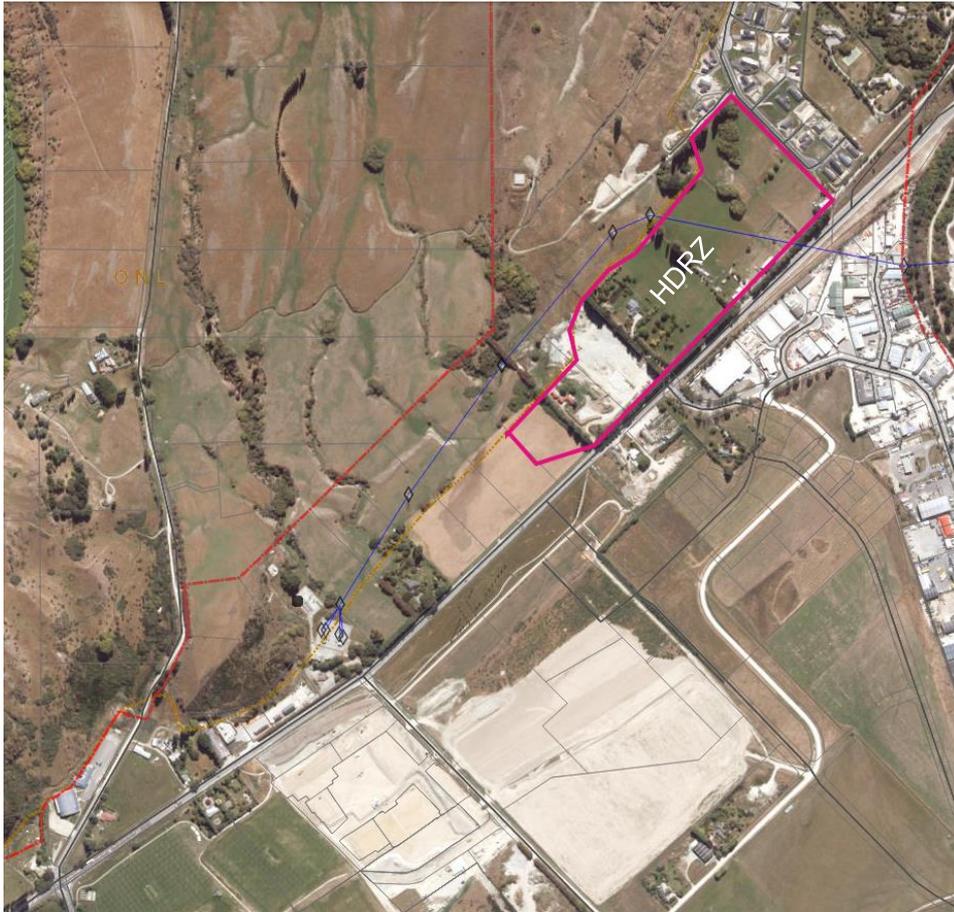
**4.57** The HDRZ requires 2m setback from all boundaries with the exception of state highway boundaries, which are 4.5m (Rule 9.5.8). Recognising the standards applicable to development on the southern side of the state highway (within Frankton Flats), and the possible future need for additional land for transportation

infrastructure or open space, it is my view that the setback to the boundary of state highway should be increased to 50m (consistent with Frankton Flats B), and identified as a building restriction area. Based on this, I do not consider that there is a need to ensure development is aligned perpendicular to the road, and to the contrary, I believe the HDRZ should provide an active frontage, as desired by Policies 9.2.2.1, 9.2.2.2 and 9.2.2.4 which require buildings to address public places and roads; and have a variation in facades.

- 4.58** I also note that the submission of Stephen Spence (8) (who opposed the MDRZ in this location) seeks that "*any development should be sympathetic to the style of development of the Quail Rise Zone*". Factoring in consideration of the boundary of the recommended HDRZ with the start of the Quail Rise Zone, I recommend that a new rule is inserted to require a minimum setback of 6m at this boundary fronting Ferry Hill Drive. I consider this increased setback may enable land at this boundary to be otherwise utilised for landscaping or recreational space, which will create a more subtle transition between the boundary of these two zones. This also partly addresses the concerns of Dr Read, who was of the view that an appropriate buffer was needed between these areas.
- 4.59** I have set out my recommended changes to Chapters 9, 27 and a draft rezoning map below and within **Appendix 3**.



**Figure 6:** Recommended draft rezoning map (overlaid on PDP Map 31)



**Figure 7:** Recommended draft rezoning map (overlaid on aerial image)

**HANSEN ROAD/FRANKTON-LADIES MILE – SUBMISSIONS ON MAPS**

**5. UNIVERSAL DEVELOPMENTS LIMITED - 177**

**5.1** Universal Developments Limited Seeks to confirm the notified medium density zones. This submission is rejected as MDRZ at Frankton (between Hansen Road and Ferry Hill Drive) is recommended to be amended. Refer to discussion above.

**6. W & M GRANT – 455**

<b>Overall Recommendation</b>	
Recommendation	Reject
Summary	The submitter seeks that the subject land be rezoned from Rural to either a Medium Density Zone with a Visitor Accommodation Overlay, or a zone to allow for commercial activities.

	Based on the analysis undertaken this submission is opposed as this land is considered inappropriate for residential or visitor accommodation activity.
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<b>Property and submission information</b>	
Further Submitters	Submission 455.1 - NZ Transport Agency (FS1092.16) oppose, Queenstown Airport Corporation (FS1340.112) oppose Submission 455.2 - Hansen Family Partnership – (FS1270.3) support, Queenstown Airport Corporation (FS1340.113) oppose
Land area/request referred to as	None
PDP Zone and Mapping annotations	Rural Outstanding Natural Landscape Queenstown Airport outer noise boundary
Zone requested and mapping annotations	LDR or MDR with VA overlay, or, a zone to allow commercial activity
Supporting technical Information or reports	None
Legal Description	Lot 1 DP 355881 Secs 22 27-28 30 BLK XXI & sec 125 BLK I Shotover SD (source, submission)
Area	2.246 ha
QLDC Property ID	6805934
QLDC Hazard Register	Liquefaction LIC 1 – Nil to low (T & T 2012)

<b>Summary of Council assessments and recommendations</b>	
Landscape	Not opposed (provided ONL remains Rural)
Ecology	Not opposed
Infrastructure	Opposed
Traffic	Opposed

**Aerial Photograph of the site**



Subject site is the blue triangle.

**PDP map of the site**



Subject site is the blue triangle.

- 6.1** W & M Grant seeks that the subject land be rezoned from Rural to either a Medium Density Zone with a Visitor Accommodation Overlay, or a zone to allow for commercial activities. The site comprises

approximately 2.246 ha. The MDR with VA zone could yield 61 additional lots. The BMU zone could yield 132 additional lots.

### **Infrastructure**

**6.2** The evidence of Mr Glasner notes that this property is serviced by water but not wastewater, and that due to parts of the site being low lying it may be difficult to provide a gravity connection to the existing network. Mr Glasner also identifies constraints with firefighting pressure requirements.

**6.3** As such, Mr Glasner opposes the rezoning from an infrastructure perspective, because the submitter does not indicate how they intend to service the land and it is unclear as to how wastewater and firefighting services can be met.

### **Traffic**

**6.4** Ms W. Banks notes two key issues that need to be addressed before MDR with VA zone should occur on the site. Firstly, she is concerned with pedestrian safety given the close proximity to Terrace Junction amenities, the Event Centre and the Frankton Village; Secondly the reconfiguration of Hansen Road/SH6 intersection is required. She recognises the challenging right turn movements from Hansen Road, which present a safety issue as drivers will risk undertaking turning movements in shorter gaps in the State Highway traffic. She recommends that a traffic impact assessment needs to be undertaken to quantify these issues. Ms W. Banks opposes the submission.

### **Landscape**

**6.5** Dr Read has evaluated all submissions seeking to amend the ONL between Hansen Road and Quail Rise, in addition to the specific rezonings. It is her view that the ONL is appropriately located, and she does not oppose the rezoning of land in this location provided it remains outside of the ONL. Part of the site is located in the ONL, Dr Read considers that land within the ONL should retain the Rural Zoning and opposes the submission from a landscape perspective.

## Analysis

**6.6** Taking into account the relevant objectives of the plan relating to urban development and rural areas described in my Strategic evidence and the benefits and costs of urbanising the land in terms of environmental, economic, social and cultural effects including infrastructure and traffic effects, landscape effects, economic growth and employment, urban development of this land is not the most appropriate approach.

**6.7** Based on the analysis undertaken and the infrastructure, traffic and landscape effects issues raised this submission is opposed, notwithstanding the limitations of the site for productive rural use, as this land is considered inappropriate for residential or visitor accommodation activity.

## 7. PETER AND MARGARET ARNOTT – 399

Overall Recommendation	
Recommendation	Reject
Summary	<p>The submitter seeks rezoning of the Rural Zone (RZ) part of their sites to Local Shopping Centre (LCSZ) and/or Business Zone.</p> <p>Based on the 'overall assessment' undertaken in section, and the specific analysis of LSCZ and BMU proposals undertaken below, I recommend this submission is rejected as the land is proposed to be rezoned to Rural.</p>

Property and submission information	
Further Submitters	<p><b>399.4</b></p> <p>FS1077.15 – Board of Airline Representatives of New Zealand (BARNZ) – oppose</p> <p>FS1270.61 – Hansen Family Partnership – support</p> <p>FS1340.98 – Queenstown Airport Corporation – oppose</p> <p><b>399.6</b></p> <p>FS1270.63 Hansen Family Partnership – support</p> <p>FS1061.63 Otago Foundation Trust Board – support</p>

Land area/request referred to as	Lot 1 DP 19932 and Section 129 Block 1 Shotover Survey District
PDP Zone and Mapping annotations	Rural General Medium Density Residential (MDR) Outstanding Natural Landscape (ONL) Transpower Pylons Transmission Corridor Queenstown Airport Outer Control Boundary (LDn55) UGB
Zone requested and mapping annotations	Local Shopping Centre and/or Business Zone.  Move ONL to the northern boundary of the submitters' land.
Supporting technical Information or reports	No
Legal Description	Lot 1 DP 19932 and Section 129 Block 1 Shotover Survey District (sourced from submission) QLDC GIS reference SECS 128-129 BLK I SHOTOVER SD
Area	13,533m <sup>2</sup> (approximated from submission)
QLDC Property ID	2774
QLDC Hazard Register	Liquefaction Risk: Nil to Low (T&T 2012)

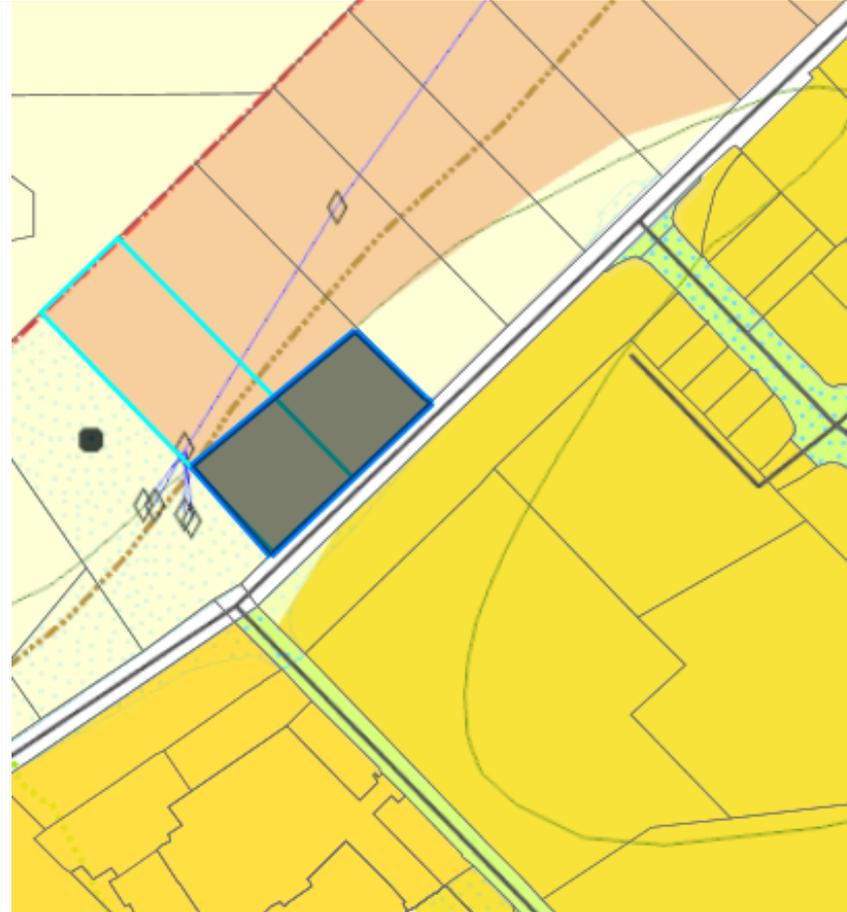
<b>Summary of Council assessments and recommendations</b>	
Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Not opposed

**Aerial Photograph of the site**



The subject site is shown in blue (approximated from submission, both these properties are owned by the submitter).

**PDP maps snapshot of the submission site**



The subject site is shown in blue (approximated from submission, both these properties are owned by the submitter).

*Light brown – MDR*

*Brown dash – ONL*

*Cream – Rural*

*Red dash – UGB*

*Diamond – pylon*

*Grey line – Queenstown airport outer noise control boundary.*

**7.1** The subject site is zoned a mix of MDR and Rural in the PDP, as shown on PDP Planning Map (Map 31A). The Rural Zoning has been applied to the land that is within the Queenstown Airport OCB.

**7.2** The submitter seeks rezoning of the Rural Zone part of their sites to Local Shopping Centre (LCSZ) and/or Business Zone. No particular 'business zone' has been identified in the submission. This submission point is opposed by two submitters<sup>14</sup> and supported by

<sup>14</sup> Board of Airline Representatives of New Zealand (BARNZ) (FS1077.15) and Queenstown Airport Corporation (1340.98).

one submitter.<sup>15</sup> They also seek that the ONL line be moved in a northerly direction to the northern boundary of their land. This submission point to move the ONL is supported by Otago Foundation Trust Board (FS1061.3) and Hansen Family Partnership (FS1270.63).

**7.3** I understand that the split zoning is a consequence of the OCB, which is located along the boundary between the two zones (the Rural Land largely falls within the OCB with the exception of a small sliver on sites further along Ladies Mile which appears to be an error). The sites each contain a dwelling situated along the road boundary, with the balance being rural in nature.

**7.4** The submitter has requested either LSCZ or a Business Zone. Of the 'business' zones other than LSCZ available in Stage 1, only the BMUZ could be reasonably considered for this site, as the other zones (such as the town centre zones) are location specific. Therefore, I have assessed both available options for this site – LSCZ and BMUZ.

### **Infrastructure**

**7.5** Mr Glasner does not oppose the rezoning from an infrastructure perspective because it is expected that the area can be serviced with minimal upgrades. Mr Glasner notes that the developer will need to show that it is feasible to connect to the Council's network, and that this will be at the developer's cost.

### **Traffic**

**7.6** Ms W. Banks does not oppose the rezoning from a traffic perspective, as she notes that future upgrade works (such as the completion of Hawthorne Drive, the addition of a fourth leg off the Hawthorne Drive roundabout, and the future 'four laning' of this section of highway') will ensure the road infrastructure can support the developments enabled. However she identifies concerns with pedestrian safety once the northern side of the highway is developed.

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15 Hansen Family Partnership (FS1270.61).

## **Landscape**

- 7.7** Dr Read has evaluated all submissions seeking to amend the ONL and rezone land between Hansen Road and Quail Rise. It is her view that the ONL is appropriately located, but she does not oppose the rezoning of land in this general location provided it remains outside of the ONL. With regard to submission 399 specifically, she notes that the location proposed following the property boundary is arbitrary, in landscape terms, which does not relate to any landscape feature. She therefore opposes the amendment to the landscape line sought by the submission.

## **Analysis**

- 7.8** Application of the Rural zone to these sites, and the ability of these sites to meet the purpose of the Rural zone, is something of an anomaly in this area. The area is changing rapidly as Frankton develops further, including the Frankton Flats ODP zone across the road from the subject sites, and the rezoning of the balance of the sites to MDR. Development of the MDR and Frankton Flats zones will result in a further loss of rural character in this area, which has already been diminished by urban development. The size of the Rural zone and the lot sizes as a whole do not lend themselves to rural or farming activities other than on a lifestyle basis. Therefore, I note that this land does not directly align with the purpose of the Rural zone, however I acknowledge that it was rolled over due to the constraints on development imposed by the OCB restrictions. However, I also have concerns with rezoning these sites to either BMUZ or LSCZ.
- 7.9** Rezoning to LSCZ would result in a large area of LSCZ that does not meet the purpose of this zone, which is to enable 'small scale' commercial and business activities in discrete pockets of land that are accessible to residential areas and people in transit. The zone seeks to reduce the necessity for people to travel longer distances to town centres to purchase convenience goods and access services. The rezoning sought would also be inconsistent with Strategic Direction

Policy 3.2.1.1.2, 3.2.1.2.3 and 3.2.1.3A.1, as it would undermine the role of the Queenstown and Frankton centres.

- 7.10** In my opinion, extending the existing LSCZ along Frankton Road to include the subject sites and wider area would create a large area of LSCZ which is at odds with the purpose and principle objectives of this zone. Mr Tim Heath discussed the issues of creating LSCZ that are too large in his evidence for Stream 8, in relation to the LSCZ at 1 Hansen Road<sup>16</sup> which is located on the other side of Hansen Road from the subject sites. Mr Heath noted the size of 1 Hansen Road (1.8 hectares) and the ability to develop this under the notified rules restricted tenancy sizes. Based on this evidence, I consider that expanding the LSCZ across the other side of Hansen Road would be inappropriate.
- 7.11** I note that the first objective of the LSCZ chapter (Objective 15.2.1) is to enable a range of activities that meet the day to day needs of the community, and be of a limited scale that supplement town centres. Of particular relevance to this set of submissions is implementing the objective through Policy 15.2.1.2 *Ensure that local shopping centres remain at a small scale that does not undermine the role and function of town centres*. Given the existing LSCZ at Frankton, providing for additional LSCZ in such close proximity would be contrary to this policy.
- 7.12** Both zones also provide for residential development / Activities Sensitive to Aircraft Noise (**ASAN**). If the Rural parts of this zone were to be rezoned to either LSCZ or BMUZ this would be contrary to what the notified Rural Zone allows for, which prohibits ASAN within the OCB. An assessment of the appropriateness of ASAN within the OCB has not been provided with the submission. I note that Queenstown Airport Corporation (1340) has opposed the rezoning request, stating that it is contrary to the land use management regime established under PC35.
- 7.13** In addition, I note that both rezoning options have the potential to be contrary to Policy 3.2.1.2.3 of the Strategic Direction Chapter, which

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<sup>16</sup> [CB66], paragraphs 3.22-3.34

is to *Avoid future additional commercial rezoning that will undermine the function and viability of the Frankton commercial area, or which will undermine increasing integration between the nodes in the area.* The submission does not contain any analysis of the potential effects of the rezoning on the viability of existing commercial zones.

- 7.14** With regard to Industrial zoning, I consider that some form of light industrial activity could be accommodated here if the effects on the adjoining residential zone can be mitigated and a satisfactory approach to access to the State Highway is confirmed. Alternatively consideration could be given to a sole business area (such as for the purpose of office space) which excludes ASAN, or the area may lend itself to potential for recreational use; or community or government facilities that are excluded from the definition of ASAN.
- 7.15** An industrial zone would facilitate more intensive development of the land within the OCB, without compromising the viability of nearby commercial zones and would be more appropriate in terms of the type of uses that can occur within the OCB. However, in my view an industrial zone in this location would likely result in adverse effects to the amenity of what I consider to be the 'urban' entrance to Queenstown; and could give rise to poor urban design and place-making outcomes.
- 7.16** In summary, I do not support the rezoning of the subject sites to LSCZ as there are currently significant limitations on access to the site and it is located in close proximity to the existing and notified LSCZ at Frankton.
- 7.17** With regard to the option of BMUZ, I do not support the implementation of the BMUZ zone in this location based on the limited information provided in the submission. BMUZ would be a significant shift from the current Rural/ MDR zoning and would need to be supported by a detailed analysis of the appropriateness of the BMUZ in this location in addition to traffic effects. Many of the same adverse effects from applying a LSCZ in this location, which are detailed above, would apply to a BMUZ zone.

**7.18** Overall, I recommend the rezoning request is rejected and the subject land remains Rural. I also reject any amendment to the landscape line, based on the view of Dr Read and have recommended above that this land affected by the ONL is also zoned Rural. As such, the entire land area of these submitters' properties is recommended to be rezoned as Rural.

**5. THE JANDEL TRUST – 717**

<b>Overall Recommendation</b>	
Recommendation	<p>Accept in part.</p> <p>The specific relief sought by the submitter for rezoning to industrial or BMUZ is rejected. However, as discussed below, I recommend alternative relief which is to rezone this area to HDRZ. HDRZ remains within the scope of the submission, as a zoning providing an intensity of land use between rural, MDR and BMUZ.</p>
Summary	<p>The submitter seeks the rezoning of the site and the wider area to BMUZ or Industrial zone; or amending the Medium density residential provisions.</p> <p>Based on the analysis undertaken, and the issues identified by Ms W. Banks and Dr Read, this submission is rejected as this land is considered inappropriate for BMUZ or Industrial Zoning.</p>

<b>Property and submission information</b>	
Further Submitters	<p><b>Submission 717.1</b></p> <p>FS1029.16 – Universal Developments Limited – oppose</p> <p>FS1061.41 – Otago Foundation Trust Board –oppose</p> <p>FS1062.1 - Ross Copland - oppose</p> <p>FS1092.23 - NZ Transport Agency - oppose</p> <p>FS1189.1 - FII Holdings Ltd – support</p> <p>FS1270.116 - Hansen Family Partnership - support</p> <p>FS1340.140 - Queenstown Airport Corporation - oppose</p> <p><b>Submission 717.22</b></p> <p>FS1029.28 - Universal Developments Limited - oppose</p> <p>FS1077.59 - Board of Airline Representatives of New Zealand (BARNZ) - oppose</p> <p>FS1167.33 - Peter and Margaret Arnott - support</p> <p>FS1270.128 - Hansen Family Partnership – support</p>
Land area/request referred to as	Subject site and the surrounding area (see summary above)
PDP Zone and Mapping annotations	<p><b>179 Frankton-Ladies Miles Highway and wider area</b></p> <p>Rural</p> <p>MDR</p> <p>ONL</p> <p>UGB</p> <p>Transpower Pylons</p> <p>Transmission Corridor</p>
Zone requested and mapping annotations	Business mixed use or industrial
Supporting technical Information or reports	None
Legal Description	Several properties see below
Area	<b>179 Frankton-Ladies Miles Highway and wider area</b> 256858m <sup>2</sup> (approximated from submissions source yield calculations)
QLDC Property ID	<b>179 Frankton-Ladies Miles Highway and wider area</b> 2,774, 23,337, 2.773, 52,620, 2,771, 52,610
QLDC Hazard Register	<b>179 Frankton-Ladies Miles Highway and wider area</b> Liquefaction Risk: Nil to Low (T&T 2012)

**Summary of Council assessments and recommendations**

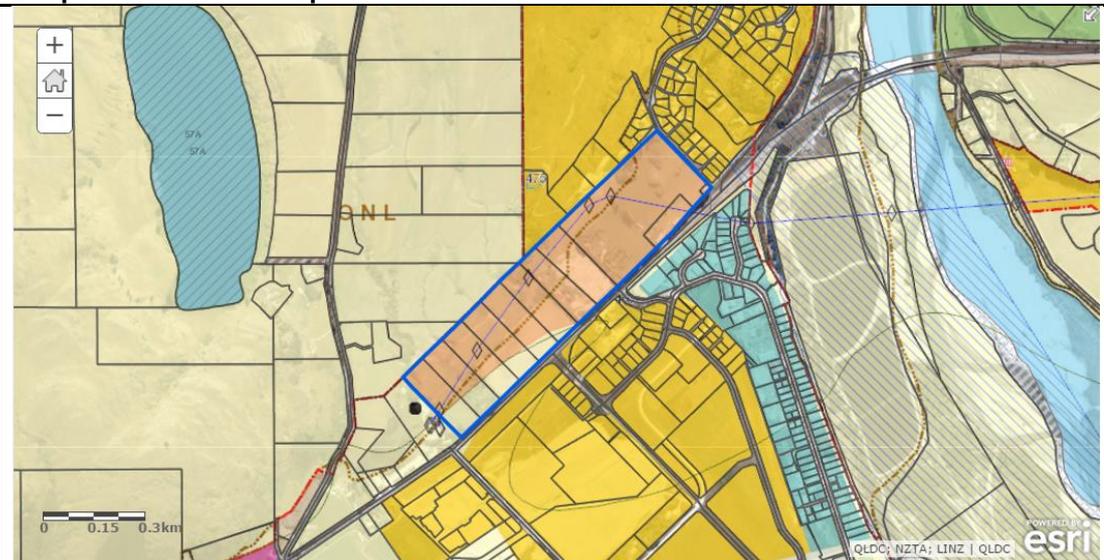
Ecology	Not opposed
Infrastructure	Not opposed
Landscape	Opposed in part
Traffic	Opposed

**Aerial Photograph of the site**

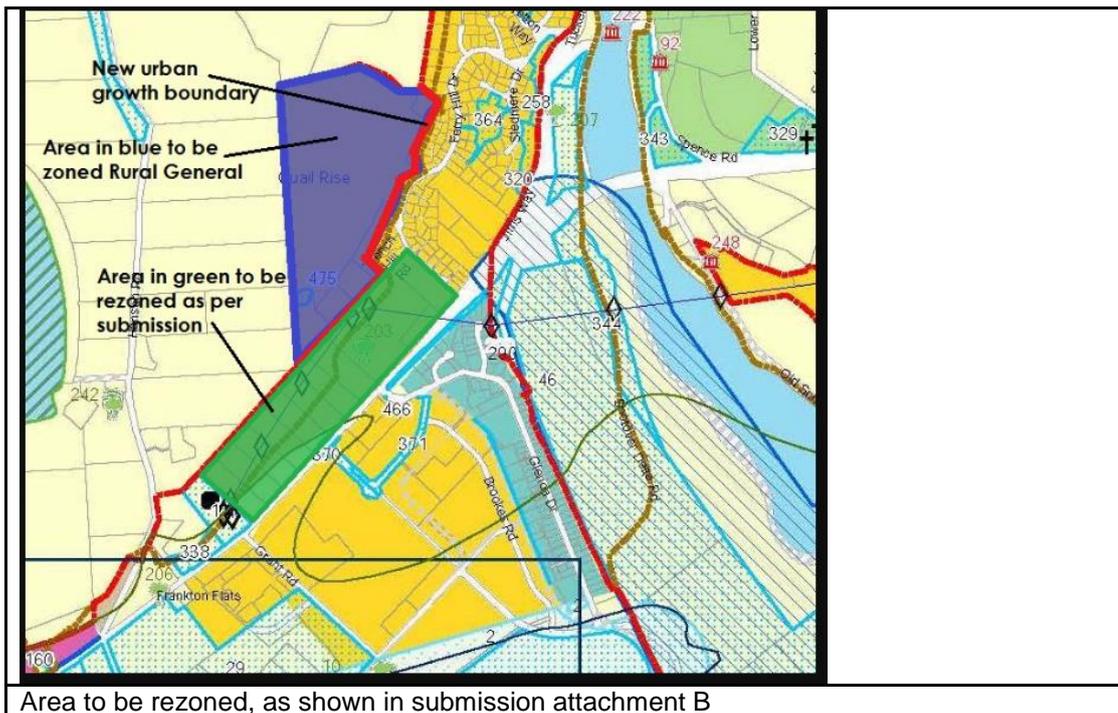


Subject site – i.e. the 'wider area' referred to in the submission shown in blue (approximated from submission)

**Snapshot from PDP maps**



Subject site shown in blue (approximated from submission)



- 7.19** The submitter seeks *"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..."*. The subject site is zoned a mix of Rural and MDR in the PDP. Under the ODP the site is zoned Rural.
- 7.20** The submitter contends that the most appropriate zone would provide for residential and lighter industrial/commercial uses, which would reflect the existing land use and the proximity of the site to Frankton Industrial, State Highway 6 and the nearby commercial land at Five Mile.
- 7.21** I note from my site visit that the subject land is a mix of rural activities including dwellings on the site.
- 7.22** Similar to others in this group, the submission is relatively brief and does not contain any supporting analysis or technical reports. As mentioned, I have assessed these submissions as a group, as detailed in my 'Overall Assessment'.
- 7.23** As outlined in relation to submission 399 (Arnott), my conclusion is the same, that BMUZ or Industrial Zoning is not appropriate in this location.

## **Infrastructure**

- 7.24** Mr Glasner does not oppose the rezoning from an infrastructure perspective because it is expected this area is able to be serviced with minimal upgrades and the location is efficient to service from an infrastructure perspective.

## **Traffic**

- 7.25** Ms W. Banks opposes the rezoning from a transport perspective due to the potential adverse impacts it could have on the existing transport network, based on the size of the area sought and the associated high vehicle trips that would be generated. However Ms W. Banks discusses future upgrade works in this area (such as the completion of Hawthorne Drive, the addition of a fourth leg off the Hawthorne Drive roundabout, and the future 'four laning' of this section of highway') which may be able to support some development on this land in future. However she identifies concerns with pedestrian safety once the northern side of the highway is developed.

## **Landscape**

- 7.1** Dr Read has evaluated all submissions seeking to amend the ONL and rezone land between Hansen Road and Quail Rise. It is her view that Rural zoning should be pulled back to the ONL boundary as notified. With regard to submission 717, she notes that she has two main concerns with the rezoning of this area, to avoid inappropriate development impinging on the ONL as notified; and safeguarding the amenity of the residents of the Quail Rise zone along its margin. It is the opinion of Dr Read that LDR or MDR would be most appropriate in this area to the south of the ONL boundary; and that there should be a buffer of LDRZ ) adjacent to Quail Rise. She therefore opposes the rezoning sought by this submission for BMUZ or Industrial.

## Analysis

**7.2** Based on the analysis undertaken, and the issues identified by Ms W. Banks and Dr Read, this submission is the specific relief sought by the submitter for rezoning to industrial or BMUZ is rejected. However, as discussed in my 'overall assessment', I recommend alternative relief which is to rezone part of this area to RZ and part to HDRZ. HDRZ remains within the scope of the submission, as a zoning providing an intensity of land use between rural, MDR and BMUZ. Therefore this submission is accepted in part..

### 6. FII HOLDINGS LIMITED – 847

<b>Overall Recommendation</b>	
Recommendation	Accept in part
Summary	The specific relief sought by the submitter for rezoning to industrial or BMUZ is rejected. However, as discussed below, I recommend alternative relief which is to rezone this area to HDRZ. HDRZ remains within the scope of the submission, as a zoning providing an intensity of land use between rural, MDR and BMUZ.

<b>Property and submission information</b>	
Further Submitters	<p><b>Submission 847.21</b>            FS1077.74 - Board of Airline Representatives of New Zealand (BARNZ) - oppose            FS1195.17 - The Jandel Trust – support            FS1270.27 - Hansen Family Partnership – support</p> <p><b>Submission 847.22</b>            FS1195.18 - The Jandel Trust – support</p> <p><b>Submission 847.8</b>            FS1270.14 Hansen Family Partnership - support</p>
Land area/request referred to as	145 Frankton – Ladies Mile Highway and wider area
PDP Zone and Mapping annotations	Rural MDR OCB Transmission Corridor

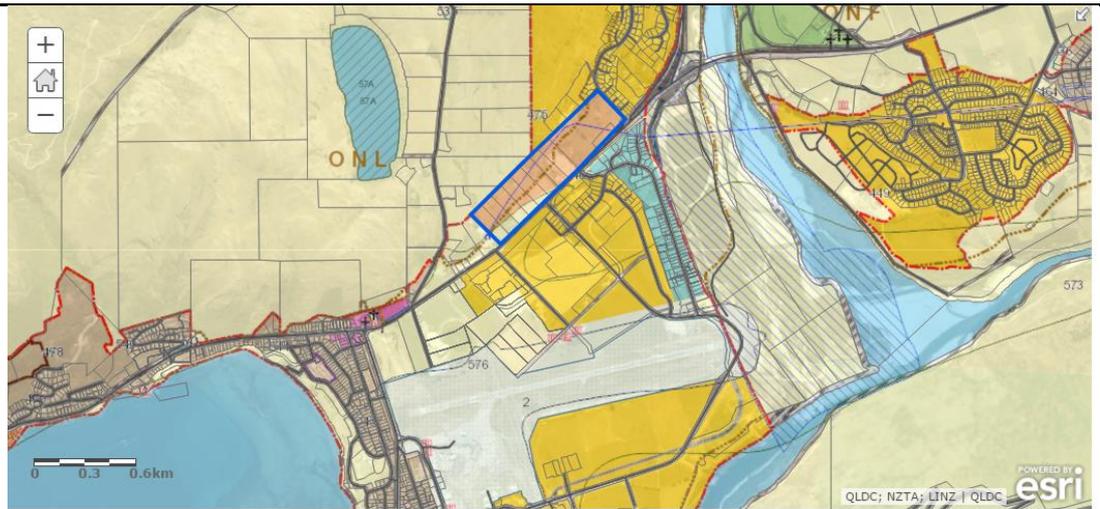
	ONL UGB
Zone requested and mapping annotations	BMUZ or Industrial zone; or amend the Medium Density Residential zone provisions (set out in Annexure A of submission)
Supporting technical Information or reports	None
Legal Description	SECS 25-26 BLK II SHOTOVER SD (submitter's site). Several other properties as part of wider area MDR zone.
Area	250,837.9 m <sup>2</sup> (approximated from the submission measured from QLDC GIS includes the wider MDR zone)
QLDC Property ID	2,773 (submitter's site)
QLDC Hazard Register	Liquefaction Risk: Nil to Low (T&T 2012)

**Aerial Photograph of the site**



Subject site shown in blue (approximated from submission). Note submission refers to the wider area (MDR zone).

**PDP maps**



Submission also refers to the wider area (MDR zone light brown) see above. Note subject site in aerial above is within the blue line in the PDP map above.

<b>Summary of Council assessments and recommendations</b>	
Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Opposed
Landscape	Opposed

**7.3** The subject site is zoned Rural in the PDP. The submitter seeks rezoning of the site (145 Frankton - Ladies Mile Highway) and wider area to BMUZ or Industrial zone; or amending the MDRZ provisions (set out in Annexure A of submission). The submission is largely a duplicate of the relief sought by submitter 717 and therefore relates to the same area of land.

**7.4** I refer to and adopt my analysis in relation to submission 717 as my response to this submission. The specific relief sought by the submitter for rezoning to industrial or BMUZ is rejected. However, as discussed in my 'overall assessment', I recommend alternative relief which is to rezone part of this area to RZ, and part HDRZ. HDRZ remains within the scope of the submission, as a zoning providing an intensity of land use between rural, MDR and BMUZ. Therefore this submission is accepted in part..

**8. SEAN AND JANE MCLEOD – 391**

<b>Overall Recommendation</b>	
Recommendation	Reject
Summary	Based on the analysis undertaken this submission is opposed as land affected by the OCB and/or ONL is considered inappropriate for LDRZ.  Land subject to this submission is recommended to be rezoned part rural and part HDRZ, as identified in <b>Appendix 3.</b>

<b>Property and submission information</b>	
Further Submitters	391 – None 140.2 – FII Holdings Ltd (FS1189.3) oppose 140.2 – The Jandel Trust (FS1195.2) oppose
Land area/request referred to as	None
PDP Zone and Mapping annotations	MDRZ Outstanding Natural Landscape Queenstown Airport outer noise boundary
Zone requested and mapping annotations	LDRZ
Supporting technical Information or reports	None
Legal Description	LOT 2 DP 497316 LOT 1 DP 308784 SECS 25-26 BLK II SHOTOVER SD LOTS 1-4 DP 24553 PT LOT 2 DP 24234 SECS 130-133 PT SECS 12 3-124 BLK I SECS 43-4 5 48-55 60 PT SECS 46-47 BLK II SECS SECS 128-129 BLK I SHOTOVER SD
Area	25.8 ha (estimated from submission)
QLDC Property ID	Multiple
QLDC Hazard Register	Liquefaction LIC 1 – Nil to low (T & T 2012)

Summary of Council assessments and recommendations	
Landscape	Opposed in part
Ecology	Not opposed
Infrastructure	Opposed
Traffic	Not opposed

**Aerial Photograph of the site**



Subject site is in blue.

- 8.1 Sean & Jane McLeod have sought that 'the area of land opposite Glenda Drive' be zoned LDRZ residential instead of MDRZ. The reason provided is that this location conflicts with the objectives of the zone.
  
- 8.2 This area comprises approximately 25.8 ha. Under the MDR zoning, it has been estimated that the site could yield 702 lots, compared to a yield of 390 lots under the LDR zone. This could yield 312 fewer residential lots than the notified MDRZ would enable.

## **Infrastructure**

- 8.3** This rezoning to reduce the possible housing density in this location is opposed by Mr Glasner from an infrastructure perspective, because this site is close to the water source, wastewater treatment plant and associated trunk mains and hence he considers this to be an efficient location for an efficient location for intensification. He notes elsewhere in his evidence (eg submission 140) that growth is more efficient to be accommodated in existing urban areas where capacity allows, rather than expanding the urban limits.

## **Traffic**

- 8.4** Ms W. Banks is not opposed to this rezoning because the traffic effects of a possible 390 lots (as compared to a possible 702 lots under MDRZ) will not be adverse.

## **Landscape**

- 8.5** Dr Read has evaluated all submissions seeking to amend the ONL between Hansen Road and Quail Rise, in addition to the specific rezonings. It is her view that the ONL is appropriately located, and she does not oppose the rezoning of land in this location provided it remains outside of the ONL. Therefore, that land within the ONL should remain Rural. As such, she accepts this submission in part, limited to the rezoning of land not located within the ONL.

## **Analysis**

- 8.6** Based on the analysis undertaken this submission is opposed as land affected by the OCB and/or ONL is considered inappropriate for LDRZ. Land subject to this submission is recommended to be rezoned part Rural and part HDRZ, as identified in **Appendix 3**.

**9. HANSEN FAMILY PARTNERSHIP – 751**

<b>Overall Recommendation</b>	
<b>Recommendation</b>	<b>Reject</b>
Summary	<p>Hansen Family Partnership has sought to 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.</p> <p>Based on the analysis undertaken this submission is rejected.</p> <p>Rezoning of land affected by the OCB and/or ONL; and also between the EAR and Hansen Road is considered inappropriate for residential zoning, and therefore the land subject to this submission is recommended to be rezoned to Rural.</p>

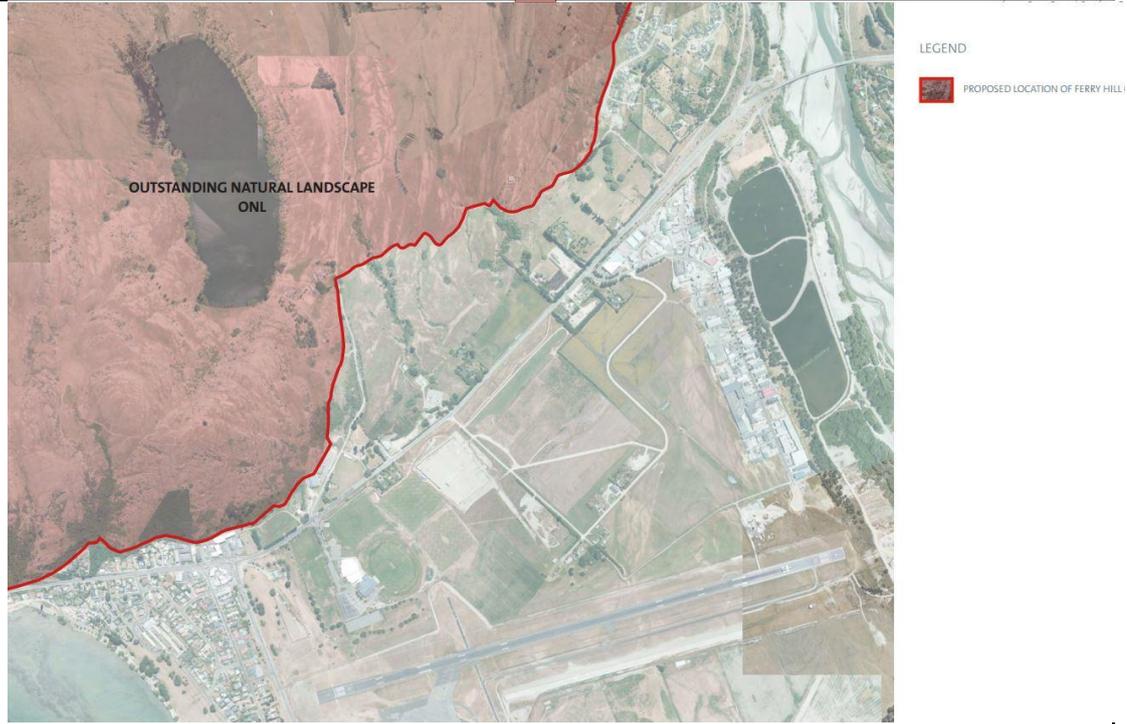
<b>Property and submission information</b>	
Further Submitters	<p><b>Submission 751.1</b> - Otago Foundation Trust Board (FS1061.18) support</p> <p><b>Submissions 751.2 and 751.3</b> - None</p> <p><b>Submission 751.4</b></p> <p>FS1061.19 - Otago Foundation Trust Board – oppose in part</p> <p>FS1092.26 - NZ Transport Agency - oppose</p> <p>FS1167.36 - Peter and Margaret Arnott - support</p> <p>FS1189.13 - FII Holdings Ltd - support</p> <p>FS1195.12 - The Jandel Trust - support</p> <p>FS1340.141 -Queenstown Airport Corporation – oppose</p> <p><b>Submission 751.5</b></p> <p>FS1061.20 - Otago Foundation Trust Board – oppose in part</p> <p>FS1077.62 - Board of Airline Representatives of</p>

	<p>New Zealand (BARNZ) - oppose</p> <p>FS1167.37 - Peter and Margaret Arnott - support</p> <p>FS1189.14 - FII Holdings Ltd - support</p> <p>FS1195.13 - The Jandel Trust - support</p> <p>FS1340.142 - Queenstown Airport Corporation – oppose</p>
Land area/request referred to as	<ul style="list-style-type: none"> <li>ONL line shown on Planning Maps 31, 31a and 33 located between Hansen Road and Quail Rise on the northern side of State Highway 6 on the south side of Ferry Hill to the base of A3B2 (source submission)</li> <li>Rezone 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</li> </ul>
PDP Zone and Mapping annotations	<p>ONL</p> <p>Rural</p> <p>SNA – Lake Johnson</p> <p>MDR</p> <p>Queenstown Airport Outer Control Boundary</p>
Zone requested and mapping annotations	<p><b>Submission 751.1, 751.2, 751.3</b></p> <p>To amend the location of the Ferry Hill ONL as shown in Figure in Appendix A (copied below)</p> <p><b>Submission 751.4, 751.5</b></p> <p>Rezone the rural zone 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 (see PDP maps below) <b>as</b> Industrial; or alternatively as any mix of Low, Medium or High Density Residential, Industrial, Business Mixed Use or Local Shopping Centre Zones.</p>
Supporting technical Information or reports	<p>Boffa Miskell Landscape Classification Plan.</p> <p>Submission refers to detailed assessment although</p>

	report not part of submission.
Legal Description	<p><b>Submission 751.1, 751.2, 751.3</b>  77 Hansen Road – Lot 1 DP 24553, Lot 2 DP 24553, Lot 3 DP 24553,  Lot 4 DP 24553, Part Lot 2 Deposited Plan 24234 and Part Section 123 Block I and Part Section 46-47 Block II Shotover Survey District and Section 43-45, 48-51, 60 Block II Shotover Survey District and Part Section 10 Block XXI Shotover Survey District and Section 11, 23 Block XXI Shotover Survey District, Part Section 124 Block I Shotover Survey District, Lot 2 DP 383378, Sections 130 – 132 Blk I Shotover SD  (Legal descriptions given in submission that are within ONL)</p> <p><b>Submission 751.4, 751.5</b>  Lot 1 DP 24553, Lot 2 DP 24553, Lot 3 DP 24553, Lot 4 DP 24553, Part Lot 2 DP 24234, Part Section 123 Block I, Part Section 46-47 Block II Shotover Survey District, Section 43-45, 48-51, 60 Block II Shotover Survey District, Part Section 10 Block XXI Shotover Survey District, Section 11, 23 Block XXI Shotover Survey District, Part Section 124 Block I Shotover Survey District, Lot 2 DP 383378, Sections 130-132 Blk I Shotover SD, 111 Frankton Ladies Miles Highway – SECS 128-129 BLK I Shotover SD, 93 Frankton Ladies Mile Highway – GAZ 73-1161 SEC 127 BLK I Shotover SD, 71 Frankton Ladies Mile Highway – Lot 1 DP 383378 Lot 1 DP 11785 Lot 1 DP 20596 BLK I Shotover SD, 67 Frankton Ladies Mile Highway – Lot 1 DP 11354</p>
Area	188,699 m <sup>2</sup> (Rural zone to be removed approximated from the submission and measured from the QLDC GIS)
QLDC Property ID	Several properties (see images below)
QLDC Hazard Register	Liquefaction Risk: Nil to Low (T&T 2012)

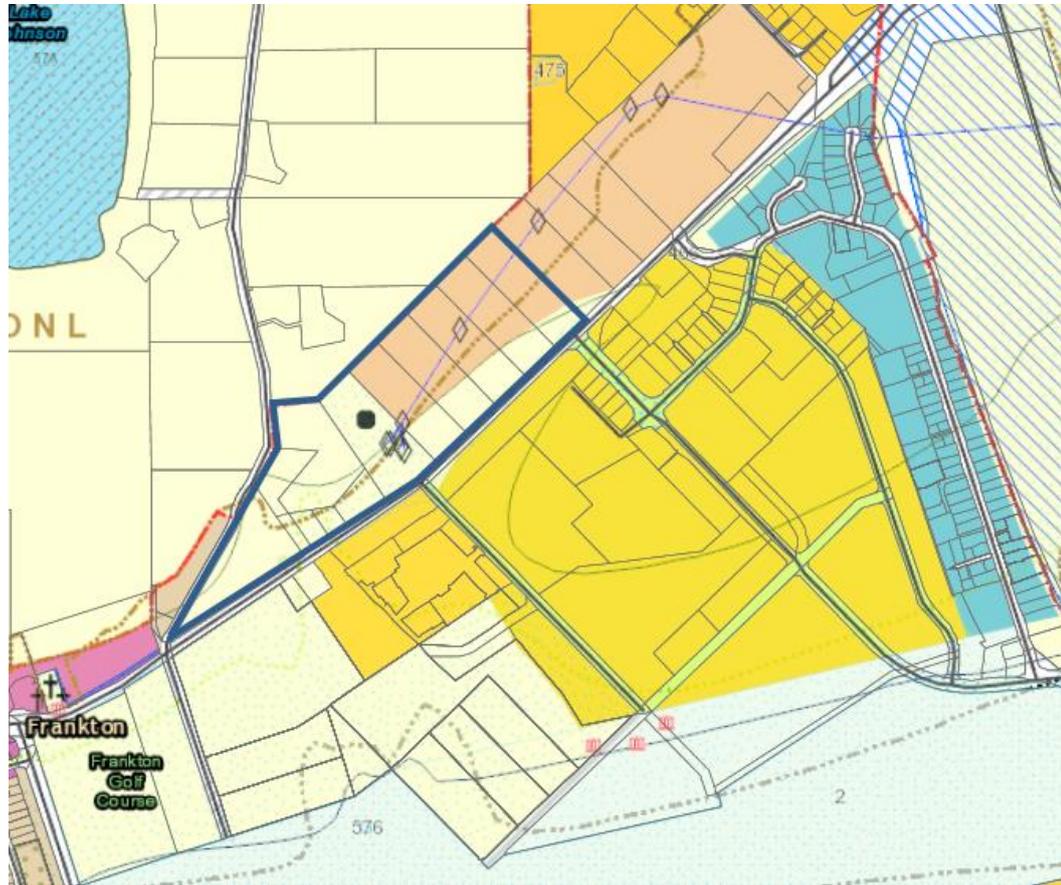
<b>Summary of Council assessments and recommendations</b>	
Landscape	Opposed (ONL line) Opposed in part (rezoning)
Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Opposed in part

**Aerial Photograph of ONL line sought in submission**



Source: Appendix A of submission.

**PDP mapping**



Proposed District Plan: ONL

**Aerial Photograph of the site sought to be rezoned from Rural to Industrial; or alternatively as any mix of Low, Medium or High Density Residential, Industrial, Business Mixed Use or Local Shopping Centre Zones.**



Rural zone proposed to be rezoned shown in blue (approximated from submission)

- 9.1** Hansen Family Partnership (751) seek the following relief:
- (a) support the creation of the new area of Medium Density Residential Zone proposed on its land alongside State Highway 6, together with amendments to the provisions to improve their effectiveness and efficiency;
  - (b) to rezone the area of rural and medium density residential zones located over the land on the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road, and within the Queenstown Urban Growth Boundary, to industrial. Alternatively, rezone this land as

any mix of Low, Medium or High Density Residential, Industrial, Business Mixed Use or Local Shopping Centre Zones; and

(c) to amend the location of the Ferry Hill ONL line.

**9.2** The submitter identifies a number of constraints that affect the land between Hansen Road and the EAR, and therefore primarily seeks that this area be dedicated to light industry, services activities, trade based suppliers and storage.

**9.3** In the alternative, the submitter seeks any mix of Low, Medium or High Density Residential, Industrial, Business Mixed Use or Local Shopping Centre Zones. BMU or HDRZ rezoning over this land could result in an estimated yield of 1115 residential units. LDRZ could enable 285 dwellings across this entire area, 228 less than could be enabled if this area was zoned MDRZ.

**9.4** NZTA has opposed the proposed rezoning due to potential adverse effects on the State Highway. QAC have opposed the rezoning request on the basis that it is counter to the land use management regime established under PC35 and the rezoning would have significant adverse effects on QAC.

### **Infrastructure**

**9.5** Mr Glasner notes that the subject site is not currently serviced by QLDC water and wastewater schemes, and that no details have been provided as to how the development will be serviced. He expresses concern for firefighting capacity and the ability to provide a gravity connection to this low lying site. However, he is not opposed to the rezoning (any of the suggested zones) from an infrastructure perspective because this area is expected to be serviced in future with minimal upgrades, and is efficient to service being located close to the water supply source and wastewater treatment plant.

## Traffic

- 9.6 Ms W. Banks opposes this submission in part. She notes that in terms of location, the area is suitable for BMUZ or LSCZ; however the potential vehicle trips generated by these zonings across this entire area is likely to adversely affect the state highway network. Ms W. Banks also opposes HDRZ across the entire site, as nearby amenities for residents would be across the State Highway at the Five Mile development. However, Ms W. Banks recommends a mix of HDR or MDR and BMU or LSC zoning as this would generate less vehicle trips within an areas for employment, services and purchasing without traversing the State Highway.

## Landscape

- 9.7 Dr Read has evaluated all submissions seeking to amend the ONL between Hansen Road and Quail Rise, in addition to the specific rezonings. It is her view that the ONL is appropriately located, and she does not oppose the rezoning of land in this location provided it remains outside of the ONL. Therefore, that land within the ONL should remain Rural. As such, she recommends that this submission be accepted in part, limited to the rezoning of land not located within the ONL.

## Analysis

- 9.8 Taking into account the relevant objectives of the plan relating to urban development and rural areas described in my Strategic evidence and the benefits and costs of urbanising the land in terms of environmental economic social and cultural effects including traffic effects, landscape effects, economic growth and employment, urban development over part of this land is supported in principle. However there are no PDP zones that I consider suitable for this location based on the local context and constraints of the ONL and OCB.
- 9.9 However, based on the analysis undertaken, part of the land subject to this submission is recommended to be rezoned Rural, as identified in **Appendix 3**. Therefore, the relief sought for the rezoning of Rural land (including that land within the OCB and/or ONL) to a zone that

allows for residential activity (LDRZ, MDRZ, HDRZ, LSCZ, BMUZ) is rejected.

**9.10** The relief sought for the rezoning of land to an industrial or light commercial zone is also rejected, because these zones are also considered inappropriate in this location. I also reject the proposed MDRZ and have recommended that all land subject to this submission be rezoned to Rural, which includes the land affected by the ONL and the OCB for the Queenstown Airport.

**9.11** Finally, I refer to and rely on the evidence of Dr Read and changes sought to the ONL boundary are opposed.

**10. STEPHEN SPENCE - 8**

<b>Overall Recommendation</b>	
Recommendation	Accept in part
Summary	Stephen Spence has sought to remove the proposed MDRZ and retain rural zoning on the land to the between Frankton Ladies Mile Highway and the Quail Rise Zone. Based on the analysis below, this submission is accepted in part, limited to rezoning land from the EAR to Hansen Road from MDRZ to Rural. Remaining land subject to this submission has been rezoned to HDRZ and is therefore rejected for the proposed rural zoning.

<b>Property and submission information</b>	
Further Submitters	FS1029.2 Universal Developments Limited (oppose) FS1061.2 Otago Foundation Trust Board (oppose) FS1167.2 Peter and Margaret Arnott (oppose) FS1189.17 FII Holdings Ltd (oppose) FS1195.16 The Jandel Trust (oppose) FS1270.7 Hansen Family Partnership (oppose)
Land area/request referred to as	None
PDP Zone and Mapping annotations	MDRZ
Zone requested and mapping	Rural

annotations	
Supporting technical Information or reports	None
Legal Description	LOT 2 DP 497316 LOT 1 DP 308784 SECS 25-26 BLK II SHOTOVER SD LOTS 1-4 DP 24553 PT LOT 2 DP 24234 SECS 130-133 PT SECS 12 3-124 BLK I SECS 43-4 5 48-55 60 PT SECS 46-47 BLK II SECS SECS 128-129 BLK I SHOTOVER SD
Area	249,329m <sup>2</sup>
QLDC Property ID	Multiple
QLDC Hazard Register	Liquefaction LIC 1 – Nil to low (T & T 2012)

<b>Summary of Council assessments and recommendations</b>	
Landscape	Accepted in part
Ecology	N/A
Infrastructure	Not opposed
Traffic	Not opposed

### Aerial Photograph of the site



Subject site is in blue.

**10.1** Stephen Spence has sought to remove the proposed MDRZ and retain rural zoning on the land to the between Frankton Ladies Mile Highway and the Quail Rise Zone. This submission is opposed by a number of landowners or developers seeking other more intensive zonings over this land.<sup>17</sup> The reduction to LDRZ would result in 272 fewer dwellings than that of the notified MDRZ.

**10.2** Mr Spence states that any development should be sympathetic to the style of development of the Quail Rise Zone. Mr Spence also submits that the location is further inappropriate as it is located in the ONL and affected by the Transpower lines.

### Infrastructure

**10.3** This rezoning to reduce the possible housing density in this location is opposed by Mr Glasner from an infrastructure perspective, because

<sup>17</sup> FS1029.2 Universal Developments Limited (oppose); FS1061.2 Otago Foundation Trust Board (oppose); FS1167.2 Peter and Margaret Arnott (oppose); FS1189.17 FII Holdings Ltd (oppose); FS1195.16 The Jandel Trust (oppose); FS1270.7 Hansen Family Partnership (oppose).

this site is close to the water source, wastewater treatment plant and associated trunk mains and hence he considers this to be an efficient location for future development. He notes elsewhere in his evidence (re. submission 140) that growth is more efficient to be accommodated in existing urban areas where capacity allows, rather than expanding the urban limits.

## Traffic

- 10.4 Ms W. Banks does not oppose this rezoning as retention of Rural zoning will not result in adverse effects to the transport network.

## Landscape

- 10.5 This rezoning request is to Rural, and therefore Dr Read does not oppose it.

## Analysis

- 10.6 Based on the analysis, this submission is accepted in part, limited to rezoning land affected by the ONL from MDRZ to Rural, and reducing the extent of residential zoning in this area to between the EAR and Quail Rise. This land between the EAR and Quail Rise is recommended to be rezoned to HDRZ and is therefore rejected for the Rural zoning proposed by Mr Spence.

- 10.7 I acknowledge the concern of Mr Spence that development should be sympathetic to the entrance to Queenstown and the adjoining Quail Rise Zone. I consider that the provisions I have recommended for Chapter 9, and those of Chapter 27 (see **Appendix 3**), will be sufficient in assessing an appropriate layout and design at the time of subdivision and development. In particular, the following provisions are relevant:

9.2.2.1 *Buildings shall address ~~streets and other public spaces~~ places any 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.

**10.8** Additionally, I note that (as also discussed in my strategic s42A) Council has resolved to develop residential design guidelines. Therefore, I anticipate that when ultimately developed, these guidelines would be able to consider any site specific guidance for this area.

**10.9** With regard to the National Grid corridor through this land, I note that residential units are included in the definition of *National Grid Sensitive Activities*, and as such are required to be located outside of the National Grid Yard as per standard 8.5.13<sup>18</sup>. While this limits the development potential for some of the area that has been recommended as HDRZ, the HDRZ (as opposed to MDRZ) will still enable a substantial development yield to be realised. The national grid corridor and the Frankton Substation have, over time, become surrounded by a highly urbanised area and currently crosses other residential areas in the district (eg Shotover Country) and have been adequately accommodated within the subdivision design. I do not see the transmission lines as a significant impediment to the development of the area.

**10.10** For these reasons the submission of Mr Spence is accepted in part, limited to rezoning land affected by the ONL where I recommend rezoning the land from MDR to Rural.

## 11. OTAGO FOUNDATION TRUST BOARD - 408

Overall Recommendation	
Recommendation	Reject
Summary	The subject land is zoned part MDRZ and part Rural. Otago Foundation Trust Board has supported the part proposed MDRZ zoning over their land, however opposes the Rural zoning and seeks that this be zoned as MDRZ. It is also sought to remove the ONL from

<sup>18</sup> The area 12 metres in any direction from the outer edge of a National Grid support structure; and the area 12 metres either side of the centreline of any overhead National Grid line.

	land within the UGB. Based on the analysis undertaken, the submission is opposed. The subject land is proposed to be rezoned from MDRZ and Rural, to Rural.
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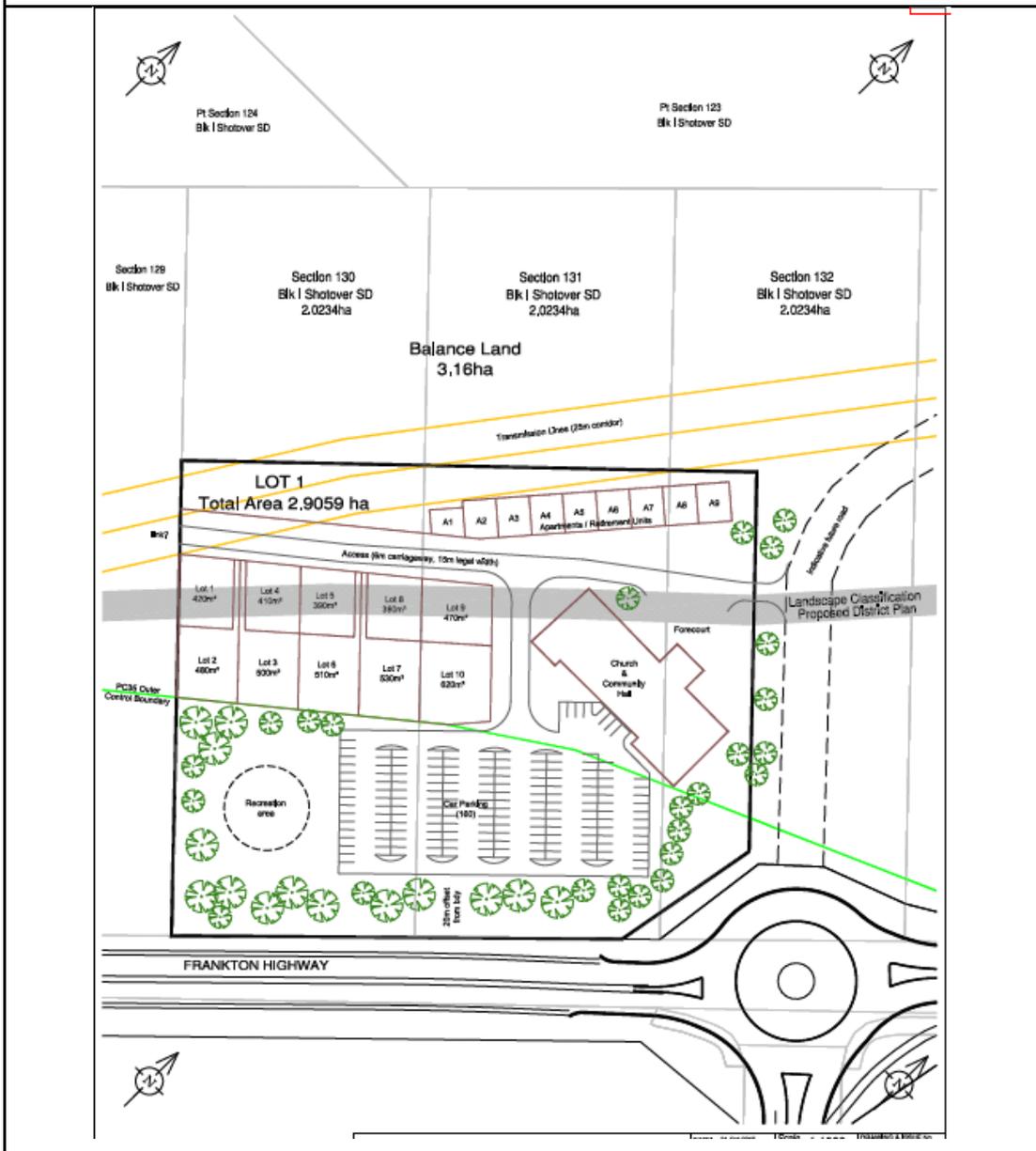
<b>Property and submission information</b>	
Further Submitters	<b>408.11, 408.25, 408.5, 408.6, 408.20, 408.11, 408.25,</b> FS1167.14 Peter and Margaret Arnott (oppose) FS1270.40 Hansen Family Partnership (support) <b>408.4</b> FS1167.14 Peter and Margaret Arnott (oppose) FS1270.40 Hansen Family Partnership (support) FS1340 Queenstown Airport Corporation (Oppose) <b>408.20, 408.23</b> FS1167.14 Peter and Margaret Arnott (oppose) FS1270.40 Hansen Family Partnership (support) FS1092 NZ Transport Agency (Oppose)
Land area/request referred to as	None
PDP Zone and Mapping annotations	MDRZ
Zone requested and mapping annotations	Rural/MDRZ
Supporting technical Information or reports	None
Legal Description	Section 130, Blk I Shotover SD, Section 31, Blk Shotover SD, Part of Section 132, Blk I Shotover SD,
Area	14,440m <sup>2</sup>
QLDC Property ID	23337
QLDC Hazard Register	

<b>Summary of Council assessments and recommendations</b>	
Landscape	Opposed in part
Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Not opposed

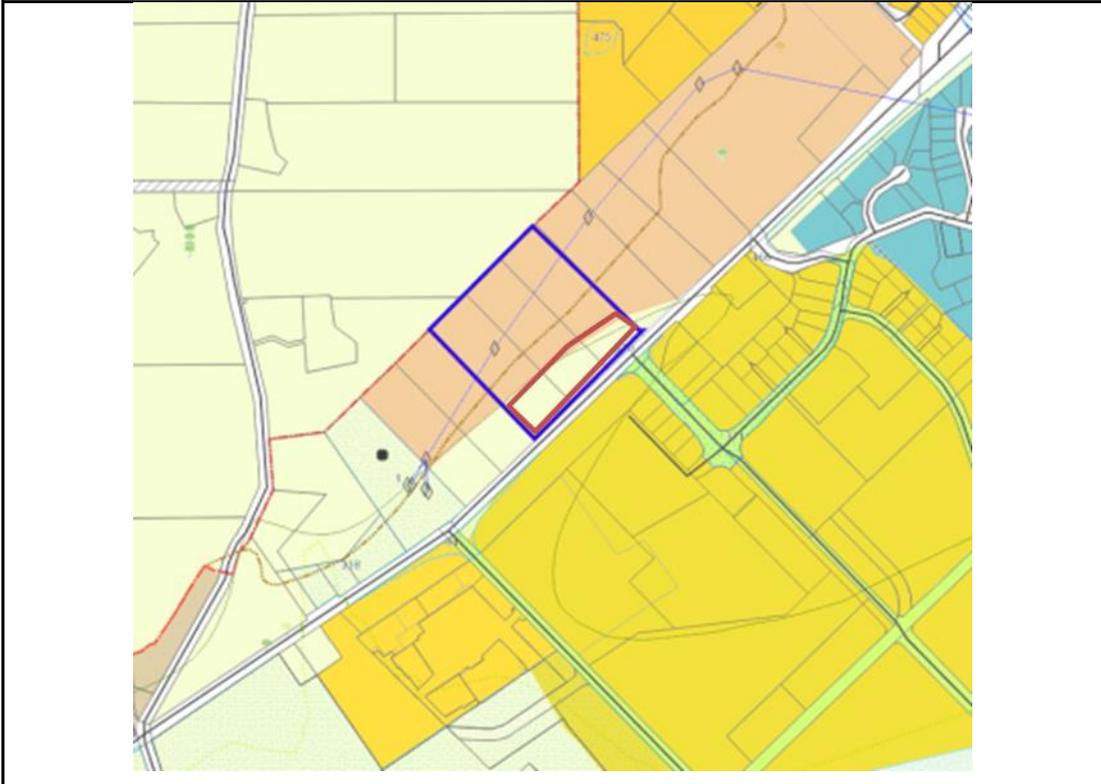
**Aerial Photograph of the site (Subject site is outlined in blue)**



**Plan of development included within submission**



**PDP Maps** (Subject site outlined in blue, approximate extent of rezoning sought by the submission identified in red outline)



- 11.1** The subject land is zoned part MDRZ and part Rural under the notified PDP. The Otago Foundation Trust Board has supported the part proposed MDRZ zoning over their land, however opposes the Rural zoning of land within the OCB and seeks that this be zoned as MDRZ. Rezoning of the rural land to MDRZ could enable a possible additional 39 residential units. The submitter also supports the location of the UGB, and seeks that the ONL be removed from land within the UGB.
- 11.2** Related to this rezoning request, the submitter has sought that community activities are excluded from the definition of ASAN. However I note that this has not been recommended by Council.<sup>19</sup>
- 11.3** The submitter has also sought changes to the MDRZ provisions that apply to this land, these are discussed below.

19 Reply of Amanda Jane Leith on Behalf Of Queenstown Lakes District Council 2 Definitions Chapter, 27 March 2017 and [SSB86].

## **Infrastructure**

- 11.4** Mr Glasner does not oppose this rezoning from an infrastructure perspective as the proposed zoning does not affect infrastructure requirements from what is already anticipated under the PDP, on the basis that all connections would be at the developer's cost. Mr Glasner notes that the subject site is not currently connected to QLDC water and wastewater services, yet is within the scheme boundaries. Although the submitter has not identified how they intend to service the site it is assumed they will be connected to QLDC services.

## **Traffic**

- 11.5** Ms W. Banks does not oppose the rezoning of the portion of Rural land to MDRZ as the additional vehicle trips generated is low, and the the traffic impacts likely to be minimal.

## **Landscape**

- 11.6** Dr Read has evaluated all submissions seeking to amend the ONL between Hansen Road and Quail Rise, in addition to the specific rezonings. It is her view that the ONL is appropriately located, and she does not oppose the rezoning of land in this location provided it remains outside of the ONL. Therefore, that land within the ONL should remain Rural. As such, she accepts this submission in part, limited to the rezoning of land not located within the ONL.

## **Analysis**

- 11.7** The Otago Foundation Trust Board seek to rezone the entire area of the subject site as Medium Density Residential, and to remove the ONL from this land.
- 11.8** A plan of development has been provided with the submission, identifying a proposed church and community hall, inclusive of a number of residential units catering for staff and others. Car parking and recreation space is identified fronting SH6, and within the land affected by the OCB. I understand that a consent application is

currently being processed for this development (RM170105). This plan of development identifies residential development within MDRZ land, outside of the OCB, and also partly within the ONL.

- 11.9** Based on the analysis undertaken above, this submission is rejected. Land subject to this submission, and affecting all three lots entirely, is recommended to be rezoned from MDRZ to Rural, as identified in **Appendix 3**. This affects a portion of the land which the submitter has identified on their plan of development for residential units. I refer to and rely on the evidence of Dr Read in which she states that the ONL line is in the appropriate location and that urban development should be prevented on this land. Accordingly, land within the ONL is recommended to be more appropriate under a Rural zoning, and changes sought by the submitter to the landscape line are also opposed.
- 11.10** Also, land that is currently zoned Rural and within the OCB, is recommended to be retained as the notified Rural zone.
- 11.11** Therefore, the relief sought for the rezoning of Rural land within the OCB to MDRZ is opposed at this time

### **HANSEN ROAD/FRANKTON-LADIES MILE – SUBMISSIONS ON PROVISIONS**

- 11.12** As discussed in section 4, a number of specific submission points relating to the notified 'Frankton MDRZ' (located between Hansen Road and Quail Rise) have been transferred from previous hearings on provisions.<sup>20</sup> These relate to submissions made on the following provisions of Chapter 8 (Medium Density Residential):
- (a) Objective 8.2.9 and related Policies 8.2.9.1 – 8.2.9.7;
  - (a) Rule 8.4.11.3 Bullet Point 6; and
  - (b) Rule 8.5.3.
- 11.13** I have discussed my recommended changes to the provisions within section, based on my recommended rezoning of this area to a mix of

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20 Minute Regarding Frankton Medium Density Residential Zone, 21 September 2016.

rural and HDRZ. However I also address each provision individually below:

Objective 8.2.9 and related Policies 8.2.9.1 – 8.2.9.7 (notified 8.2.11 and policies 8.2.11.1 to 8.2.11.6)

**11.14** As discussed previously in this report the s42A report of Ms Amanda Leith **[CB52]**, discusses new policies and rules in the MDRZ relating to development of land fronting State Highway 6 between Hansen Road and Ferry Hill Drive . I support her recommended changes and consider that the majority of these provisions, can be transferred into the HDRZ chapter, in order to address similar matters relating to transport, access, servicing, and landscaping.

**11.15** I also consider that ensuring development and access through this area and onto the State Highway does not occur on an ad hoc basis is of critical importance. In particular a suitable central internal road access through this land needs to be agreed and provided prior to, or as part of any development of this area. Similarly, appropriate access to the EAR/Hawthorne Drive roundabout needs to be part of any such development. Further to this, I recommend the addition of a new policy in Chapter 9 requiring that these matters must be addressed. A possible wording for this policy could be as follows (See **Appendix 1** for details):

*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 and Ferry Hill Drive.*

**11.16** This proposed new policy should in my view be supported by an appropriate rule framework in the HDR chapter. To this end I support

the addition of new standards for transport, parking and access design (see proposed new rule 9.5.13 in **Appendix 1** for details) that:

- (a) ensure connections to the State Highway network are only via Hansen Road, the Eastern Access Road Roundabout, and/or Ferry Hill Drive;
- (b) ensure there is no new vehicular access to the State Highway Network; and
- (c) provide pedestrian connections across the State Highway.

**11.17** Other necessary and appropriate changes to the proposed framework for development of this area include:

- (a) amending Policy 9.2.8.2 to refer to (new word in bold) "Provide **or retain** a planting buffer" along the State Highway road frontage. This change is recommended because a landscape buffer is already in place over parts of this area;
- (b) standards for landscape planting in this buffer should also apply to ensure an effective planted buffer is established and retained (see proposed new rule 9.5.13.2 for details);
- (c) adding a Rule (See Rule 9.4.4A in **Appendix 1** for details) to make four or more Residential Units on a site in this area a discretionary activity (as opposed to RD). This change is recommended in order to ensure strategic objectives and policies of the PDP can be considered in considering a significant residential development in this area;
- (d) adding a Rule (see Rule 9.5.14 for details) making National Grid Sensitive Activities inside the National Grid Yard a non-complying activity. This change is recommended to give effect to the National Policy Statement on Electricity Transmission 2008;
- (e) adding a new exception to side and rear boundary setbacks specific to this land on the northern side of SH6 at Frankton including a 50m setback at the property boundary fronting SH6 (See changes to rule 9.5.9.2 in **Appendix 1** for details). This rule is recommended in order to address the visual effects of development of this land on what (in some

respects) comprises one of the principle entrances to the urban edge of Queenstown.

## **TUCKER BEACH/LAKE JOHNSON**

### **12. WOODLOT PROPERTIES – 501.4 (UGB & ONL SUBMISSIONS)**

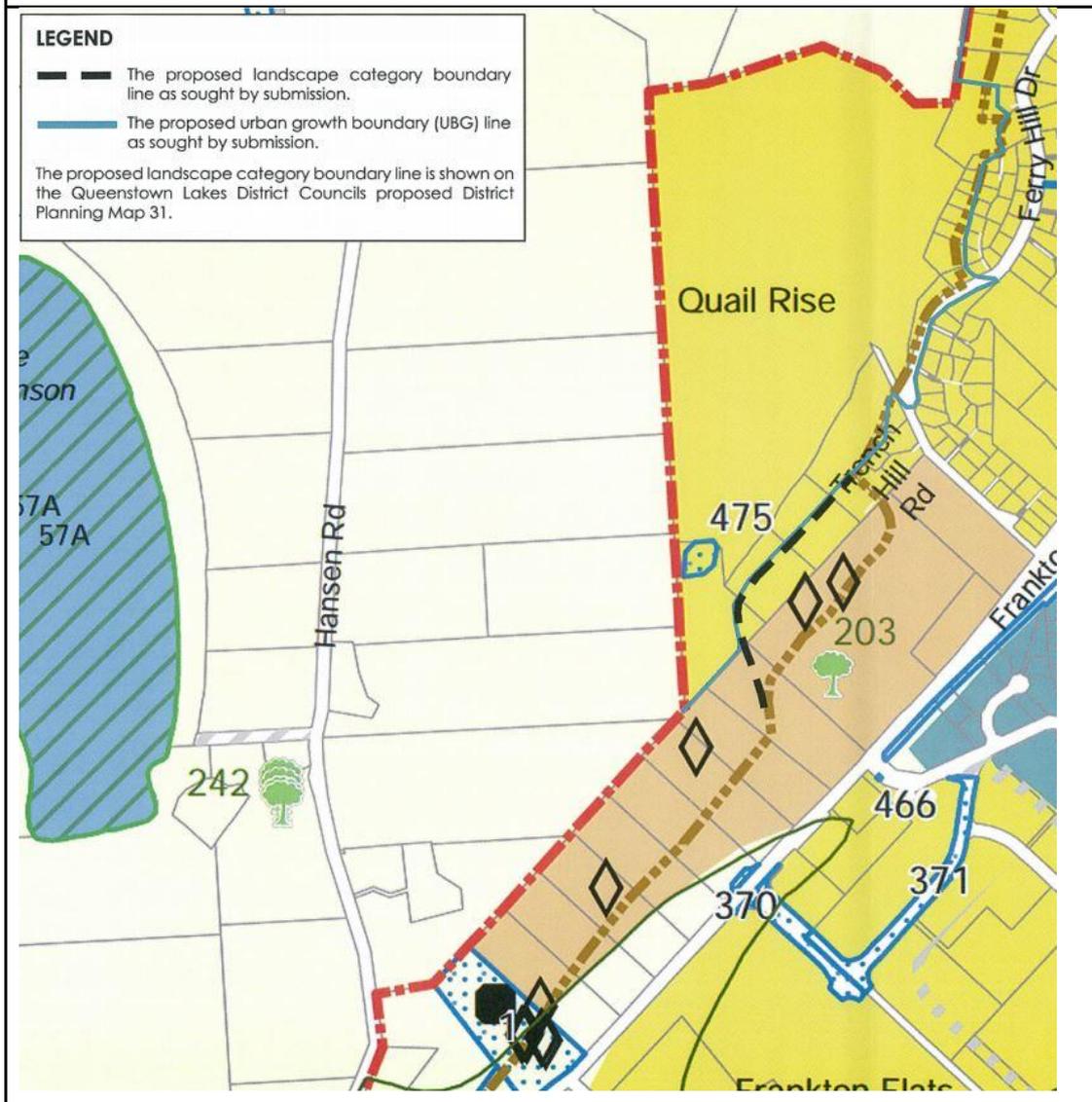
<b>Overall Recommendation</b>	
Recommendation	Reject
Summary	<p><b>501.4</b></p> <p>Seeks that the ONL be shifted higher up Ferry Hill to allow for sustainable development in the Quail Rise Zone.</p> <p>Seeks that the Urban Growth Boundary (UGB) line be shifted to south to align with the ONL line in order to restrict further development of this area and protect the landscape value of Ferry Hill.</p>

<b>Property and submission information</b>	
Further Submitters	Bob & Justine Cranfield (FS1102.4), Oasis in the Basin Association (FS1289.4), FII Holidngs Ltd (FS1189.11), The Jandel Trust (FS1195.10) oppose; Hansen Family Partnership (FS1270.84) support
Land area/request referred to as	South-eastern side of Ferry Hill, west of Trench Hill Road
PDP Zone and Mapping annotations	Rural UGB ONL
Zone requested and mapping annotations	N/A – amendment sought to ONL and UGB
Supporting technical Information or reports	None provided.
Legal Description	Several lots, not stated in submission
QLDC Property ID	Several properties
QLDC Hazard Register	Liquefaction – Nil to Low

### **Summary of Council assessments and recommendations**

Landscape	Opposed
Ecology	N/A
Infrastructure	N/A
Traffic	N/A

**Subject site: Submission showing proposed ONL amendment shown from submitters document 4.**



Aerial photo of site



## Landscape

- 12.1** Dr Read has evaluated all submissions seeking to amend the ONL between Hansen Road and Quail Rise, in addition to the specific rezonings. It is her view that the ONL is appropriately located as notified, and she does not oppose the rezoning of land in this location for urban development provided it remains outside of the ONL. On that basis all the land within the notified ONL should remain rural in her view.

## Analysis

- 12.2** Woodlot Properties seeks that the ONL be shifted higher up Ferry Hill to allow for sustainable development in the Quail Rise Zone. I note that the Quail Rise Zone is not part of Stage 1 of the PDP review, and therefore this land has not been evaluated under s32 of the RMA for its appropriateness to accommodate additional development within the area of Ferry Hill identified by the submitter. Under the ODP, this land is identified as Activity Area G (Open Spaces Activity, Passive Recreation and landscaping) within the Quail Rise Structure Plan; and is not identified for urban development.
- 12.3** I refer to and rely on the evidence of Dr Read in which she maintains that the ONL in this location is in the appropriate location as notified and that it should not be relocated. I therefore oppose any amendment to the ONL.
- 12.4** With regard to the location of the UGB, the submitter seeks that this be aligned with the ONL. This would result in a portion of this Quail Rise Special Zone (an urban zoning under the PDP) being located outside the UGB. I consider this to be inappropriate, and that the identification of urban land, outside the UGB, would jeopardise the defensible edge. I acknowledge that it is not currently possible for built form to be located within this area between the ONL and the UGB. However, the provisions of Chapter 4 (Urban Development) **[CB4]** also recognise that not all land within the boundaries of the UGBs are appropriate for urban development or intensification (Policy 4.2.2.4) and that within UGBs, land will be further allocated into zones reflective of their appropriate use (Policy 4.2.2.3).
- 12.5** Accordingly, I oppose the amendment of the UGB. I consider it to be more appropriate for any changes to the Quail Rise Zone extent, and any consequential amendments to the UGB location, to be addressed when this zone is reviewed in Stage 2.

## 12. Z ENERGY LIMITED – 312

<b>Overall Recommendation</b>	
Recommendation	Reject
Summary	<p>The increased residential development sought would result in an inappropriate 'spot zone' and would result in adverse effects in regard to character, residential amenities and dominance.</p> <p>The requested MDR and HDR zonings may result in adverse traffic effects.</p>

<b>Property and submission information</b>	
Further Submitters	None
Land area/request referred to as	846 Frankton Road
PDP Zone and Mapping annotations	LDR
Zone requested and mapping annotations	LSCZ or MDR or HDR, or as consistent with any rezoning of the existing commercial properties along Sugar Lane and opposite the site.
Supporting technical Information or reports	None
Legal Description	LOT 1 DP 21015 SEC 1 SO 22923 BLK XXI SHOTOVER SD
Area	3,700m <sup>2</sup> (approximated from submission) Calculated on QLDC GIS
QLDC Property ID	5,524, 5,525
QLDC Hazard Register	Alluvial Fan (Regional scale) Active, Composite Potentially contaminated site Liquefaction Risk: Probably Low (T&T 2012)

<b>Summary of Council assessments and recommendations</b>	
Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Opposed

## Aerial Photograph of the site



Subject site shown in blue (approximated from submission).

- 12.6** The submitter seeks that the notified LDR at 846 Frankton Road be rezoned to LSCZ or MDRZ or HDRZ, or as consistent with any rezoning of the existing commercial properties along Sugar Lane and opposite the site. The submitter considers that the land would be appropriate for business or higher intensity residential purposes. This analysis addresses the proposed change from LDRZ to MDRZ or HDRZ only. The proposed rezoning to LSCZ has been assessed by Ruth Evans as Part of the Group1A assessment (where the submission to LSCZ is also rejected).
- 12.7** The site contains a Z Energy service station. I also note that the land is identified as potentially contaminated under the hazards register, which is likely a result of the service station on the site.
- 12.8** Rezoning to MDRZ or HDRZ could result in a potential additional yield of 4 MDRZ lots (based on 250m<sup>2</sup> per lot) and 13 HDRZ lots (based on 115m<sup>2</sup> per lot).

## Infrastructure

- 12.9** Mr Glasner does not oppose the rezoning from an infrastructure perspective noting this is a minor increase in load/demand that can efficiently be incorporated into upgrades required to service the PDP zoning adjacent to this area. Again Mr Glasner notes that all connections would be at the developer's cost.

## **Traffic**

- 12.10** Ms Banks notes that the site is in close proximity to the Sugar Lane / Marina Drive intersection and that turning movements into and out of these side roads are currently challenging due to the high traffic volumes along the State Highway. Ms Banks therefore opposes any rezoning that would facilitate further development on the site from a traffic perspective.

## **Analysis**

- 12.11** The zoning of this area is challenging. I agree with the submitter that the existing activities on the site are inconsistent with the intent of the LDRZ objectives and policies.
- 12.12** However, this is a consented development that was assessed and conditioned on its own merits, against the district plan at the time. The submission does not contain any analysis of the potential adverse effects on the immediate and wider environment from the proposed intensification or the costs and benefits in terms of s32.
- 12.13** I note that returning the site to residential use will need to address the potential contamination on the site. In this regard, I consider investigating another zone that facilitates land use that is less sensitive to site contamination has merit.
- 12.14** I consider that a 'spot zone' of MDR or HDR surrounded by LDR, would generally be out of character with the surrounding area. Although Sugar Lane is located directly opposite the site, it is separated by SH6.
- 12.15** Spot zonings and zonings that fit around site specific circumstances are discouraged other than in special circumstances. Although the site is located on a main transport and bus route, it is not located in close proximity to schools or shops. It is also surrounded by LDRZ sites. Therefore, I consider that there are no special circumstances that support a spot zone of increased density in this location.

- 12.16** The submission does not contain any supporting analysis of the appropriateness of HDR zone at this site. Given the existing traffic on Frankton Road, a traffic and transport analysis would be required before any intensification of zoning can be properly assessed.
- 12.17** I acknowledge that this site does not currently exhibit LDRZ characteristics. However, I do not consider that MDRZ or HDRZ is more appropriate based on the information provided with the submission.
- 12.18** I consider that it would be inappropriate to apply a 12m building height to this site along with HDR zoning. I do not have sufficient information in regard to whether any parts of the site could be considered 'flat' in regard to building height, as the site has been developed and its original ground level altered. I consider that 12m height is readily applicable to 'flat' sites within the HDR zone (as per Chapter 9 provisions). However, I note that sloping sites within the HDRZ are proposed to be permitted to 7m and up to 10m as a restricted discretionary activity. The proposed 12m height will enable buildings that will appear as very dominant in this setting relative to the surrounding LDR neighbourhood. I consider the likely pattern of development would be out of character and result in adverse effects in regard to neighbouring residential amenities.
- 12.19** Given the assessment completed by Ms Banks, that from a transport perspective any further development on the site utilising the existing accesses will compromise the safety of road users, I do not support rezoning the site to MDRZ or HDRZ which would facilitate intensification and additional trip generation on the site.
- 12.20** Overall, I recommend the rezoning request is rejected.

13. MIDDLETON FAMILY TRUST - 338

Overall Recommendation	
Recommendation	Reject
Summary	The Middleton Family Trust seeks to rezone land at the western extent of Tucker Beach Road to Low Density Residential Zone and Rural Residential. The submission is opposed on the basis that the rural zone is more appropriate for this land.

Property and submission information	
Further Submitters	<p><b>Submission 338.2</b> Remarkables Park Limited (FS1117.45) support, Hansen Family Partnership (FS1270.75) support, Oasis In The Basin Association (FS1289.24) oppose, Queenstown Airport Corporation (FS1340.79) oppose.</p> <p><b>Submission 338.5</b> Queenstown Park Limited (FS1097.150)</p>
Land area/request referred to as	Site shown on Attachment B of submission (see below) 449 Tucker Beach Rd (QLDC GIS)
PDP Zone and Mapping annotations	Rural ONL
Zone requested and mapping annotations	Part Low Density Residential part Rural Residential
Supporting technical Information or reports	<p>Attachments to submission:</p> <ul style="list-style-type: none"> <li>• Attachment A: Location of subject property operative and proposed planning maps</li> <li>• Attachment B: Location and layout of Rural Residential and Low density residential, protection areas and new road alignment</li> <li>• Attachment C Operative and Proposed landscape boundaries</li> </ul>
Legal Description	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 (source submission)
Area	759,731m <sup>2</sup> (excel spreadsheet summary of submissions)
QLDC Property ID	23,337, 19,763, 21,541, 19,763,
QLDC Hazard Register	Liquefaction Risk: Nil to Low (T&T 2012) Liquefaction Risk: Probably Low (T&T 2012) Alluvial Fan (Regional scale) Active, Floodwater-dominated Inactive Fault - Location approximate

**Aerial photo of site**



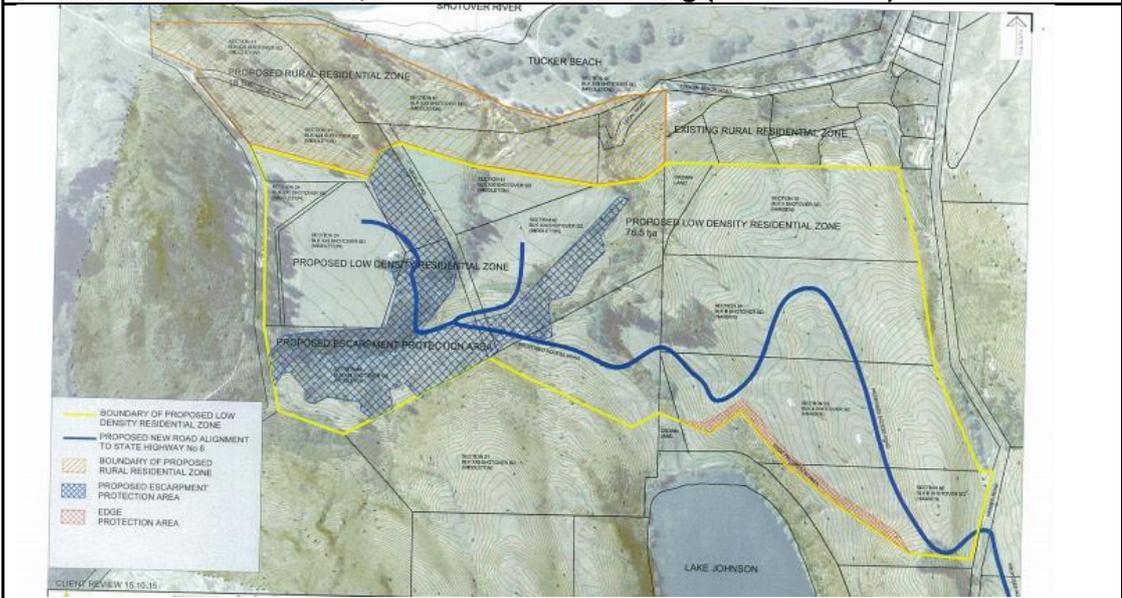
Blue line shows approximate location of subject site and extent of rezoning (Refer to submission Attachment A). Top left polygon is proposed Rural Residential, bottom (larger) polygon is proposed LDR.



**Proposed District Plan Zoning**

Top left polygon is proposed Rural Residential, bottom (larger) polygon is proposed LDR

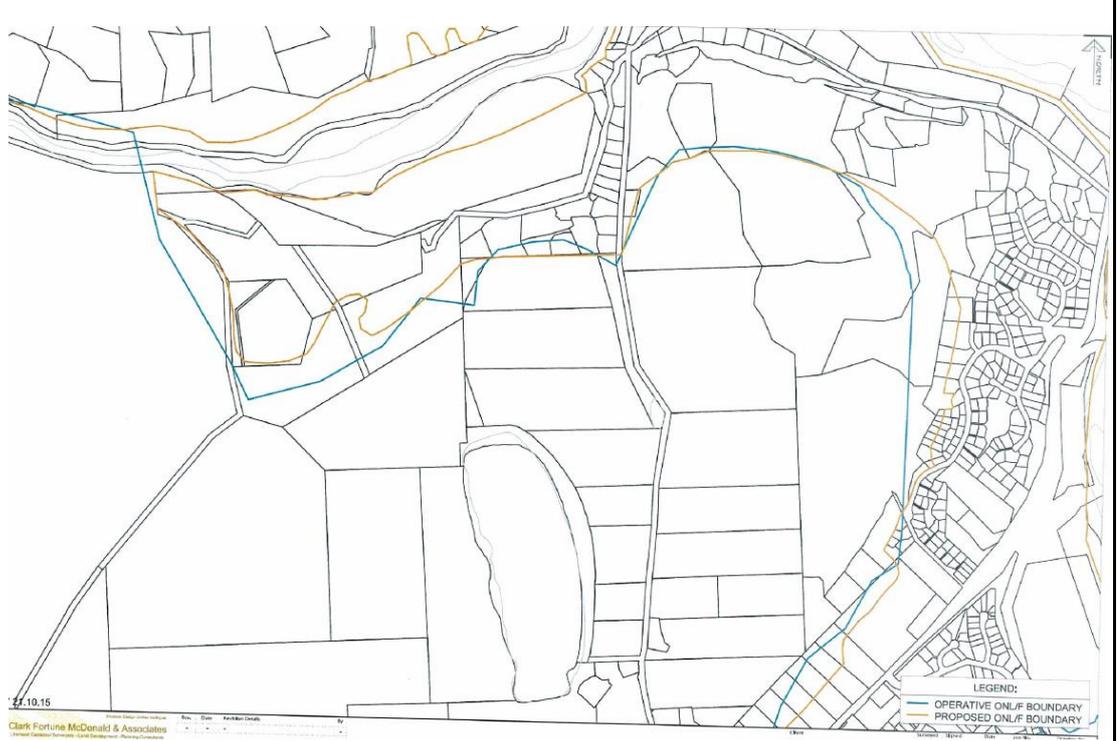
**Submission Areas to be rezoned: Plan of Proposed Low Density Residential zone and Rural Residential zone, and new Access Roadding (Attachment B)**



Yellow line – boundary of proposed low density residential zone

Yellow strip – boundary of proposed Rural residential zone

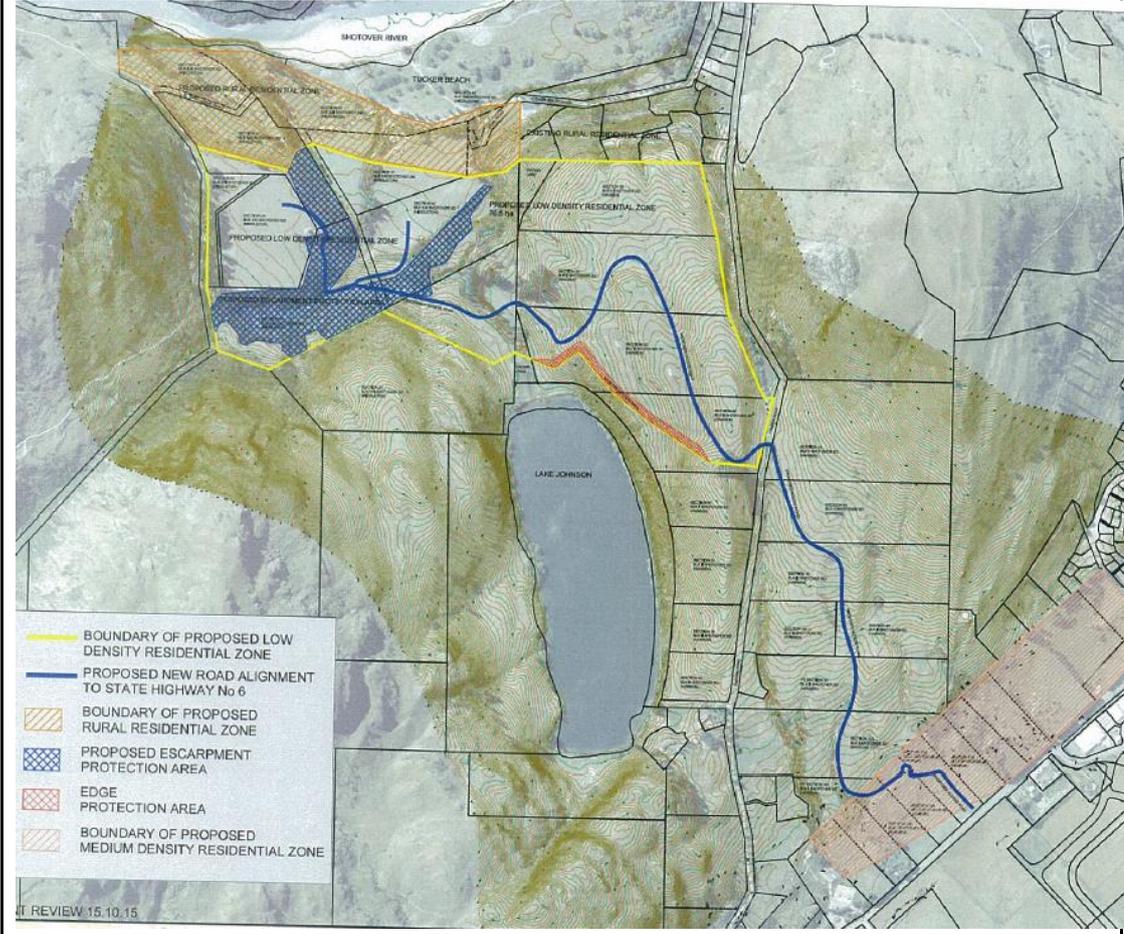
**ONL/F Comparison Middleton Land (source Submission Attachment C of submission)**



Blue line – Operative ONL/F Boundary  
Orange line – Proposed ONL/F Boundary



**Subject site: Submission showing proposed access route (Attachment B)**



<b>Summary of Council assessments and recommendations</b>	
Landscape	Area of LDR – opposed Areas of RR – not opposed Landscape Line - opposed
Ecology	Not opposed
Infrastructure	Opposed
Traffic	Opposed

**13.1** The subject site is zoned Rural in the PDP, as shown on PDP Planning Map (Map 31) as notified in August 2015.

**13.2** Middleton Family Trust (338) seeks the rezoning of 94.5 ha of land on the northern slopes of land between Ferry Hill and the unnamed hill to the west, and generally to the north of Lake Johnson. A combination of LDR and RR zoning is sought, comprising areas of 765,000m<sup>2</sup> and 180,000m<sup>2</sup> respectively. Based on approximate yield calculations, the area of LDRZ could enable 1,156 dwellings and the RR 31 dwellings, over and above the notified rural zone. A proposed road access is identified within the submission, extending from Ladies Mile over Ferry Hill passing above and to the east of Lake Johnson to the proposed LDR zone.

**13.3** Associated with the rezoning, the submitter also opposes the ONL location on the submitter's land and requests that it be amended to reflect that approved by Environment Court decision C169/2000; and seeks that the UGB line be aligned with the boundaries of the proposed LDRZ.

**13.4** I note that a portion of this submission covers the same location sought to be rezoned by Woodlot Properties (501); and is also partially subject to the findings of the WBLUS.

**Infrastructure**

**13.5** Mr Glasner opposes the rezoning from an infrastructure perspective because no details have been provided regarding servicing. No services exist to this location and connection to Council's network is not currently planned. Due to the elevation of the zone, and

proposed densities Mr Glasner notes that upgrades could not be achieved without additional boosting, and possibly the need for an additional water supply reservoir.

- 13.6** Mr Glasner opposes the rezoning unless detailed modelling can be provided demonstrating that upgrades of existing infrastructure are not required.

### **Traffic**

- 13.7** Ms Banks opposes the submission based on the size of the area sought for residential zoning. She identifies that the anticipated vehicle trips generated by the proposed rezoning would account for 69% of the total existing trips on the Hawthorne Drive roundabout..

- 13.8** In terms of the access route proposed by the submitter, which links into the back of the notified MDRZ and through the proposed fourth leg of the EAR, Ms Banks noted that the submitter has not provided any information or technical analysis to support this. Overall, Ms Banks opposes the rezoning sought.

### **Ecology**

- 13.9** Based on the lack of indigenous vegetation communities on the site, Mr Davis does not oppose the rezoning.

### **Landscape**

- 13.10** Dr Read opposes this submission in part. Dr Read opposes the proposed LDRZ, but is however not opposed to the areas of RR zoning.

- 13.11** Dr Read identifies the location as being within the backdrop to highly valued views within the Wakatipu Basin, including those seen from Littles and Domain Road. It is her opinion that the LDRZ would have significant adverse effects on the character and quality of the landscape. Additionally, she considers the proposed access road crossing the upper terraces of Ferry Hill and around Lake Johnson to

also have significant effects on the ONL as seen from both the Wakatipu Basin but also from within Frankton.

**13.12** In relation to areas of proposed RR, Dr Read refers to the findings of the Draft Wakatipu Basin Land Use Study (**WBLUS**) which identify this area as having 'low' ability to absorb change. While agreeing with the categorisation of the landscape undertaken in this study, Dr Read disagrees and is of the view that the locations identified as proposed RR have some ability to absorb change. However she considers this to be more appropriate at under a RL zoning, having a minimum density of 2 ha per lot and the requirement to establish a building platform at the time of subdivision.

**13.13** With regard to the submission seeking to amend the location of the ONL, Dr Read opposes the submission.

### **Analysis**

**13.14** The submission at paragraphs 3.1 and 3.2 discusses that the vicinity of Tucker Beach Road and the existing RR zone has been domesticated, and when it reaches full occupancy will diminish any remaining rural character. I disagree, and I believe that the nature of existing development along Tucker Beach road remains sensitively designed and located within the landscape and retained at lower elevations such that the coherence of Ferry Hill ONL remains. I consider, as identified by Dr Read, that any further encroachment further into the upper terraces of Ferry Hill and to the north of Lake Johnson is likely to give rise to cumulative effects on the landscape and significantly detract from its character. The location is highly visible not only from within the Basin, but also Arthurs Point, Frankton, and other elevated and highly frequented locations such as Coronet Peak. No specific landscape analysis has been provided by the submitter.

**13.15** The submission provides limited detail and analysis to support the proposed rezoning. In relation to the proposed LDRZ, there is no analysis of the ability to service this location, and consequently this submission is opposed by Mr Glasner. I also note that there is no

consideration of the possible effects of this scale of development and resulting earthworks on the environment, in particular associated with stormwater flows into Lake Johnson and the waterways which enter this lake. While accepting this is a regional council matter, I consider that it would be inappropriate to enable a rezoning of this extent, in proximity to this waterbody which is acknowledged in the PDP as a 'SNA' (57A) identified as being currently eutrophied; and which provides a valued recreational fishing location.

**13.16** In a spatial sense, and in the context of the NPS-UDC and significant growth and housing demand experienced within the District, the location of proposed LDRZ does on face value have some merit in terms of connectivity and proximity to services, amenities and existing residential areas. I also note that upgrades are planned to the Quail Rise/SH6 intersection to improve road access to this location, and the submitter identifies an alternative connection to the rear of the proposed MDRZ. The proposed zone could also realise around 1,156 additional dwellings.

**13.17** However, the provision of housing capacity is not the sole consideration in the application of zoning, and in this instance I consider that Goal 3.2.5 "*the protection of our distinctive landscapes from inappropriate development*" in combination with Goal 3.2.4 to be of greater comparative significance **[CB3]**. I am not aware at this point in time of a pressing need to realise this scale of capacity, where realising this is likely to come only with significant costs to the landscape. I believe that such an intensity of development in this location is inappropriate and I therefore reject the areas of proposed LDRZ.

**13.18** In relation to areas of proposed RR zoning, Dr Read identifies that she is supportive of development in this location as having the ability to absorb some level of development, however under a lower density RL zoning having a minimum density of 2 ha. This submission is however opposed from an infrastructure perspective, as no information has been provided about servicing and such zoning is likely to trigger extension to the Council's water supply network which are currently unplanned. This location is also subject to an identified

alluvial fan hazard and this has not been addressed within the submission.

**13.19** As discussed in the Reply for Chapter 27 (Subdivision and Development, [CB18]), Rule 27.5.7 identifies subdivision in the RL zone as a restricted discretionary activity, and access and servicing are listed as matters of discretion. As a restricted discretionary activity the Council also has the ability to decline any consent. I therefore consider that although this submission is opposed from an infrastructure perspective, there is the ability to consider servicing matters at a later date. Therefore in principle, I would be supportive of a RL zoning in this location and I consider this to be within the scope of relief sought as it is for a lower density than the RR sought by the submitter, and also given that the submitter also opposed the Rural zoning over their land generally. However, as there remains some uncertainty about the ability to service this, and a mapped alluvial fan hazard for which no information has been provided by the submitter, I believe it is inappropriate to rezone this area before further information is provided on these matters. I therefore also reject the proposed RR zoning.

**13.20** In summary, submission 338 is opposed in its entirety, inclusive of changes sought to the landscape line and UGB.

**14. JAMES CANNING MUSPRATT – 396**

<b>Overall Recommendation</b>	
Recommendation	Accept
Summary	James Muspratt seeks to rezone land at Hansen Road, near Tuckers Beach from Ferry Hill Rural Residential Subzone and Rural Zone to Rural Residential Zone. The submission is accepted. It is noted that this is limited to the area identified below the ONL line within Lot 1 and 2 DP 486552.

<b>Property and submission information</b>	
Further Submitters	None
Land area/request referred to as	Part of Lot 1 and 2 DP 486552 zoned Rural but not within the ONL
PDP Zone and Mapping annotations	Rural and part Rural Lifestyle
Zone requested and mapping annotations	Rural Residential
Supporting technical Information or reports	None
Legal Description	Lot 1 and 2 DP 486552
Area	Total area of site 158,865m <sup>2</sup> Area of site proposed to be rezoned 12,063m <sup>2</sup>
QLDC Property ID	39,860
QLDC Hazard Register	Liquefaction Risk: Nil to Low (T&T 2012)
<b>Aerial photo of site</b>	
<i>Subject site – blue line (Area proposed to be rezoned indicated in red on the PDP map below)</i>	

**Proposed District Plan**



*Subject site – blue line (Area of the site proposed to be rezoned indicated in red)*

**Summary of Council assessments and recommendations**

Landscape	Not opposed (in part)
Ecology	Not opposed
Infrastructure	Opposed
Traffic	Not opposed

**14.1** The subject site is zoned part Rural and part Rural Lifestyle in the PDP, as shown on PDP Planning Map (Map 31).

**14.2** The submitter seeks a Rural Residential zoning over part of Lot 1 and 2 DP 486552, comprising approximately 1.2063 ha. There are two approved building platforms across these lots. It is estimated a RR zoning could enable an extra 3 dwellings over the notified Rural and RL zoning.

## **Infrastructure**

**14.3** The location of the proposed rezoning is adjacent to the extent of Council's existing scheme boundaries and has some connections to the network. Mr Glasner notes that the properties are within a restricted water supply area, and water modelling indicates that adequate levels of firefighting supply cannot be provided. There is no information provided with the submission as to how the development would be serviced.

**14.4** However, Mr Glasner does not oppose the rezoning from an infrastructure perspective, because it will only have a minor effect on the networks. Mr Glasner also notes that there may be provision for firefighting storage to be provided onsite, and that all connections will be at the developer's cost.

## **Traffic**

**14.5** Ms Banks does not oppose the rezoning request. Ms Banks considers there would be minimal impacts on the transport network based on the traffic generated.

## **Ecology**

**14.6** Based on the lack of indigenous vegetation communities on the site, Mr Davis does not oppose the rezoning.

## **Landscape**

**14.7** Dr Read does not oppose this rezoning. Dr Read considers that the area that is proposed to be rezoned is located on the lower margins and below the ONL line, which is capable of absorbing the RR zoning with no significant effects on the landscape.

## **Analysis**

**14.8** The area for which Dr Read supports rezoning is relatively small in extent (approximately 12,063 m<sup>2</sup>) and may enable 2 additional dwelling over and above the existing approved building platform.

While I acknowledge that there is uncertainty surrounding the ability to provide adequate level of water supply and fire fighting provision to the site, I believe this matter can be addressed at subdivision stage. As discussed in the Reply for Chapter 27 (Subdivision and Development, [CB18]), Rule 27.5.7 identifies subdivision in the RR zone as a restricted discretionary activity, and access and servicing are listed as matters of discretion. As a restricted discretionary activity Council also has the ability to decline any consent.

**14.9** I therefore support RR zoning within the area below the ONL, comprising approximately 12063m<sup>2</sup> which is already partly zoned as Rural lifestyle. I consider this to be more efficient than retaining the rural zoning, recognising the low yield possible from this location (2 additional lots) and the ability of the landscape to absorb further development here. I have undertaken a s32AA analysis within **Appendix 3**.

**14.10** I therefore accept this submission, limited to the area identified below the ONL line within Lot 1 and 2 DP 486552.

**15. KEITH HINDLE AND DAYLE WRIGHT – 476**

<b>Overall Recommendation</b>	
Recommendation	Opposed.
Summary	The submitter requests that the subject be re-zoned to Rural Residential. The submission is opposed on the basis that the notified Rural Lifestyle zone is more appropriate.

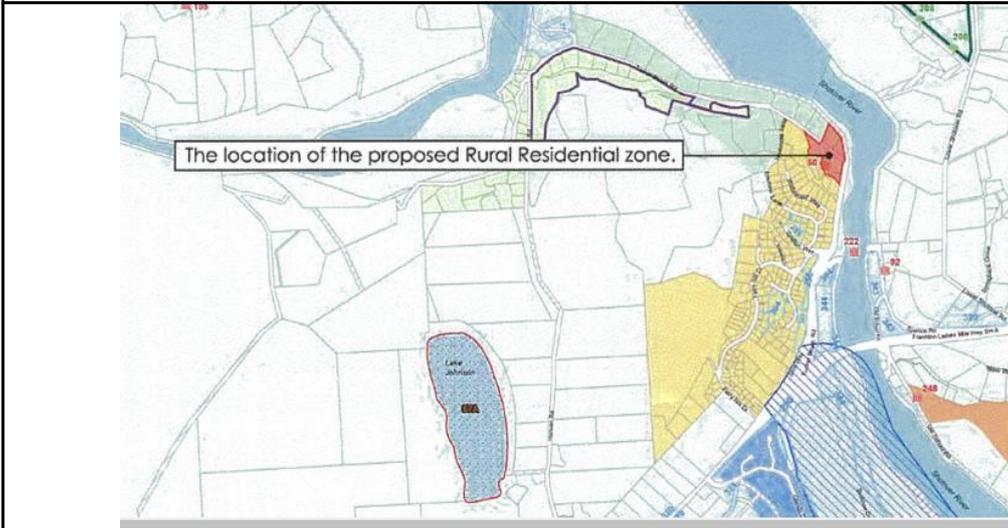
<b>Property and submission information</b>	
Further Submitters	None
Land area/request referred to as	Lot 13 DP 351483 and Lot 1 DP 454484 and adjoining lots shown on Attachment 1 of submission
PDP Zone and Mapping annotations	Rural Rural Lifestyle UGB Special zone ONL

Zone requested and mapping annotations	Rural residential
Supporting technical Information or reports	None
Legal Description	Lot 13 DP 351483 and Lot 1 DP 454484 and adjoining properties shown in attachment A of submission
Area	30,326m <sup>2</sup>
QLDC Property ID	28,049, 28,050, 20,856, 20,857, 20,861, 2,763, 27,338
QLDC Hazard Register	Liquefaction Risk: Nil to Low (T&T 2012)

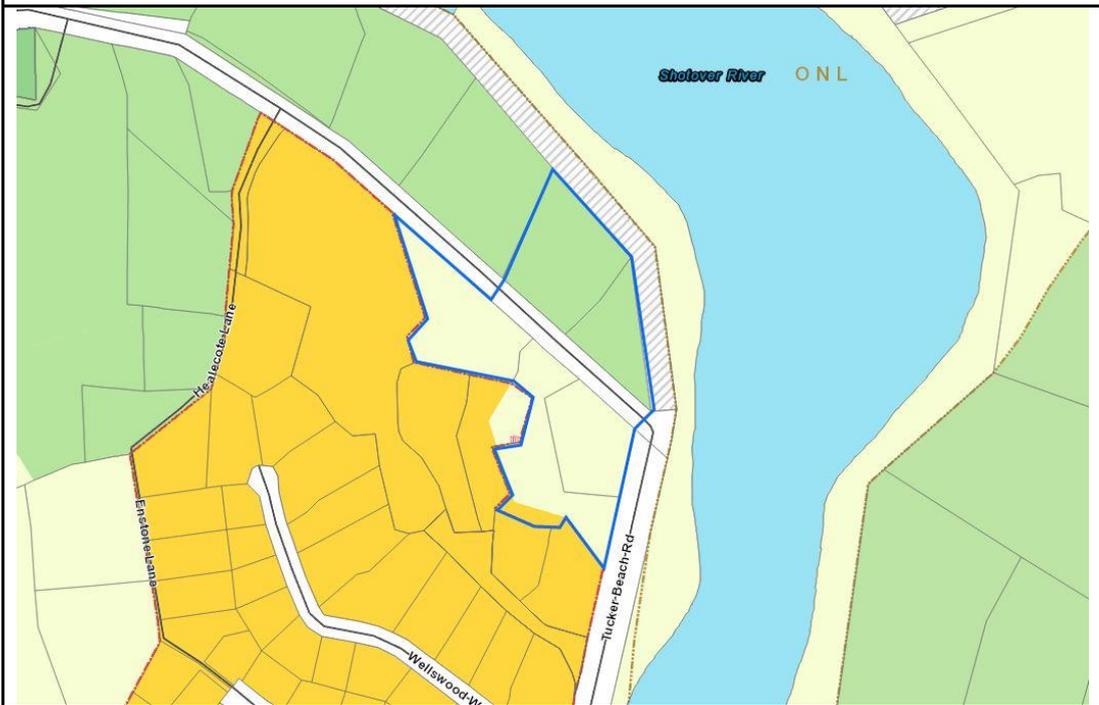
**Aerial photo of site**



**Area to be rezoned from Submission**



**Proposed District Plan**



**Summary of Council assessments and recommendations**

Landscape	Not opposed
Ecology	Not opposed
Infrastructure	Opposed
Traffic	Not opposed

- 15.1** Keith Hindle & Dayle Wright (476) oppose 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.
- 15.2** The submitter requests that this land be re-zoned to Rural Residential zone with a minimum lot size of 3000m<sup>2</sup>; and that proposed Planning Map 31 – Lower Shotover is amended to identify the specific area identified within Attachment 1: Proposed Rural Residential Zone Location Map.
- 15.3** Although the map included with the submission is difficult to interpret regarding the exact boundaries of the rezoning sought, I understand that no changes are sought relating to the extent of the Quail Rise Zone, which is out of scope regardless.
- 15.4** The RR zone is estimate to enable a total of 5 lots across this area, however I note that approximately 7 building platforms already exist.

### **Infrastructure**

- 15.5** Mr Glasner notes that the properties are within the scheme boundary however the area is currently serviced by private pumped onsite wastewater pump stations. The location is within a restricted water supply area, and water modelling indicates that adequate levels of firefighting supply cannot be provided.
- 15.6** Mr Glasner does not oppose the rezoning from an infrastructure perspective, because this is only a minor increase in load/demand and can be serviced by the water and wastewater networks without significant impact. Mr Glasner notes that there may be a requirement for firefighting storage to be provided privately onsite.

### **Ecology**

- 15.7** Based on the lack of indigenous vegetation communities on the site, Mr Davis does not oppose the rezoning.

## Traffic

- 15.8** Ms Banks does not oppose the rezoning and notes that from a transport perspective the effects will be minimal.

## Landscape

- 15.9** Dr Read is not opposed to the proposed rural residential rezoning in this location. She considers the proposal unlikely to give rise to effects on the landscape as the minimum lot size for the Rural residential zone is 4000m<sup>2</sup>. As all of the subject lots are less than 8,000m<sup>2</sup> none would meet the minimum density requirement to subdivide.

## Analysis

- 15.10** The submitter seeks a rural residential zoning be applied over the land identified, and having a density of 1 unit per 3000m<sup>2</sup>. The minimum lot size for the rural residential zone is 1 unit per 4000m<sup>2</sup> (Rule 27.6, [CB18]).
- 15.11** All of the sites already have dwellings on them with one exception of the triangular site northern side of the road (although an approved building platform exists). The sites range in size from 3794m<sup>2</sup> to 7491m<sup>2</sup>. Without first requesting boundary adjustments, the rezoning of these sites from Rural to Rural Residential would not enable additional dwellings on the allotments without resource consent to breach the subdivision rules. Nonetheless I also appreciate that the existing lot sizes are also somewhat less than the minimum required for the rural lifestyle zone (1 ha with a balance of not less than 2ha).
- 15.12** As discussed above, a significant difference between the current rural and rural lifestyle zoning and a proposed rural residential zoning, would be the removal of the need to identify a building platform. The current rural and rural lifestyle zoning, which requires a building platform to be identified at subdivision stage, is better able to ensure design led proposals which are sensitively designed within the

context of the landform. The rural lifestyle zoning having larger lot sizes and consequently greater open space surrounding built form, is able to ensure that development on the lower hillslope appears more peri-urban than urban.

- 15.13** Subdivision in the rural zone is a Discretionary activity. Non-compliance with the minimum lot size for the RL zone would result in a non-complying activity status (27.5.16). There is the ability to seek either a discretionary or non-complying resource consent to undertake further subdivision within the rural or rural lifestyle zone. Whilst I understand this may result in an uncertain outcome due to non-compliance with minimum lot size, I consider this to be more appropriate than to enable a blanket rural residential zoning (which in itself would require a restricted discretionary consent for subdivision regardless). The landscape assessment matters which would apply via this process are better able to address the possible landscape effects, including cumulative effects on this location and the wider extent of Tucker Beach.
- 15.14** Furthermore, the reply for Chapter 22 **[CB44]** introduced changes to the floor area associated with residential flats enabling these to be up to 150m<sup>2</sup> in floor area within the rural and rural lifestyle zones. Therefore other opportunities now exist within the PDP to enable additional living arrangements in these zones.
- 15.15** I do not support the concept of a reduction in the minimum lot size to 3000m<sup>2</sup> for this specific area, simply to allow increased densities of development within this particular RR zone. The submitter has not analysed the wider consequential effects of such a change, and the 4000m<sup>2</sup> identified has been determined to be appropriate for this zone on a district wide basis. Enabling a density of 3000m<sup>2</sup> in this location, could enable each of these five allotments to be subdivided into two, doubling from 5 dwellings to 10.
- 15.16** I acknowledge that this location is also subject to the findings of the WBLUS, which has identified the wider area as having moderate-high ability to absorb further development. However, I believe that

doubling the density of these lots on this eastern edge of Ferry Hill to be a significant change in existing character.

**15.17** Under the 4000m<sup>2</sup> minimum lot size for the rural residential zone, none of the lots subject to this rezoning (within both the rural lifestyle and rural portions of this submission) would have the ability to meet the minimum lot size of the rural residential zone. Therefore, I see no benefit in rezoning of this land to rural residential. I also do not consider rezoning the rural land at the edge of Quail Rise to rural lifestyle would also have any benefit, as it also would not meet minimum lot size requirements and because dwellings already exist on these lots.

**15.18** As stated, the provisions of Chapter 22 under the PDP **[CB16]** enable additional opportunities for the development of residential flats, and consenting processes are available for subdivision that does not meet minimum lot sizes. I consider the existing zones to be more appropriate in enabling site specific consideration of suitable development opportunities, and I therefore oppose this submission.

**FRANKTON**

**16. IAN AND DOROTHY WILLIAMSON – 140**

<b>Overall Recommendation</b>	
Recommendation	Accept
Summary	Ian & Dorothy Williamson oppose the MDRZ in Frankton and seeks that the LDRZ is retained. The area referred to in the submission is unclear. This submission is accepted, as the notified zoning is understood to be LDRZ and therefore there is no change associated with this submission.

<b>Property and submission information</b>	
Further Submitters	391 – None 140.2 – FII Holdings Ltd (FS1189.3) oppose 140.2 – The Jandel Trust (FS1195.2) oppose
Land area/request referred to as	None

PDP Zone and Mapping annotations	Cannot be determined from submission
Zone requested and mapping annotations	LDRZ
Supporting technical Information or reports	None
Legal Description	Cannot be determined from submission
Area	Cannot be determined from submission
QLDC Property ID	Multiple, cannot be determined from submission
QLDC Hazard Register	Liquefaction LIC 1 – Nil to low (T & T 2012)

<b>Summary of Council assessments and recommendations</b>	
Landscape	N/A
Ecology	N/A
Infrastructure	Not opposed
Traffic	Not opposed

**16.1** Ian & Dorothy Williamson oppose the MDRZ in Frankton and seek that the LDRZ is retained. The area referred to in the submission is unclear, and it is assumed to be in the vicinity of the submitters property at 971 Frankton Road, that is the area located on the lake side of Frankton Road between McBride and Frankton Marina.

**16.2** This is the location which was proposed as MDRZ during the consultation phase of the PDP, and was subsequently not pursued by Council. Therefore the notified zoning in this location is LDRZ.

#### **Traffic**

**16.3** Ms Banks considers that there are minimal to no transport impacts associated with retaining the notified LDRZ and she therefore does not oppose the proposed rezoning.

#### **Infrastructure**

**16.4** Mr Glasner does not oppose the rezoning as it does not affect infrastructure requirements.

## **Analysis**

**16.5** It is difficult to adequately assess this submission due to the lack of detail provided. However I have assumed that this submission relates to the area in Frankton near to the submitters' property at 971 Frankton Road and which was subject to a previous MDRZ proposal, during the consultation phase of the PDP.

**16.6** Based on the above, I understand that the subject land is zoned as LDRZ under the notified PDP. Therefore there is no change to the zoning, and therefore I accept this submission.

### **17. J D FAMILTON AND SONS TRUST (586) & HR & DA FAMILTON (775)**

**17.1** J D Familton and Sons Trust (586), and H R & D A Familton (775) seek to retain medium density zoning over 17 Stewart St, Frankton. I note that the area of Stewart Street was during the consultation phase of the PDP, considered for rezoning to MDRZ. However this was subsequently not pursued and therefore the notified zoning of 17 Stewart Street is LDRZ, and not MDRZ as the submitter has assumed. I therefore reject this submission, and note that there are no changes recommended to the mapping affecting this property.

**17.2** I refer however to rezoning submission #238 which proposes rezoning of multiple properties in Frankton to MDRZ. As discussed in relation to this submission 238 above, I have opposed this rezoning, however these submitters may wish to follow the outcomes through the rebuttal, hearing and right of reply stages.

**18. NZIA SOUTHERN AND ARCHITECTURE + WOMEN SOUTHERN – 238**

<b>Overall Recommendation</b>	
Recommendation	Reject
Summary	NZIA Southern and Architecture + Women South 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. The submission is opposed on the basis that the LDRZ is more appropriate and this zone under the PDP adequately provides opportunities for intensification.

<b>Property and submission information</b>	
Further Submitters	Man Street Properties Ltd (FS1107.47) oppose, Ngai Tahu Property Limited & Ngai Tahu Justice Holdings Limited (FS1226.47) oppose, Shotover Memorial Properties Limited & Horne Water Holdings Limited (FS1234.47) oppose, Skyline Enterprises Limited & O'Connells Pavillion Limited (FS1239.47), Skyline Enterprises Limited & Accommodation and Booking Agents (FS1241.47) oppose, Antony & Ruth Stokes (FS1242.70) oppose, Trojan Holdings Limited & Beach Street Holdings Limited (FS1248.47), Tweed Development Limited (FS1249.47) oppose, Queenstown Airport Corporation (FS1340.68) oppose
Land area/request referred to as	Frankton
PDP Zone and Mapping annotations	LDRZ
Zone requested and mapping annotations	MDRZ
Supporting technical Information or reports	None
Legal Description	Multiple
Area	309,812m <sup>2</sup> (estimated from submission)
QLDC Property ID	Multiple



**Aerial photo (subject area shown in blue outline)**



<b>Summary of Council assessments and recommendations</b>	
Landscape	N/A
Ecology	N/A
Infrastructure	Not opposed
Traffic	Opposed

**18.1** NZIA Southern and Architecture + Women South 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. The rezoning to MDR is estimated to enable an additional 375 dwellings, over and above the LDRZ.

**Infrastructure**

**18.2** Mr Glasner does not oppose the rezoning from an infrastructure perspective, because the area is currently zoned for urban development and connected to the Council networks. Constraints

that have been identified in the wastewater network are identified for upgrades in the LTP. Mr Glasner expects the area could be serviced with minimal upgrades.

## **Traffic**

- 18.3** Ms Banks opposes the proposed rezoning from a transport perspective. She considers that intensification of all of the streets in Frankton to MDR would place significant pressure on the existing transport network. She identifies unsatisfactory levels of delays within the surrounding road network, and parking constraints in which vehicles often cannot pass each other simultaneously due to parked vehicles. In her view the additional trips generated from this rezoning would be a substantial increase and this is undesirable.
- 18.4** Ms Banks does not oppose MDR zoning for 875 Frankton Road, as this is currently occupied by rental apartments. In addition, does not oppose rezoning properties that do not have direct access off Frankton Road.
- 18.5** In relation to the Frankton Marina, Ms Banks acknowledges that this location has convenient access to walking, cycling and public transport facilities; however she has safety concerns associated with right turn movements to the State Highway and the adverse effects of unsatisfactory delays. Therefore, she opposes this part of the submission also.

## **Analysis**

- 18.6** The location proposed by the submitter for rezoning to MDRZ is almost entirely located within the outer control boundary of the Queenstown Airport. The exception to this is the area along the southern side of SH6A, to the Frankton Marina.
- 18.7** With regard to the areas located within the OCB, I note that it has not been Council's approach to up-zone land within the airport noise boundaries. The location identified was previously proposed for medium density zoning by Council prior to notification of the PDP. Through consultation with the community, this proposed zoning was

not pursued for a number of reasons, but its proximity to the airport and potential for reverse sensitivity and operational effects on the airport were a key consideration.

- 18.8** While it is possible to mitigate the effects of noise through the provisions established through PC35 for sound insulation and mechanical ventilation of buildings (and also incorporated into the PDP), these mechanisms may not be effective over time in enabling the operations of the airport to expand over time. I consider that some level of intensification of existing zones is appropriate. The reply for the LDRZ provides for development to a density of 1 unit per 450m<sup>2</sup> as a permitted activity, and up to 1 unit per 300m<sup>2</sup> as a restricted discretionary activity. Infill development to achieve these densities is however subject to rule 7.5.4 requiring acoustic treatment of buildings within the outer control boundary.
- 18.9** These provisions will enable suitable allotments in this location to provide additional housing capacity, and recognises that some of this area contains building stock with low improvement values which could provide opportunities for re-development. This is however not the case for the entire area identified in the submission, which also contains some relatively large and high value properties, having prime lakefront view. I am of the view that this level of intensification provided for under the current LDRZ is appropriate, as opposed to a widespread up-zoning to MDRZ, which could enable development down to 250m<sup>2</sup> as a permitted activity.
- 18.10** I consider at this time that rezoning this land within the OCB would be contrary to the recommended inclusion of Policy 3.2.1.2.4 **([CB3])** within Chapter 3, and Objective 4.2.5 and 4.2.6 **([CB4])** which specifically relate to managing land use and growth issues to ensure the operational capacity and integrity of the airport is not compromised.
- 18.11** This location is also at the junction of a number of primary transport routes, being Frankton Road, Kawarau Road, and Frankton-Ladies Mile Highway. Ms Banks opposes this submission from a traffic perspective, noting that the rezoning would generate substantial

increases to trip generation and this is undesirable given the unsatisfactory current levels of service. Whilst I understand that upgrades are planned to these roads, until such time as greater detail is known about the future arrangement of the road network, in addition to parking requirements of the Transport Chapter (to be reviewed in Stage 2) and wider approaches to the management of off-street residential parking rates and public transport connections, I consider that a MDRZ in this location (potentially yielding 375 additional dwellings at a crude estimate) could give rise to significant traffic effects and increases to on-street parking to what are already severely constrained networks.

- 18.12** Finally, I address areas within the submission which are located outside of the OCB. This extends from approximately the location of 20 Shoreline Road Frankton, to the end of the 'Frankton Marina'. I note that a part of this area was also within the original proposal for the Frankton MDRZ.
- 18.13** This area contains established residential dwellings, the Mantra Marina Motel, and within the Frankton marina a mix of commercial, industrial and recreational uses.
- 18.14** Part of this area is subject to hazards. The land immediately to the northern side of Frankton Road (at Lot 4 DP 459375) contains an active schist debris landslide hazard, and a significant slip occurred on this land following the floods of 1999 causing damage to the road and properties below Frankton Road. The lakefront boundary of these properties is also subject to flood hazard, covering what is known as the Frankton track.
- 18.15** Many of the residential dwellings in this location have been redeveloped in recent years and a number of properties contain relatively large existing dwellings. Access to these properties is from Frankton Road. There is no access available from the lakefront side and as noted this area is subject to flood hazard. I consider that this area is inappropriate for medium density development, given that access is constrained and already difficult from these properties, and that the nature of existing dwellings and the high amenity value of these properties is more likely to favour high end residential

development (as has been recently occurring) as opposed to medium density townhouse, terrace, or apartment building typologies.

- 18.16** Within the Frankton Marina end, I acknowledge that the existing LDRZ does not adequately reflect the mix of activities which is present in this location. This is also discussed in the Group 1A report in relation to submissions #16 and #125 which seek commercial zoning for this location (and I note that these submissions are rejected by Ms Evans). The Frankton Marina is accessed via Sugar Lane. Ms Banks opposes rezoning of the Frankton Marina as she has safety concerns associated with right turn movements to the State Highway. In a spatial sense, I consider this to be an appropriate location for MDRZ, being in proximity to active and public transport routes, services, amenities, and within 5km of the town centre. However, I acknowledge that this location currently accommodates a unique mix of activities that are possibly inconsistent with an MDR zoning, and which have limited alternative location or zone within the Queenstown area. This includes the existing marina based activities such as Shotover Automotive and Watersport World. I have concerns that a MDR zone would over time constrain these existing activities. I also do not believe there is an alternative zoning which would adequately reflect this current mix.
- 18.17** With these existing activities being well established, I believe a MDRZ is unlikely to realise significantly greater development potential as whilst the MDRZ provides for increased densities, height limits are the same as the LDRZ.
- 18.18** I also note that further along Frankton Road, the lakefront HDRZ is recommended to be subject to a 'height above Frankton road' rule (Rule 9.5.3, [CB9]) which limits building height to the elevation of the centre line. I consider that if the zone density was increased in this location, a similar rule should also be applied to maintain views from Frankton Road, and that this would also limit the possible development yield.
- 18.19** Under the LDRZ, there exists the ability to intensify or redevelop this land. The PDP has provided greater opportunities for intensification

in the LDRZ through increased densities, changes to recession planes, and Rules 7.4.10 and 7.5.3 (**[CB7]**) which provide for intensification to 1 unit per 300m<sup>2</sup> with consent. The provisions also recognise that commercial and community activities, while discouraged, may still locate in the zone where small scale and serve a local purpose (Objectives 7.2.4 and 7.2.6, **[CB7]**). Therefore I consider there to be little practical benefit in applying the MDRZ in the Frankton Marine versus the current LDRZ.

**18.20** For these reasons, I reject this submission.

**19. BRETT GIDDENS – 828**

<b>Overall Recommendation</b>	
Recommendation	Reject
Summary	The notified PDP LDR zone will provide efficient use of land, reflects the majority of established activities located on the subject sites and will maintain residential amenity of the Frankton residential area. Rezoning the area to Medium or High Density Residential is likely to increase traffic and infrastructure network effects and be contrary to a number of Strategic Direction Chapter policies.

<b>Property and submission information</b>	
Further Submitters	FS1077.72 - Board of Airline Representatives of New Zealand (BARNZ) - oppose FS1340.153 - Queenstown Airport Corporation – not stated
Land area/request referred to as	Land bound by McBride Street, Birse Street, Grey Street and State Highway 6
PDP Zone and Mapping annotations	LDR
Zone requested and mapping annotations	Local Shopping Centre Zone 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.

Supporting technical Information or reports	None
Legal Description	Multiple properties (see map below)
Area	18,617m <sup>2</sup> (approximated from the submission, measured from QLDC GIS)
QLDC Property ID	Multiple properties (see map below)
QLDC Hazard Register	Liquefaction Risk: Probably Low (T&T 2012)

### Summary of Council assessments and recommendations

Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Opposed

### Aerial Photograph of the site



Subject sites (blue line, approximated from submission)

**19.1** The subject site is notified LDR in the PDP, as shown on PDP Planning Map 33. B Giddens has sought to rezone the land bound by McBride Street, Birse Street, Grey Street and State Highway 6 from LDR to MDR; or HDR; or LSCZ; or another zone or amended zone that will achieve the outcomes sought in the submission. The proposed rezoning to LSCZ has been assessed by Ruth Evans as Part of the Group1A assessment (where she rejects the submission).

**19.2** The submission states that the area of land is better suited to more intensive development because:

*the sections are confined by legal road and there are no neighbours at the front or rear of the properties”, “the land is very flat” and “the effects could be largely contained within the properties, with the adoption of appropriate internal setback requirements with other measures, such as landscaping”*

- 19.3** The further submission from QAC opposes any increase in air noise sensitive activities 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 and that it would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.

#### **Infrastructure**

- 19.4** Mr Glasner does not oppose the rezoning from an infrastructure perspective, because the area is currently zoned for urban development and connected to the Council networks. Constraints that have been identified in the wastewater network are identified for upgrades in the LTP.

#### **Traffic**

- 19.5** Ms Banks considers that increasing the intensification of development through rezoning to MDRZ or HDRZ will increase the demand for car parks and traffic, and considers the pressure on McBride Street will be intensified further and will affect through movements and the intersections in the vicinity of the submission site such as Ross Street, Birse Street and Gray Street and its role as an arterial road. Ms Banks and therefore opposes the rezoning from a traffic perspective.

#### **Analysis**

- 19.6** This area is entirely located within the OCB of the Queenstown Airport and raises many of the same issues discussed above in this

report where an MDRZ is sought for land in the surrounding area. In summary this analysis includes the following key points:

- (a) it has not been Council's approach to up-zone land within the airport noise boundaries;
- (b) this location was previously proposed for medium density zoning by Council prior to notification of the PDP and that through consultation with the community, this proposed zoning was not pursued for reasons that include its proximity to the airport and potential for reverse sensitivity and operational effects on the airport;
- (c) while it is possible to mitigate the effects of noise through the provisions established through PC35 for sound insulation and mechanical ventilation of buildings (and also incorporated into the PDP), these mechanisms may not be effective in protecting the operations of the airport over time; and
- (d) while some level of intensification of existing zones is considered appropriate, the reply for the LDRZ chapter provides for development to a suitable density of 1 unit per 450m<sup>2</sup> as a permitted activity, and up to 1 unit per 300m<sup>2</sup> as a restricted discretionary activity subject to a rule requiring acoustic treatment of buildings within the OCB.

**19.7** The notified LDR provisions will enable approximately 27 additional allotments in this location to provide additional housing capacity. Redevelopment of this area under a MDRZ could yield approximately 48 lots and a HDRZ could yield approximately 105 lots. I am of the view that the level of intensification provided for under the current LDRZ is appropriate,

**19.8** I consider that rezoning this land within the OCB would be contrary to the recommended inclusion of Policy 3.2.1.2.4 (**[CB3]**) within Chapter 3, and Objective 4.2.5 and 4.2.6 (**[CB4]**) which specifically relate to managing land use and growth issues to ensure the operational capacity and integrity of the airport is not compromised.

**19.9** As previously discussed, this location is at the junction of a number of primary transport routes. Ms Banks opposes this submission from a traffic perspective, noting that the rezoning would generate substantial increases to trip generation and that this is undesirable given the unsatisfactory current levels of service. I agree that until such time as greater detail is known about the future arrangement of the road network, in addition to parking requirements of the Transport Chapter (to be reviewed in Stage 2) and wider approaches to the management of off-street residential parking and public transport connections, I consider that a MDRZ or HDRZ is not appropriate due to the potential for significant traffic effects and increases to on-street parking on what are already severely constrained networks.

**19.10** The submission states a 12m building height would be appropriate and that any resulting effects can be largely contained within the properties, with the adoption of appropriate internal setback requirements and other measures such as landscaping. The mitigation measures described in the submission include setbacks and landscaping, however no planning provisions have been provided for assessment. In this case, I consider that potential effects of MDR or HDR type development in this locality would be better assessed and managed through the resource consent process and development specific conditions.

**19.11** Overall, I recommend the rezoning request is rejected.

**20. RUSSEL MARSH – 128**

<b>Overall Recommendation</b>	
Recommendation	Reject
Summary	Russel Marsh seeks the rezoning of land in Frankton from LDRZ to MDRZ. The submission is opposed on the basis that the LDRZ is more appropriate and provides adequate opportunities for intensification.  The submission is opposed by Ms Banks for possible traffic and parking effects.

<b>Property and submission information</b>	
Further Submitters	Board of Airline Representatives of New Zealand (BARNZ) (FS1077.8) oppose, Queenstown Airport Corporation (FS1340.60) oppose
Land area/request referred to as	Frankton
PDP Zone and Mapping annotations	LDRZ
Zone requested and mapping annotations	MDRZ
Supporting technical Information or reports	None
Legal Description	Multiple
Area	Unknown
QLDC Property ID	Multiple
QLDC Hazard Register	Multiple

**Aerial Photo**

*Location cannot be determined by submission.*

**Summary of Council assessments and recommendations**

Landscape	N/A
Ecology	N/A
Infrastructure	Not opposed
Traffic	Opposed

**20.1** The submitter seeks the following relief:

- (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*

- 20.2** With regard to the relief under (a), no plan has been provided with the submission to indicate the area shown in the 'MACTODD' report; however I understand that the submission generally seeks to increase the MDRZ in and around Frankton, where located outside of the OCB for Queenstown Airport.

### **Infrastructure**

- 20.3** Mr Glasner does not oppose the rezoning from an infrastructure perspective, because the area is currently zoned for urban development and connected to the Council networks. Constraints that have been identified in the wastewater network are identified for upgrade in the LTP.

### **Traffic**

- 20.4** Ms Banks opposes the proposed rezoning from a transport perspective. She considers that intensification in Frankton would place significant pressure on the existing transport network. She identifies unsatisfactory levels of delays within the surrounding road network, and parking constraints in which vehicles often cannot pass each other simultaneously due to parked vehicles. In her view any additional traffic generated in the Frankton area is not desirable, as any intensification should be considered as part of planned traffic improvement measures.

### **Analysis**

- 20.5** In relation to submission 238, I have discussed my view on up-zoning within the OCB for Queenstown Airport. This analysis is also relevant here and I do not repeat it.
- 20.6** The Frankton area is at the junction of a number of primary transport routes, being Frankton Road, Kawarau Road, and Frankton-Ladies Mile Highway. Ms Banks opposes this submission from a traffic perspective, noting that any increases to trip generation in this area are undesirable, with recognition to the unsatisfactory current levels of service. I understand that upgrades are planned to these roads.

However, until such time as greater detail is known about the future arrangement of the road network, in addition to parking requirements of the Transport Chapter (to be reviewed in Stage 2) and wider approaches to the management of off-street residential parking rates and public transport connections, I consider that a MDRZ in this location could give rise to significant traffic effects and increases to on-street parking to what are already severely constrained networks.

**20.7** For these reasons, I oppose the relief sought under (a) and (c) above.

**20.8** I note that the submitter also seeks a reduced scale of MDRZ zoning, limited to the area generally bound by Stewart Street, Lake Avenue, Burse Street, McBride Street. This area comprises approximately 60,715m<sup>2</sup>, and could yield an additional 73 units under the proposed MDRZ. Even at this reduced extent, my view set out above remains valid. I also note, as I have also discussed in relation to submission 238 which seeks a similar relief, that the LDRZ under the PDP does provide greater opportunities for intensification and redevelopment of land within the LDRZ. Within the OCB, any infill development is however subject to rules requiring sound insulation of buildings for ASAN. I consider that the current LDRZ provides sufficient opportunity for limited intensification of this defined area in Frankton.

**20.9** For these reasons, I oppose the submission.

## **21. MCBRIDE STREET - GENERAL SUBMISSIONS IN SUPPORT OF THE ZONE**

**21.1** Several landowners of McBride Street, Frankton, have submitted in support of the planning map and air noise boundaries as it relates to their properties. These include the following submitters:

- (a) Keith Hubber Family Trust No 2 – 35 (relates to 102 McBride Street);
- (b) Malcolm, Anna McKellar, Stevenson – 36 (relates to 64 McBride Street);
- (c) KE & HM, RD Hamlin, Liddell - 43 (relates to 79 McBride Street);

- (d) Joanne Phelan and Brent Herdson – 485 (relates to 62 McBride Street);
- (e) Hayden Tapper – 24 ( relates to 68 McBride Street); and
- (f) Scott Freeman & Bravo Trustee Company Limited - 555.

**21.2** I accept each of these submissions, as I note that no changes have been recommended in relation to the zoning or annotations affecting these properties. I refer however to rezoning submission #238 which proposes rezoning of multiple properties in Frankton to MDRZ. As discussed in relation to this submission 238 above, I oppose this rezoning, however these submitters may wish to follow the outcomes through the rebuttal, hearing and right of reply stages.

**21.3** Additionally, in my Strategic S42A I have discussed the matter relating to the airport noise boundaries, and subsequent updates which may be necessary to resolve errors and/or to reflect the outcomes of PC35 process. However I understand that these amendments will not affect the air noise boundaries as they are currently shown on the PDP maps for these properties.

**22. QUEENSTOWN LAKES DISTRICT COUNCIL (QLDC) - 790**

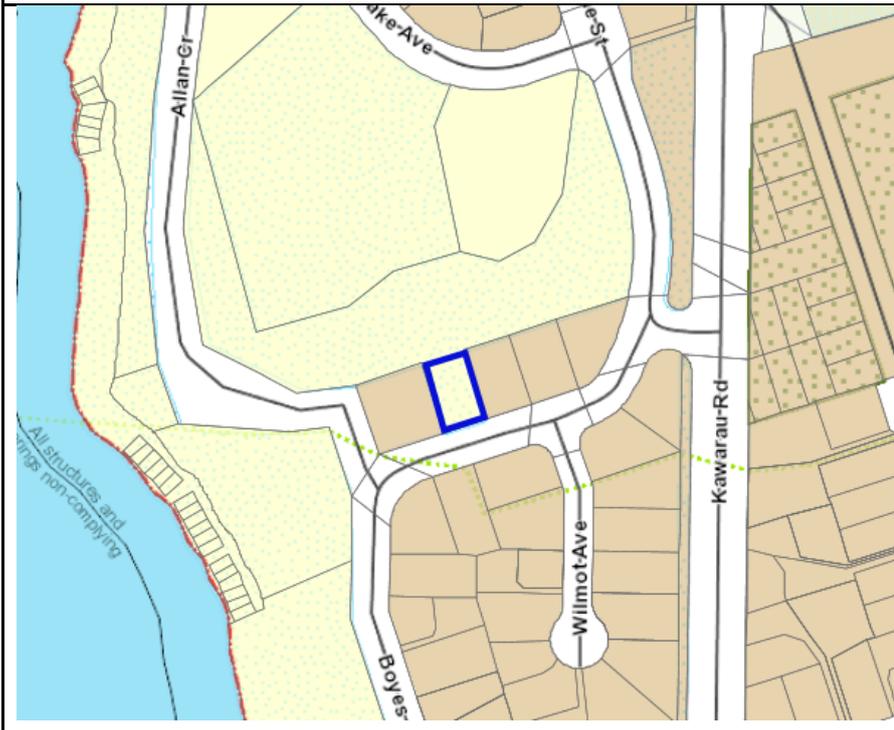
<b>Overall Recommendation</b>	
Recommendation	Accept
Summary	QLDC seeks rezoning of the subject land (855m <sup>2</sup> ) from Rural to LDRZ. The submission is accepted on the basis that the LDRZ will be consistent with the zoning of surrounding properties; the site is adequately serviced; and any development is unlikely to give rise to adverse traffic effects.

<b>Property and submission information</b>	
Further Submitters	None
Land area/request referred to as	Section 36 Blk XXXI TN of Frankton located on Boyes Crescent, Frankton
PDP Zone and Mapping annotations	Rural, Designation 156
Zone requested and mapping annotations	LDRZ
Supporting technical Information or reports	-
Legal Description	Section 35 Blk XXXI TN of Frankton
Area	855m <sup>2</sup> (estimated)
QLDC Property ID	4873
QLDC Hazard Register	Seismic fault Liquefaction risk LIC 1 (P) Probably Low (T&T 2012)

<b>Summary of Council assessments and recommendations</b>	
Landscape	N/A
Ecology	N/A
Infrastructure	Not opposed
Traffic	Not opposed



## PDP Maps



**22.1** QLDC<sup>21</sup> has sought to rezone part of Section 36 Blk XXXI TN of Frankton located on Boyes Crescent, Frankton from Rural to LDRZ. The reasons given in the submission are:

- (a) the site takes the form of a residential section and adjoins residential (LDRZ) sections on either side;
- (b) the site retains very little rural character; and
- (c) the site is within the urban growth boundary.

**22.2** The site is currently subject to Designation 156 and is held for recreation reserve purposes under the Reserves Act 1977. The submission does not seek to remove this designation, however it seeks to alter the underlying zoning, should the designation change in future. It is noted in the submission that the rezoning is not preempting the removal of the designation, as this would be subject to a separate public process under the Reserves Act 1977.

<sup>21</sup> The submission (790) is signed by Peter Hansby, the Council's General Manager of Property and Infrastructure. The submission is not the Council's corporate submission (383).

## Infrastructure

- 22.3** I rely on the evidence of Mr Glasner in terms of the impacts of rezoning on the water and wastewater network. Mr Glasner raises no objection to the rezoning request stating that there is capacity to service this property.

## Traffic

- 22.4** Ms W. Banks does not oppose the proposed rezoning as the creation of one additional lot will generate minimal additional traffic impacts.

## Analysis

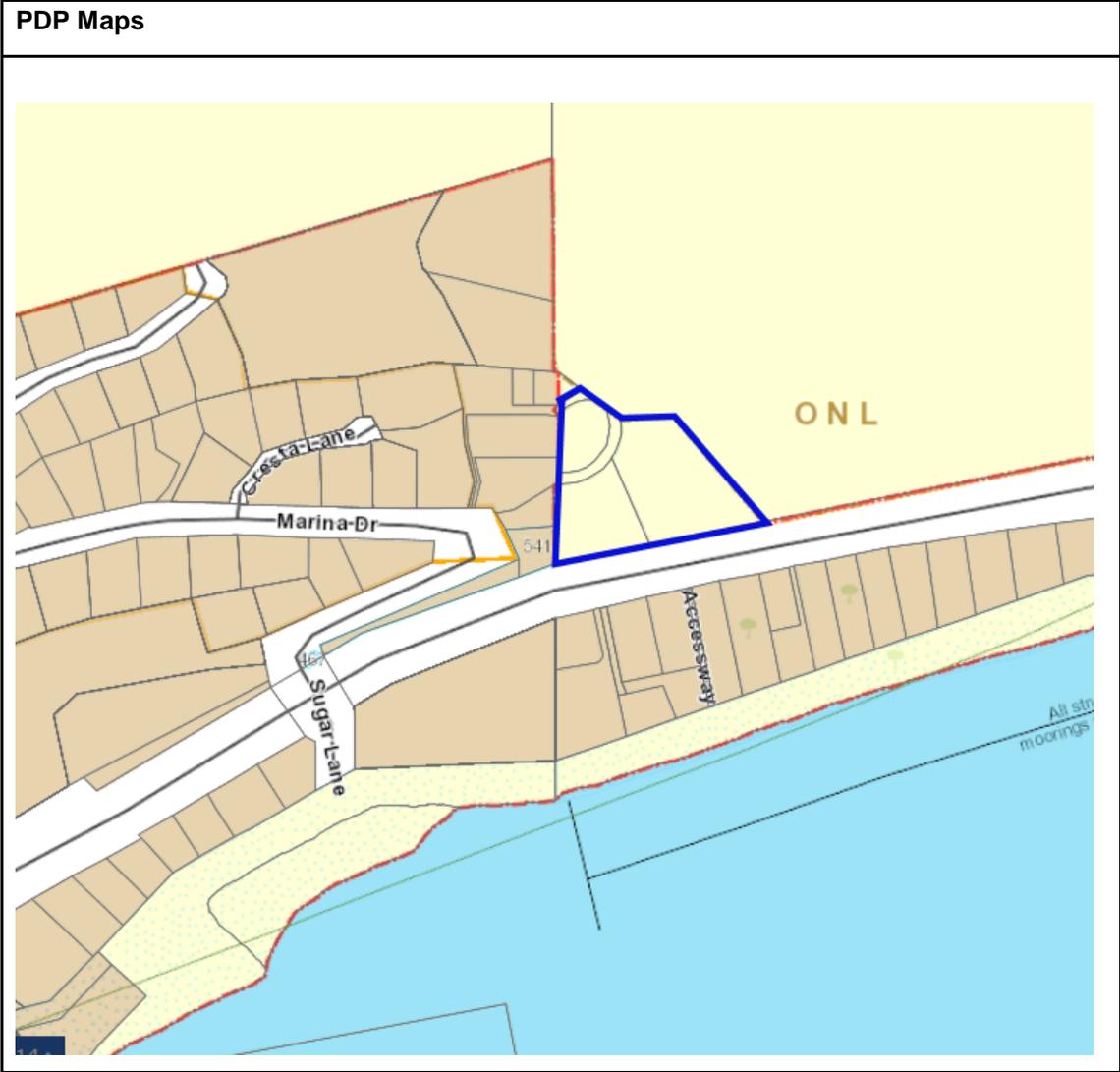
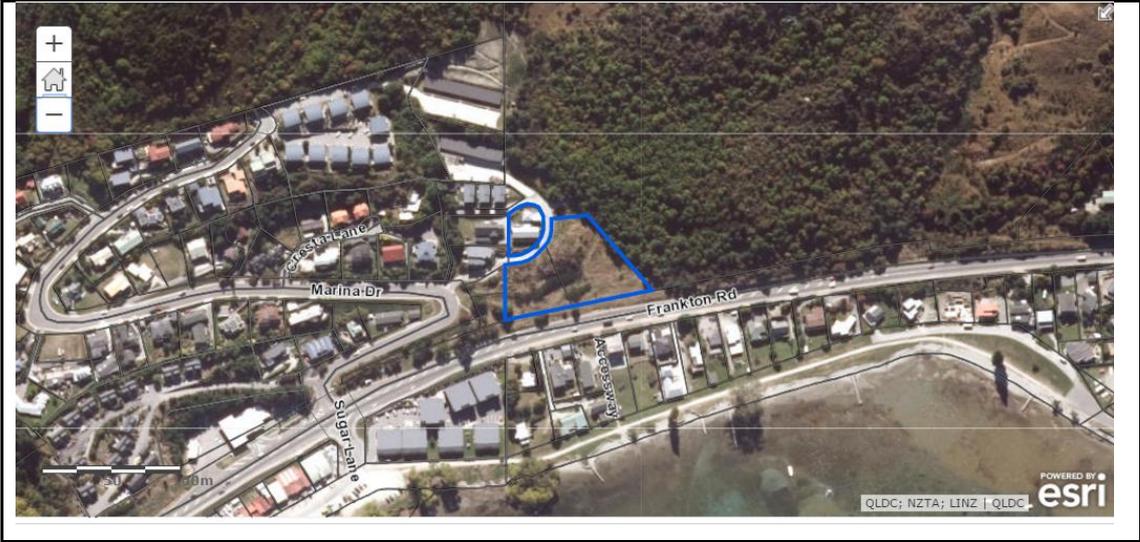
- 22.5** The area subject to the rezoning comprises a part of Blk XXXI TN of Frankton and comprises an area of approximately 855m<sup>2</sup>. If the designation were to be removed, the rezoning to LDRZ could enable 1 additional dwelling as permitted development (at a density of 1 unit per 450m<sup>2</sup>).
- 22.6** I agree with the submitter that the residential zoning of this site would be an efficient use of the site should the reserve designation be removed. This is not only because of its location in a predominantly residential area but also its location within the UGB, access to transport links and infrastructure. Rezoning of this land meets Strategic Direction Objectives 3.2.2.1 and 3.2.5.3 and Policy 3.2.5.3.1.
- 22.7** For these reasons I consider the relief sought should be accepted. I have undertaken a s32AA analysis for this change in **Appendix 3**.

**QUEENSTOWN HILL**

**23. BRUCE GRANT (318, 434)**

<b>Overall Recommendation</b>	
Recommendation	Reject
Summary	<p>The submitter seeks rezoning of the subject land from Rural to LDRZ. The submitter also seeks to amend the UGB and supports the inclusion of the subject land within the Outstanding Natural Landscape, Landscape Classification ("ONL").</p> <p>The submission is rejected in full as the Rural zone is considered more appropriate.</p>

<b>Property and submission information</b>	
Further Submitters	<p><b>Submission 318</b> Queenstown Airport Corporation (FS1340.72) oppose</p> <p><b>Submission 434</b> Queenstown Airport Corporation (FS1340.110) oppose</p>
Land area/request referred to as	Lot 6 DP 345807, Lot 7 DP 345807 and Lot 10 DP 345807
PDP Zone and Mapping annotations	Rural UGB ONL
Zone requested and mapping annotations	LDRZ Amend UGB
Supporting technical Information or reports	-
Legal Description	Lot 6 DP 345807, Lot 7 DP 345807 and Lot 10 DP 345807
Area	Total 5516m <sup>2</sup> (estimated from submission)
QLDC Property ID	20,066, 20,064, 20,065
QLDC Hazard Register	Alluvial Fan (Regional scale) Active, Composite Liquefaction Risk: Nil to Low (T&T 2012) Liquefaction Risk: Probably Low (T&T 2012)
<b>Aerial photo of site</b>	



**Summary of Council assessments and recommendations**

Landscape	Not opposed
Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Opposed

**23.1** The submitter seeks rezoning of the subject land from Rural to LDRZ. The site is approximately 5,516m<sup>2</sup> and could enable an extra 8 dwellings over what the notified zoning proposed.

**23.2** The reasons provided for the relief sought include: *"The subject land has been developed (under subdivision consent RM990009) to a level which is no longer consistent with characteristics of the Rural Zone, in so much that the overall area of each lot is not an economic size to be farmed, and has been serviced in accordance with the residential requirements"*.

**23.3** The submission also identified geotechnical issues affecting the site, which are currently identified as consent notices on certificates of title.

#### **Infrastructure**

**23.4** Mr Glasner identifies that the site is adjacent to the water and wastewater scheme boundary and that extensions to the network can be made efficiently. Therefore he does not oppose the proposed rezoning.

#### **Traffic**

**23.5** Ms W. Banks does not oppose the rezoning, as only a maximum of 8 lots could be yielded from the proposal the traffic impacts will not be significant. It is noted that Ms Bank's recommendation is based on a condition that access shall be via Marina Drive and not off Frankton Road.

## **Ecology**

- 23.6** Given the lack of natural indigenous vegetation cover on the site, Mr Davis does not oppose the proposal.

## **Landscape**

- 23.7** Dr Read does not oppose the rezoning as she is of the view that development in this location would not impinge on the adjacent ONL to any significant extent.

## **Analysis**

- 23.8** The submission refers to an existing subdivision consent *RM99000* however this reference appears to be incorrect; and I assume that this consent relates to land outside the extent of the rezoning sought. I am not aware of any resource consent application to further subdivide the properties subject to this rezoning request.

- 23.9** The land immediately to the north and east of these lots (at Lot 4 DP 459375) contains an active schist debris landslide hazard, and a significant slip occurred on this land following the floods of 1999 causing damage to the road and properties below Frankton Road. The submitter makes reference to this 'geotechnical hazard' but has not provided any technical analysis of the risk and how it may affect further intensification in this location, or methods to mitigate this hazard for what could be an additional 8 dwellings.

- 23.10** The submitter considers that this hazard can continue to be included on consent notices if the land were subdivided. I do not accept this approach to be sound resource management. Firstly, consent notices can be altered, and while I have not seen the particular wording, often they exist so that land owners accept a certain level of liability to this risk. They do not provide a tool for the management or mitigation of risk, or reduction of public exposure to this risk.

- 23.11** I do acknowledge that 'natural hazards' can be considered at the time of subdivision, as being listed as one of the matters of discretion

under Rule 27.5.6. However, given the uncertainty surrounding this particular hazard and lack of information provided on this matter, I consider it to be inappropriate to intensify land use opportunities immediately downslope of an identified active landslide hazard. This is also inconsistent with the approach of the PRPS (Policy 4.5.1) which seeks to avoid urban growth on land with significant risk from natural hazards.

**23.12** I do acknowledge that in a spatial sense, the location of this land may support residential activity at increased densities. However, the vehicular access to these lots, as stated in the submission, is through a right of way crossing other private allotments. No information has been provided as to how this land is proposed to be accessed under an intensified zone. No current access exists to Frankton Road (SH6A) and as a limited access road, the ability to obtain direct access to Frankton Road is subject to approval by the NZTA..

**23.13** Given the identified geotechnical and access constraints, I reject this submission in full.

**KELVIN HEIGHTS**

**24. WINTON PARTNERS - 533**

<b>Overall Recommendation</b>	
Recommendation	Reject
Summary	The submitter seeks to rezone the subject land at Kelvin Heights to any of BMUZ, HDRZ, MDRZ or LDRZ; and to relocate ONL to align with the current UGB line on the eastern edge of the subject Land.  The rezoning submission and amendment to the ONL is rejected due to lack of information regarding natural hazards.

<b>Property and submission information</b>	
Further Submitters	Sharpe Family Trust (FS1036.2) oppose, Kelvin Peninsula Community Association (FS1078.1) not stated,

	Queenstown Airport Corporation (FS1340.124) oppose, Kawarau Village Holdings Limited (FS1352.8) oppose
Land area/request referred to as	35 Peninsula Road, Kelvin Peninsula
PDP Zone and Mapping annotations	Rural ONL
Zone requested and mapping annotations	Align ONL with UGB on the eastern edge of the subject site
Supporting technical Information or reports	None
Legal Description	RESERVE ADJ SEC 1 BLK I CONEBURN SD
Area	Submission point 1 not applicable as seeking to move the ONL 66,155m <sup>2</sup>
QLDC Property ID	4,133
QLDC Hazard Register	Liquefaction Risk: Nil to Low (T&T 2012) Liquefaction Risk: Probably Low (T&T 2012) Landslide: Slope Failure Hazard in Superficial Deposits Inactive Fault - Location approximate

**Aerial photograph of site (outlined in blue)**



**PDP Maps**



- Red line is UGB
- Brown dotted line is ONL
- Orange is the high density Residential zone

**Summary of Council assessments and recommendations**

Landscape	Not opposed
Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Opposed (BMU and HDRZ proposals) Not opposed (LDRZ and MDRZ)

**24.1** Winton Partners Funds Management No. 2 Limited have sought to amend Map 33 as follows:

- (a) relocate the boundary of the ONL dividing the Kawarau Falls Station High Density Residential 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;
- (b) re-zone the area of land hatched on the map attached to this submission from rural to either:
  - (i) High Density Residential;
  - (ii) Medium Density Residential;
  - (iii) Low Density Residential;

- (iv) Business Mixed Use; or
- (v) 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.

**24.2** Reasons provided for the residential zoning are that the site is serviced by the infrastructure of the adjoining HDRZ, and that the subject land cannot give effect to the objectives and policies of the Rural Zone. The submitter considers, of the options above, that HDRZ is identified as most efficient for the site, providing a link to the adjacent HDRZ.

**24.3** Possible yields estimated from this rezoning range up to 391 additional units under a BMU or HDRZ zoning.

**24.4** I note that a separate submission has also been made on this land by Land Information New Zealand (661) and is discussed below.

#### **Infrastructure**

**24.5** No details have been provided about how the anticipated increase flows/demands from this rezoning would be serviced. However, Mr Glasner does not oppose the rezoning, as although he notes constraints with water pressure and firefighting supply, planned upgrades will resolve any issues. He does not oppose the rezoning noting that connections will be at the developer's cost.

#### **Traffic**

**24.6** Ms W. Banks cites concerns with the level of intensification and traffic demand enabled under the BMUZ proposal, particularly relating to right turn movements from Peninsula Road. She is therefore opposed to this level of intensification. However Ms W. Banks does not oppose the residential zonings sought from a transport perspective providing that the Peninsula Road/SH6 intersection can accommodate the additional trips without creating longer

delays/queues. She is of the opinion that a transport assessment should be undertaken by the submitter to identify any safety issues.

### **Ecology**

- 24.7** Given the lack of natural indigenous vegetation cover on the site, Mr Davis does not oppose the proposal.

### **Landscape**

- 24.8** With regards to the location of the landscape line, Dr Read discusses its foundations and considers this classification as ONL to be appropriate. She notes however that the contribution of this particular part of the ONL is partly affected by the adjoining HDRZ and urban development; and that all of Queenstown is surrounded by ONL and in some instances it will be more appropriate for development to grow into the ONL as opposed to townships extending outwards. She therefore is not opposed to the rezoning of this land, or the re-alignment of the ONL as a consequence.

### **Analysis**

- 24.9** As discussed in the s32 report for Chapter 4 (Urban Development) (at page 18) the Queenstown UGB has been based on an adaptation of the urban edge which was initially identified by Tomorrow's Queenstown 2002. This presented an UGB extending across the Kawarau River, south beyond the southern edge of Jacks Point. The entire Kelvin Heights Peninsula, including the land subject to this submission, was included in this concept contained within Tomorrow's Queenstown 2002.

- 24.10** While this UGB initially defined in 2002 was not fully reflected in the PDP, it did however provide a starting point for the identification of the boundaries. From here, the UGB was refined, to exclude some areas of rural zoned land with the purpose of supporting the 'compact' and integrated growth management approach and the desire to support increased capacity within existing urban areas. This approach acknowledged, based on the available information, that sufficient

capacity was available within existing urban areas which are not fully developed.

**24.11** The UGB in the location of the Kelvin Heights Peninsula, while incorporating the rural zoned land subject to this rezoning submission, acknowledged the predominantly urban character of this land. I consider this existing urban character consists of the following:

- (a) the existing LDRZ, which extends further upslope and behind this land;
- (b) the nature of urban development occurring within the Hilton complex and Lakes Edge Developments;
- (c) location fronting the state highway and Kawarau Bridge; and
- (d) proximity and connectivity to existing established urban areas.

**24.12** I therefore support the location of this land within the UGB. This land was however not rezoned under the PDP, recognising its ONL status, and the existing capacity within the Kelvin Heights LDRZ. Additionally, the site is also subject to hazards, being identified as a 'Landslide area – Areas of fine grained soils susceptible to sliding'; and also immediately downslope of an 'Active schist debris landslide'. The hazard map for this site is presented below. Without further detail on these hazards it was considered inappropriate to rezone this land. I return to the matter of hazards later.

**24.13** In the opinion of the submitter, this existing development which has occurred in this area and in the HDRZ detracts from the landscape character of this area. Dr Read considers that the location of the ONL is in the correct place, and I agree that at present, this land does hold some connection to the upper slopes of Peninsula Hill owing to its undeveloped state. I do consider however, that if development within the Kelvin Heights LDRZ (which extends to higher elevations and behind a part of this land) was fully realised, the character of this location would be markedly different. Based on the surrounding development rights and the physical attributes of this land, in my view it is appropriate for urban development. This is supported by Dr Read

where she acknowledges that in some instances Queenstown's urban development will need to expand into the ONL.

- 24.14** I now consider what would be the appropriate zoning for the land. Winton Partners (533) ideally seek a HDRZ (although specifying any other alternative relief which enables urban development), and LINZ (661) (addressed below) seek a combination of LDRZ and landscape protection area.
- 24.15** I note that the existing extent of HDRZ at Kelvin Heights does not fully accommodate development at such a density, and a portion of this land has become what is now the 'Lakes Edge Development' providing 'high end' residential properties with high amenity owing to their prime lakefront position. Such a 'low density' development strategy is also evident in the structure plan provided by LINZ (661).
- 24.16** I consider that a range of development scenarios could occur on this site, from high density to low density, and that the feasibility and demand of different forms may change over time. At a strategic level, I consider that it would be appropriate to enable the capacity offered by a higher density zone, rather than that of the LDRZ, recognising the significant growth occurring and predicted in the District and demand for a range of dwelling types; in addition to a shortage of visitor accommodation. I do however believe that the BMUZ also sought by this submitter, may be a level too intensive for this site, and that buildings of 12-20m in height inclusive of business uses at ground floor, are unlikely to be realised on this land, recognising its topography and once areas of land are occupied for access, parking, earthworks and potentially reserves. This scale of development may also give rise to significant traffic effects on the Peninsula Road/Kingston Road intersection.
- 24.17** With regards to traffic effects, Ms W. Banks does not support intensification to BMUZ, on the basis of concerns relating to the potential trips generated being too high for the Peninsula Road/SH6 Intersection.

- 24.18** Mr Glasner is not opposed to the development from an infrastructure perspective, however notes that the costs associated with connection will need to be met by the developer.
- 24.19** It is my view that the HDRZ provides a suitable zoning for this site, which can enable a range of development opportunities and integrate with the existing zoning to the west. This zoning is estimated to enable a possible yield of 391 dwellings. I consider that the provisions applying to an HDRZ in this location should be consistent with that for the existing HDRZ, which are set out in Chapter 9. These provide for additional height up to 10m as a permitted activity, however with a control limiting height to 7m at the Peninsula Road boundary (Rule 9.5.3).
- 24.20** Whilst I accept this rezoning in principle, I return to the matter of natural hazards. As discussed in relation to submission 318, I consider it to be inappropriate to rezone land which is subject to identified landslide risk. Neither submitter 553 or 661 has provided any information about this risk or proposed mitigation measures.
- 24.21** I do acknowledge that 'natural hazards' can be considered at the time of subdivision, as being listed as one of the matters of discretion under Rule 27.5.6 [CB18]. However, given the uncertainty surrounding this particular hazard and lack of information provided on this matter, I consider it to be inappropriate to intensify land use opportunities immediately downslope of an identified active landslide hazard. I am not aware of any other examples in Queenstown of development being supported on land subject to these 'fine grained soils' along river margins. I consider that supporting this rezoning without further detail on natural hazards would also be inconsistent with the approach of the PRPS (Policy 4.5.1) which seeks to avoid urban growth on land subject to significant risk from natural hazards.
- 24.22** I maintain that the location of this land within the UGB is appropriate, and that some level of urban development may be appropriate, but that the nature and intensity of this cannot be determined without further geotechnical information.

**24.23** I therefore reject this submission. As Dr Read maintains the ONL is in the appropriate location, I also reject any changes to the landscape line.

**25. LAND INFORMATION NEW ZEALAND (LINZ) – 661**

<b>Overall Recommendation</b>	
Recommendation	Accept in part (ONL amendment only)
Summary	LINZ seek to rezone the subject land from rural to LDRZ, and to align the ONL with the UGB. The submission for rezoning of land and amendment to the ONL is opposed due to lack of information regarding natural hazards.

<b>Property and submission information</b>	
Further Submitters	Sharpe Family Trust (FS1036.8) oppose, Board of Airline Representatives of New Zealand (BARNZ) (FS1077.57) oppose, Queenstown Airport Corporation (FS1340.132) oppose.
Land area/request referred to as	Peninsula Road (see aerial below for the location of the site).
PDP Zone and Mapping annotations	Rural ONL
Zone requested and mapping annotations	Align ONL with UGB LDRZ
Supporting technical Information or reports	Site assessment and Recommendations for Subdivision
Legal Description	Section 2 Survey Office Plan 448337 (in submission) RESERVE ADJ SEC 1 BLK I CONEBURN SD (QLDC GIS)
Area	66,155m <sup>2</sup>
QLDC Property ID	4,133
QLDC Hazard Register	Liquefaction Risk: Nil to Low (T&T 2012) Liquefaction Risk: Probably Low (T&T 2012) Landslide: Slope Failure Hazard in Superficial Deposits Inactive Fault - Location approximate

**Aerial photo of site**



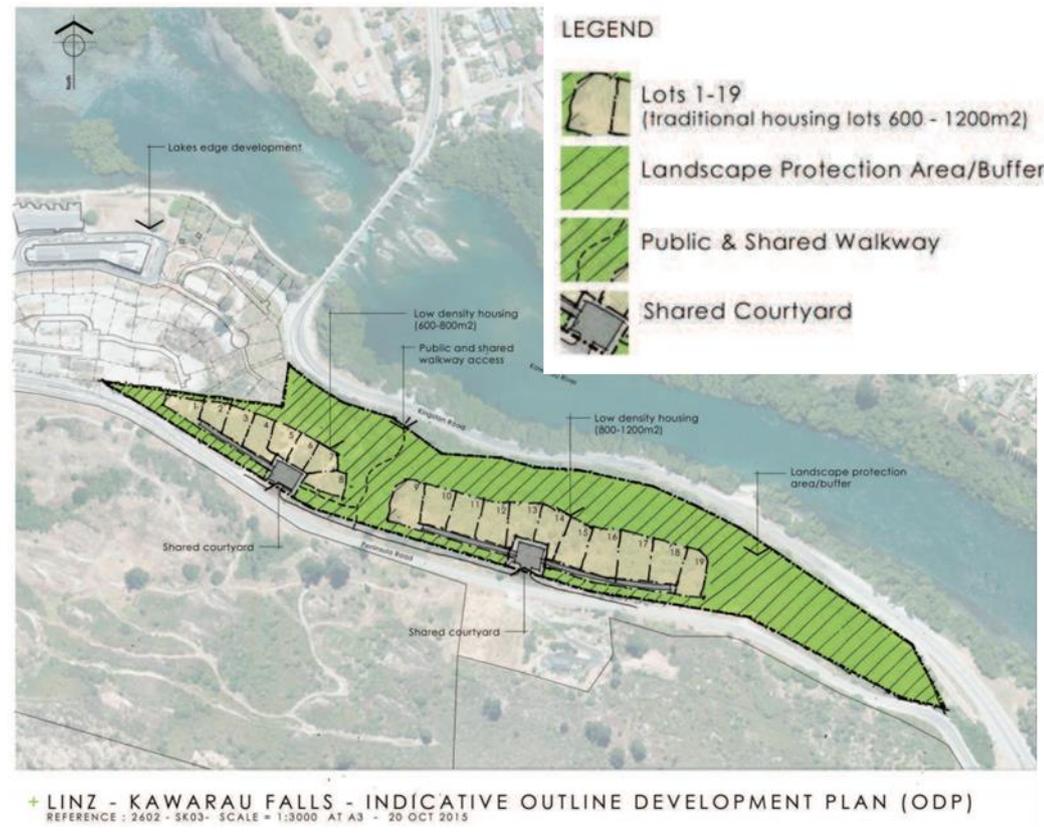
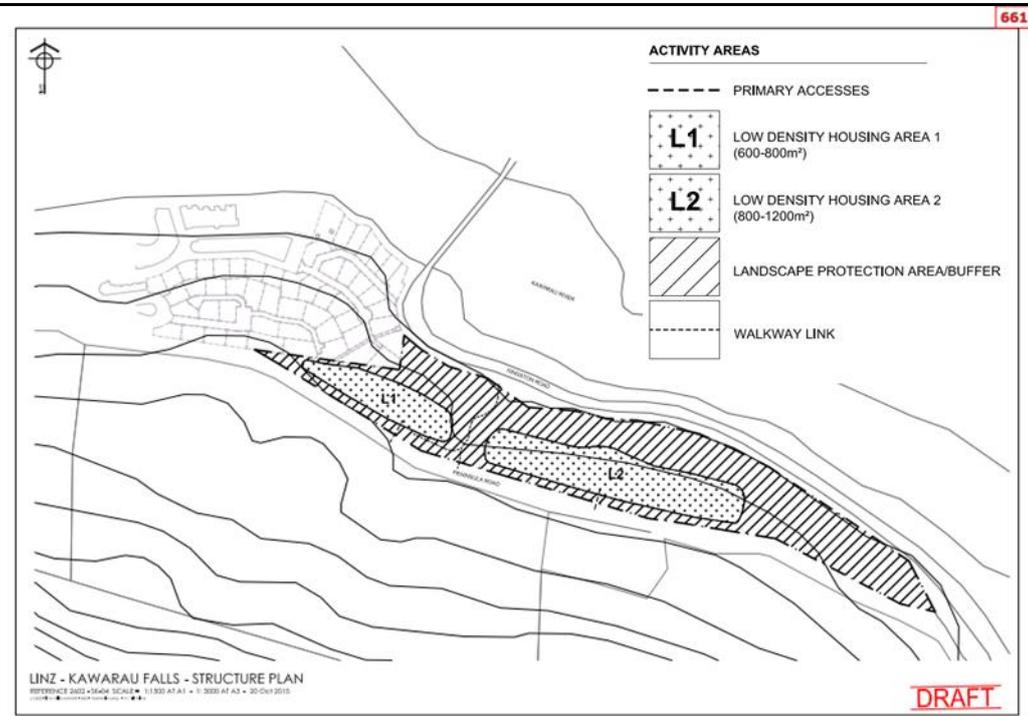
**Proposed District Plan**



- Red line is UGB
- Brown dotted line is ONL

**Structure plan provided within submission 661**

Source: Submission LINZ Kawarau Fall Structure Plan



<b>Summary of Council assessments and recommendations</b>	
Landscape	Not opposed
Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Not opposed

**25.1** Land Information New Zealand seek the following:

- (a) that the location of the Urban Growth Boundary as shown on Proposed Planning Maps 31a and 33 and the provisions relating to Urban Growth Boundaries as made operative as proposed;
- (b) 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 Peninsula Road site from the Outstanding Natural Landscape; and
- (c) that the Peninsula Road site is zoned Low Density Residential rather than Rural and that Planning Maps 31a and 33 are amended accordingly.

**25.2** The 'Peninsula Road site' is legally described as Section 2 Survey Office Plan 448337 and comprises an area of approximately 6.6 ha. Under a LDRZ, this land could enable 99 dwellings.

**25.3** Reasons provided for the submission include:

- (a) the land is located between two busy public roads, is covered in exotic species and immediately adjoins Low Density and High Density Residential zoned land and development; and
- (b) given that the site is located within the UGB, there is potential for some residential development.

### **Infrastructure**

**25.4** No details have been provided about how the rezoning would be serviced. However, Mr Glasner does not oppose the rezoning, as although he notes constraints with water pressure and firefighting

supply, planned upgrades will resolve any issues. He does not oppose the rezoning, noting that connections will be at the developer's cost.

### **Traffic**

**25.5** Ms W. Banks is not opposed to residential zoning on this land, providing that the Peninsula Road/SH6 intersection can accommodate the additional trips without creating longer delays/queues. She is of the opinion that a transport assessment should be undertaken by the submitter to identify any safety issues.

### **Ecology**

**25.6** Given the lack of natural indigenous vegetation cover on the site, Mr Davis does not oppose the proposal.

### **Landscape**

**25.7** Dr Read is not opposed to this submission. As this is the same subject land as submission 533, her opinion applies to both rezonings and is set out above.

### **Analysis**

**25.8** I have discussed and reviewed this land in relation to submission 533. This analysis is also relevant to the current submission and I do not repeat it.

**25.9** I therefore reject this submission. As Dr Read maintains the ONL is in the appropriate location, I also reject any changes to the landscape line.

**26. F.S MEE DEVELOPMENTS CO LIMITED – 429**

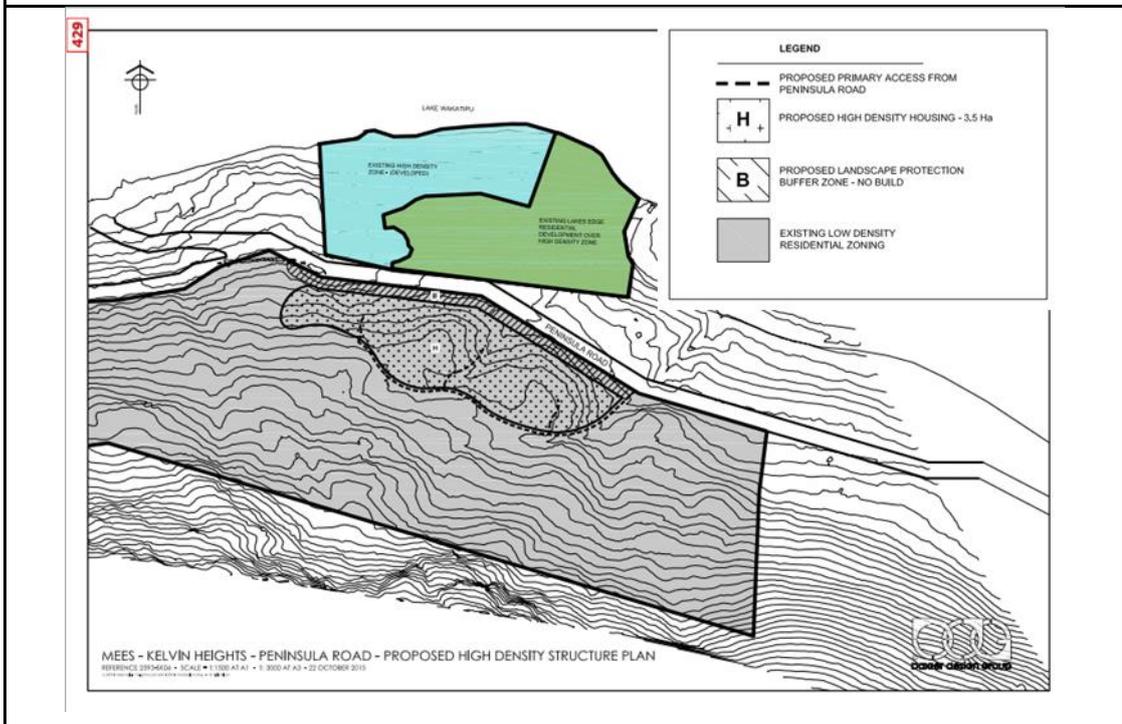
<b>Overall Recommendation</b>	
Recommendation	Reject
Summary	F.S Mee Developments Co Ltd seek that the subject land at Kelvin Heights be rezoned from LDRZ to HDRZ. The submission is rejected on the basis of mapped natural hazard risk for which no information has been provided by the submitter.

<b>Property and submission information</b>	
Further Submitters	Barry Thomas (FS1007.1) oppose, Kelvin Peninsula Community Association (FS1078.2) support, Queenstown Airport Corporation (FS1340.109) oppose, Kawarau Village Holdings Limited (FS1352.13) oppose,
Land area/request referred to as	LDRZ above Peninsula Road, approximately 1 km west of the intersection of Peninsula Road and Kingston Road.
PDP Zone and Mapping annotations	LDRZ
Zone requested and mapping annotations	HDRZ
Supporting technical Information or reports	Mees - Peninsula Road Proposed High Density Zone - 22 Oct 2015 Deer park Heights BDG High Density Assessment Oct 2015
Legal Description	LOT 6 DP 393389 LOT 38 DP 301149 PT SECS 12-15 40 45 BLKS I XII CONEBURN SD
Area	3.5 ha (source submission)
QLDC Property ID	25,541
QLDC Hazard Register	Liquefaction Risk: Nil to Low (T&T 2012) Landslide area non verified

**Aerial photo of site** (refer to submission for more accurate drawing of rezoning (see below) as rezoning does not follow property boundaries)



**Peninsula Road – Proposed High Density Structure Plan (source submission)**



**Summary of Council assessments and recommendations**

Landscape	Not opposed
Ecology	Opposed
Infrastructure	Not opposed
Traffic	Not opposed

**26.1** F.S Mee Developments Co Ltd has sought that the area identified on the Proposed High Density Structure Plan (provided with the

submission and shown above) be rezoned from LDRZ to HDRZ. The site is approximately 35,000m<sup>2</sup> and could enable an extra 154 dwellings over and above the notified LDRZ zoning proposed.

### **Infrastructure**

**26.2** Mr Glasner does not oppose the rezoning. The site is within the water and wastewater scheme boundary. No details have been provided about how the anticipated increase flows/demands from this rezoning would be serviced and he notes that the site is higher than the currently serviced area. There are identified wastewater constraints. However, upgrades planned under the LTP will resolve these.

### **Traffic**

**26.3** Ms W. Banks notes that the site is in close proximity to the Queenstown Trail and pedestrian connections to bus stops already exist on both sides of the road. However, local amenities at the Hilton on the opposite side of the road from the site are not considered appropriate to support the HDR. As a result, Ms W. Banks does not support the rezoning of the site.

### **Ecology**

**26.4** The evidence of Mr Davis notes that while the vegetation is dominated by introduced woody weeds and grasses, there are rock outcrops, small bluffs and large schist rock slabs that may provide good habitat for skinks and geckos. Mr Davis opposes intensification of development footprint on this land until a survey is completed by a herpetologist to determine its value in providing lizard habitat.

### **Landscape**

**26.5** Dr Read does not oppose this rezoning from a landscape perspective, noting that if the LDRZ were developed, the extent of HDRZ could blend well with this, in addition to areas of HDRZ on the

southern side of Peninsula Road. Dr Read however questions the desirability of the 'no build' area.

## **Analysis**

- 26.6** The subject site is currently within the LDRZ and the submitter seeks rezoning to HDRZ. I have set out under submissions 533 and 661 that I consider additional HDRZ zoning to be appropriate on land south-east of this site (below Peninsula Road); however I do not support these submissions at this time due to natural hazard risks.
- 26.7** The '*Site assessment and recommendations for high density zoning*' included with the submission (prepared by Baxter Design Group) considers that there is residential development permitted and anticipated on this site under the current zoning; and that the current landscape character of this site will change completely once that development has occurred. The statement also considers that the structure plan presented, inclusive of a landscape buffer, and the natural topography will screen views from Peninsula Road.
- 26.8** I agree with the opinion of the submitter that whilst at present this land and wider environments remains in an undeveloped state, if development within the Kelvin Heights LDRZ (which extends to higher elevations and behind a part of this land) was fully realised, the character of this location would be markedly different. I therefore view this land in an urban context, based on the existing development rights, and its physical attributes. This is supported by Dr Read where she acknowledges that the HDRZ may blend well with surrounding urban zoning, if developed.
- 26.9** As for submissions 553 and 661, I also consider this location to be appropriate for HDRZ. However, the subject land is also identified as being subject to natural hazard risk 'Landslide hazard – non verified'. I acknowledge that the land is already zoned for urban development, irrespective of this identified hazard, and that natural hazards can be considered at the time of subdivision (Rule 27.12). However, the proposed HDRZ would enable a significantly greater density than that of the LDRZ and greater exposure to hazard risk. The submitter has

not provided information regarding this risk or mitigation measures. I consider that it would be possible under the current LDRZ to address this matter at the time of subdivision, and that increased densities of up to 1 unit per 300m<sup>2</sup> are possible under this zoning as a restricted discretionary activity (Rule 7.4.10).

**26.10** This rezoning is also opposed by Mr Davis who considers it to be inappropriate to intensify the zoning of this land until further detail is known about its value as lizard habitat.

**26.11** Therefore, at this time, I reject the submission to intensify the zoning of this land.

**27. KERR RITCHIE ARCHITECTS - 48**

<b>Overall Recommendation</b>	
Recommendation	Reject
Summary	The submitter seeks rezoning of two land parcels from Rural to LDRZ. The submission is rejected due to natural hazard risk, as I consider it to be inappropriate to enable the density possible under an LDRZ. The rural zoning is more appropriate to enable limited additional development.

<b>Property and submission information</b>	
Further Submitters	Queenstown Airport Corporation (FS1340.54) oppose
Land area/request referred to as	48 and 50 Peninsula Road, Kelvin Heights
PDP Zone and Mapping annotations	Rural
Zone requested and mapping annotations	Low Density Residential
Supporting technical Information or reports	<ol style="list-style-type: none"> <li>1. Aerial services</li> <li>2. Geoconsulting report</li> <li>3. Lucas evidence plans</li> <li>4. Lucas evidence</li> <li>5. Ritchie Kerr and Sharpe submission to PDP</li> <li>6. RM000574_Approval</li> <li>7. Site visibility</li> <li>8. Site plan</li> </ol>
Legal Description	PT LOT 4 DP 27200 PT LOT 3 DP 27200 SEC 6 SO 314331

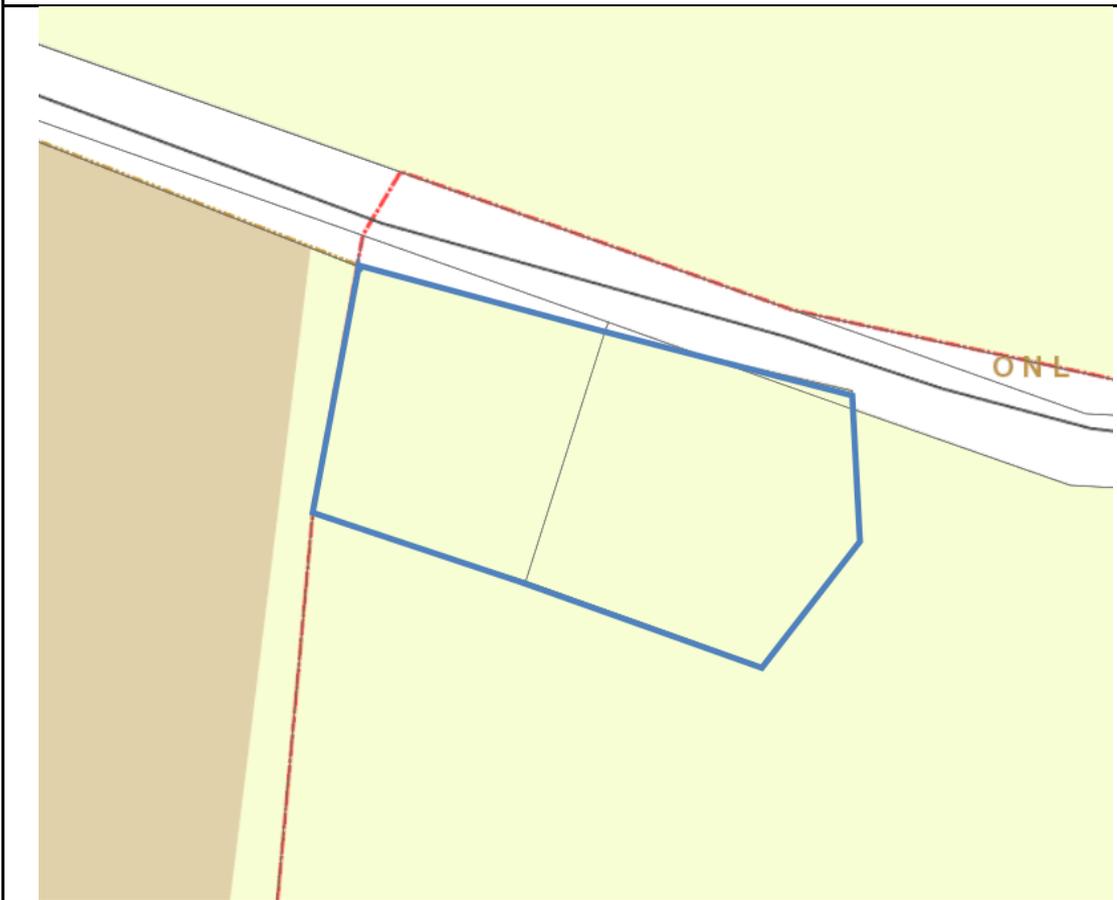
Area	10,524m <sup>2</sup>
QLDC Property ID	15,345, 25,889
QLDC Hazard Register	Liquefaction Risk: Nil to Low (T&T 2012) Landslide: Active Pre-existing Schist Debris Landslides Landslide: Dormant Pre-existing Schist Debris Landslide Landslide: Rockfall

**Aerial photo of site**



Subject site is shown in blue

**Proposed District Plan**



Blue line – Subject site south side of Peninsula Road  
 Cream – Rural  
 Brown - LDR  
 Red dotted line - UGB  
 Brown dotted line - ONL

**Summary of Council assessments and recommendations**

Landscape	Not stated
Ecology	Not opposed
Infrastructure	Not opposed
Traffic	Not opposed

**27.1** The submission relates to two lots, and seeks rezoning from Rural to LDRZ. Together these lots comprise approximately 10,500m<sup>2</sup> and could enable an extra 16 dwellings over the notified rural zoning. There is currently one existing building platform on Lot 4.

**27.2** The subject site is identified as having schist debris landslides in the Council hazard register.

## **Infrastructure**

- 27.3** Mr Glasner does not oppose the rezoning from an infrastructure perspective, because the site is connected to council water supply and is adjacent to the LDRZ. However he notes that private onsite wastewater servicing may be required.

## **Traffic**

- 27.4** Ms W. Banks is not opposed to the rezoning however she notes concerns with access and sight lines and access location, but understands that these can be addressed at the subdivision stage.

## **Ecology**

- 27.5** Given the lack of natural indigenous vegetation cover on the site, Mr Davis does not oppose the proposal.

## **Landscape**

- 27.6** The subject land is currently within the ONL. Dr Read considers that the appropriate zoning of this land will be related to that which occurs below it on the northern side of Peninsula Road (i.e. on the site subject to submissions 533 and 661). She considers that if the relief requested by submissions 533 and 661 is granted, then the effects of granting the relief requested by submission 48 would be insignificant. If the relief sought by 533 and 661 is not granted, then the relief sought by submission 48 would have adverse effects on the landscape such that she would not support it. Her final recommendation is therefore not stated, and is subject to the outcome of these other rezoning submissions.
- 27.7** She also identifies that currently, rezoning of this land and the potential yield it would enable may appear as a sprawl along the roadway, even where the existing LDRZ was fully developed.

## **Analysis**

- 27.8** The subject land is identified as being affected by landslide hazards. The submitter has provided a geotechnical report with the submission and I note that this report has been prepared on the assumption that only two buildings are to be constructed in this area (referred to at page 5).
- 27.9** This report notes that these hazards have been confirmed by field mapping on the upper and lower slopes of this hillside, however concludes that the landslide is no longer active and the ground is stable.
- 27.10** Whilst I appreciate that the geotechnical report identifies some capability to realise further dwellings on this land, the report provided did not consider the scale which could potentially be enabled under the LDRZ, particularly recognising that densities within this zone have increased (up to 1 unit per 300m<sup>2</sup> as a restricted discretionary activity). I consider that the findings of the report with regard to subsurface conditions and stability also suggest that a site specific analysis would be necessary in order to determine the appropriate location for built form within the site, which is able to be adequately protected from the natural hazard and geotechnical risks.
- 27.11** With regard to the landscape assessment of Dr Read, while I agree that the zoning of land below (submissions 533 and 661) is likely to have some effect, I note that the land on the northern side of Peninsula Road (and situated at lower elevation) is within the UGB, and as I have discussed in relation to submissions 533 and 661 I believe this location to be generally appropriate for urban development. However, even so, I consider 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 also be subject to development creep over time.
- 27.12** I consider that the current Rural zone is more appropriate for the consideration of the appropriate location of a building platform within the site, and that this framework will also enable appropriate landscape considerations at the time development is proposed. I also note that changes to the provisions of Chapter 21 (**[CB15]**) enable

additional rural living opportunities through recommended increases to the size of residential flats within the Rural zone. I consider applying the LDRZ and the possible density it enables, to be inappropriate.

**27.13** For these reasons, I reject this submission.

**28. BONISCH CONSULTANTS - 425**

<b>Overall Recommendation</b>	
Recommendation	<p>Accepted (in part).</p> <p>The submission is <i>accepted</i> for:</p> <ul style="list-style-type: none"> <li>• Peninsula Road proposed MDRZ and LSCZ rezoning – referred to as 'site A'</li> <li>• Balmoral Drive proposed MDRZ - referred to as 'site B'</li> </ul> <p>The submission is <i>accepted (in part)</i> for:</p> <ul style="list-style-type: none"> <li>• Proposed extension to the LDRZ (limited to the area identified on the amended structure plan contained within the evidence of Dr Read, and copied below).</li> </ul>
Summary	<p>Bonisch Consultants (425) has sought three separate rezoning proposals. These are each outlined and discussed collectively below.</p> <p>The proposed rezonings for MDRZ and LSCZ (Area A and B) are accepted, as these are within existing and established urban areas, and supported from traffic, infrastructure and landscape perspectives.</p> <p>The proposed extension to the LDRZ is also supported (Area C), provided it is limited to the area identified on the amended structure plan contained within the evidence of Dr Read, and copied below).</p>

**Property and submission information**

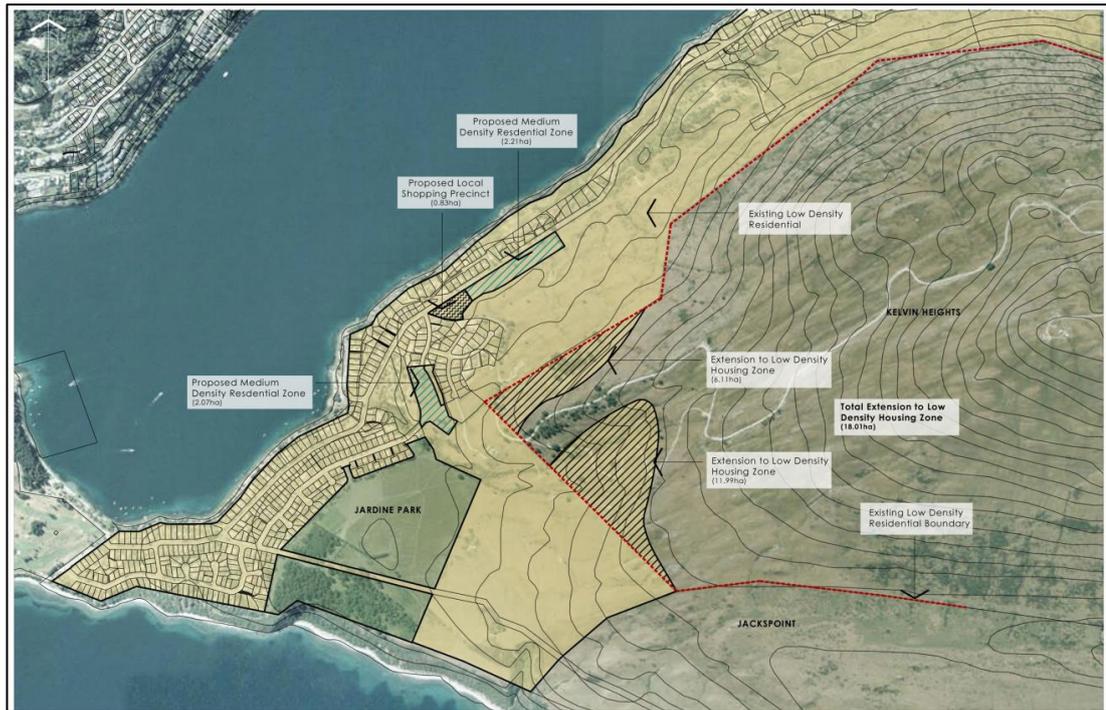
Further Submitters	<p>Kelvin Peninsula Community Association ( FS1078.3) oppose,</p> <p>Ainslie Byars (FS1168.1) oppose,</p> <p>Diane Margaret Cade ( FS1169.1) oppose,</p> <p>Dean Rennie Carleton (FS1171.1) oppose,</p> <p>Gerard Bligh ( FS1173.1),</p> <p>Valerie Carter ( FS1174.1) oppose,</p> <p>AE &amp; CJ Brazier ( FS1175.1) oppose,</p> <p>William and Jill Clissold ( FS1176.1) oppose,</p> <p>Trevor Burton ( FS1178.1) oppose,</p> <p>Lyndon Thomas ( FS1180.1) oppose,</p> <p>Donald Byars (FS1181.1) oppose,</p> <p>Peth &amp; James Gillingham &amp; Berry ( FS1184.2) oppose,</p> <p>Virginie Vandenhove (FS1185.1) oppose,</p> <p>Margurite Beverley Henderson ( FS1187.1) oppose,</p> <p>Jan Marten Kingma ( FS1188.1) oppose,</p> <p>Jan Nelson (FS1190.1) oppose,</p> <p>Christine McIntosh (FS1194.1) oppose,</p> <p>Roger Mcrae (FS1196.1) oppose,</p> <p>Alan Stuart Nelson (FS1199.1) oppose</p> <p>Hilary O'Hagan ( FS1201.1) oppose,</p> <p>Suzanne Shaw ( FS1204.1) oppose,</p> <p>Sharron Payne (FS1205.1) oppose,</p> <p>Geoffrey Leslie Matthews ( FS1213.1) oppose,</p> <p>James O'Hagan ( FS1230.1) oppose,</p> <p>Jason Payne (, FS1233.1) oppose,</p> <p>Warwick and Angela Lange ( FS1240.1),</p> <p>Pascale Lorre (FS1243.1) oppose,</p> <p>Henley Downs Land Holdings Limited ( FS1269.1) support,</p> <p>Jacks Point Residents and Owners Association (FS1277.124) oppose,</p> <p>Lakeland Park Christian Camp Trustees (FS1328.1) oppose,</p> <p>Queenstown Airport Corporation (FS1340.107) oppose.</p>
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<b>Summary of Council assessments and recommendations</b>	
Landscape	Opposed in part. Dr Read supports the proposed rezonings, provided the extent of LDRZ extension is reduced as identified in the revised plan presented in her evidence.
Ecology	Not opposed (provided areas of shrubland are incorporated into the zone).
Infrastructure	Opposed in part: (a) Peninsula Rd MDRZ and LSCZ – <i>not opposed</i> (b) Balmoral Drive MDRZ – <i>not opposed</i> (c) A change in the LDRZ boundary to better reflect existing contour lines - <i>opposed</i>
Traffic	Not opposed

**28.2** Bonisch Consultants (425) have sought that the areas identified on the Structure Plan included with the submission be re-zoned as indicated to MDRZ LSCZ or LDRZ. These areas are described in the submission as:

- (a) Peninsula Rd medium density residential and local shopping centre rezoning (referred to as 'Site A');
- (b) Balmoral Drive medium density residential rezoning (referred to as Site B); and
- (c) a change in the Low Density Residential Zone boundary to better reflect existing contour lines (referred to as Site C).

**28.3** The 'structure plan' included with the submission is presented below.



**28.4** The submitter also seeks that the ONL is removed from the area to be zoned Low Density (alongside relief sought for 'Site C').

**28.5** The details of each of these sites are identified in separate tables below.

**Site A: Peninsula Road MDRZ and LSCZ**

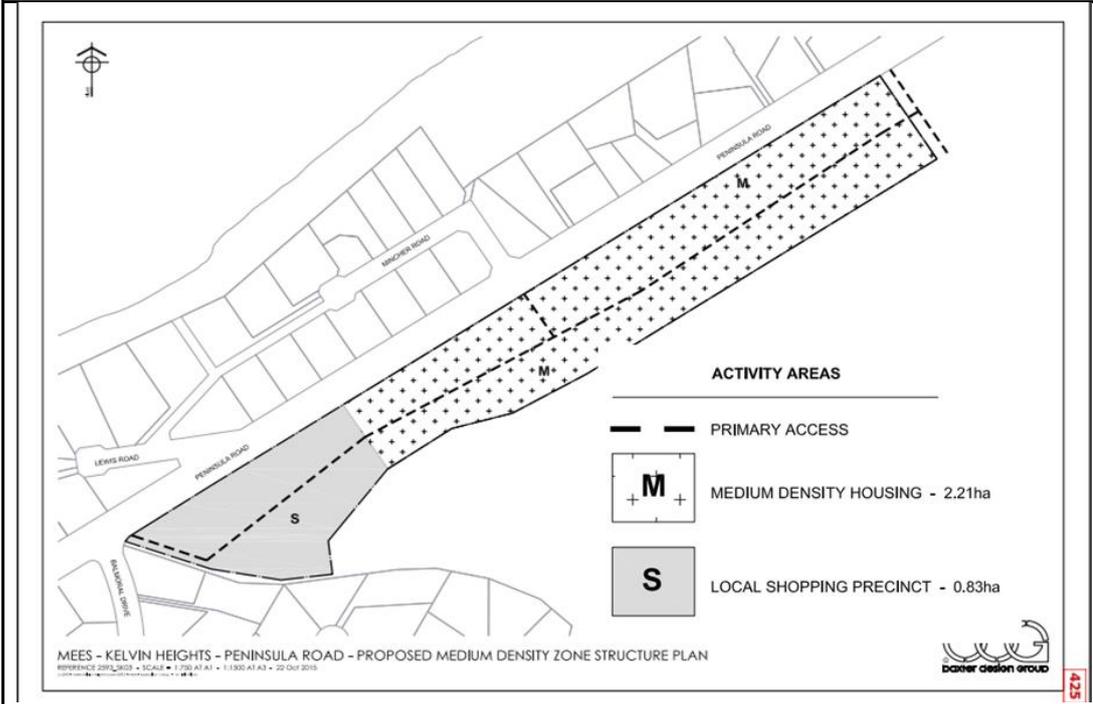
Land area/request referred to as	Peninsula Rd - adjacent to Peninsula Road, on the south side, extends east of the intersection of Peninsula Road and Balmoral Drive.
PDP Zone and Mapping annotations	LDRZ
Zone requested and mapping annotations	MDRZ and Local Shopping Centre
Supporting technical Information or reports	<ul style="list-style-type: none"> <li>Deer Park Heights BDG Assessment Kelvin Heights - Proposed Structure Plan - 22 Oct 2015</li> <li>Balmoral Drive Proposed Medium Density Zone Structure Plan - 22 Oct 2015</li> <li>Peninsula Road Proposed Medium Density Zone Structure Plan - 22 Oct 2015</li> </ul>
Legal Description	LOT 6 DP 393389 LOT 38 DP 301149 PT SECS 12-15 40 45 BLKS I XII CONEBURN SD

Area	<p>A: Peninsula Road approximately 3.05 hectares (source submission)</p> <p>2.21 ha medium density house and 0.83 ha local shopping precinct (source: submission Peninsula Road – Proposed Medium Density zone structure plan)</p> <p>Shape area is 61,630m<sup>2</sup> (QLDC GIS)</p>
QLDC Property ID	26,068
QLDC Hazard Register	Liquefaction Risk: Probably Low (T&T 2012)

**Aerial Photograph of the 'Site A'** (Approximate area to be rezoned outlined in blue. Refer to submission for more accurate area as rezoning does not follow lot boundaries).



**Submission: Peninsula Road, - Proposed Medium Density Zone and Local Shopping Centre Structure plan**



Source: submission – shows extent of Medium Density Housing and Local Shopping Precinct requested.

**Site B: Balmoral Drive medium density residential rezoning**

Land area/request referred to as	Southern end of Balmoral Drive west of existing housing accessed from Garland Terrace. To the west of the site is a campground and accommodation facility.
PDP Zone and Mapping annotations	LDRZ
Zone requested and mapping annotations	MDRZ
Supporting technical Information or reports	<ul style="list-style-type: none"> <li>Deer Park Heights BDG Assessment Kelvin Heights - Proposed Structure Plan - 22 Oct 2015</li> <li>Balmoral Drive Proposed Medium Density Zone Structure Plan - 22 Oct 2015</li> <li>Peninsula Road Proposed Medium Density Zone Structure Plan - 22 Oct 2015</li> </ul>
Legal Description	Lot 4 DP 336050
Area	Approximately 2.07 ha (source submission) 21,599.4m <sup>2</sup> (measured off GIS)

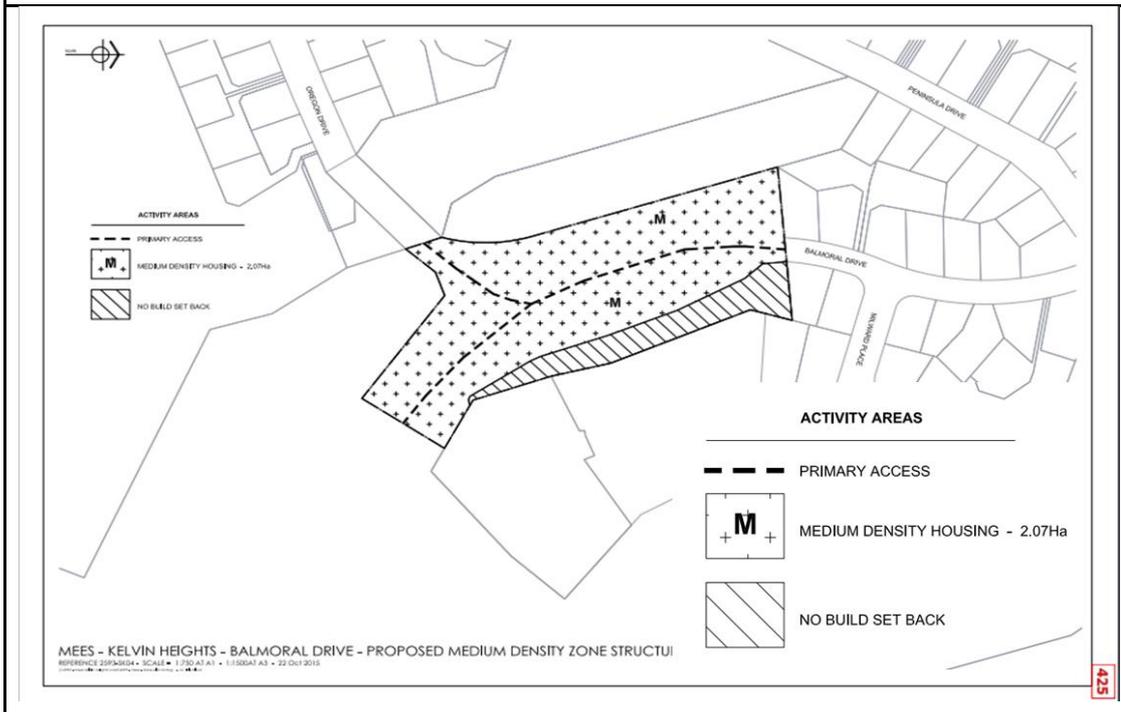
QLDC Property ID	25,540
QLDC Hazard Register	<ul style="list-style-type: none"> <li>• Alluvial Fan (Regional scale) Active, Composite,</li> <li>• Liquefaction Risk: Nil to Low (T&amp;T 2012)</li> <li>• Liquefaction Risk: Probably Low (T&amp;T 2012)</li> <li>• Inactive Fault - Location approximate</li> </ul>

**Aerial Photograph of the site** (approximate as zoning request does not follow property boundaries. Refer to submission attachment 'Balmoral Drive – Proposed Medium Density Zone Structure Plan').



Source: QLDC GIS

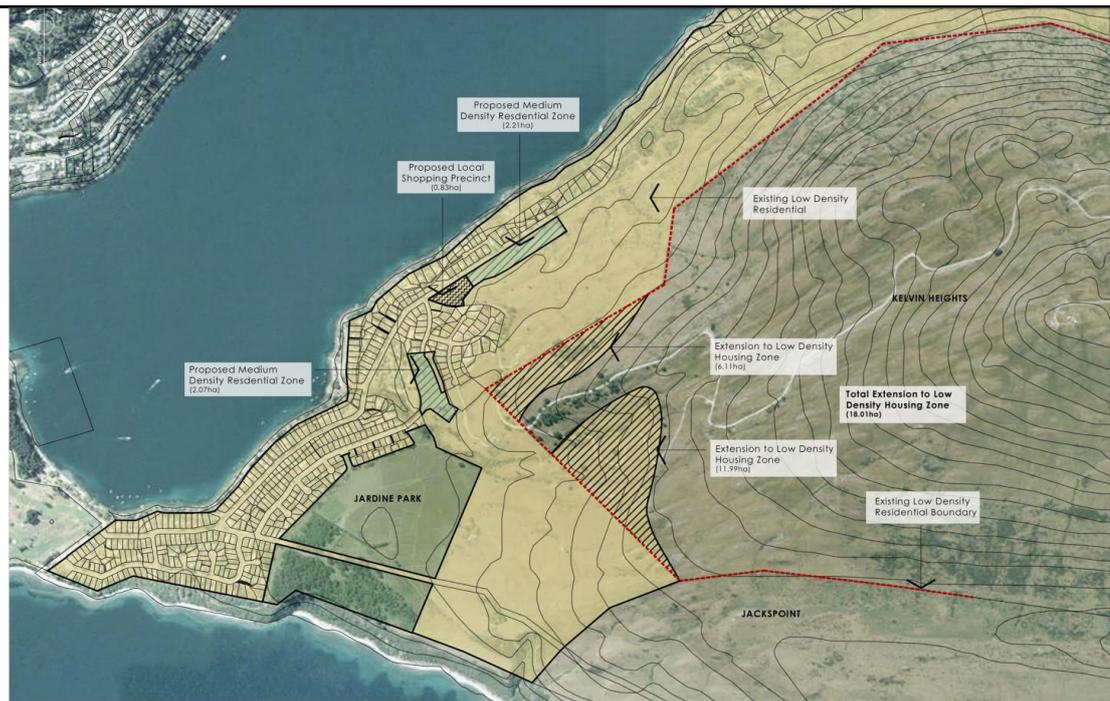
**Submission: Structure Plan Balmoral Road – Proposed Medium Density zone  
Structure Plan**



**Site C: Kelvin Heights LDRZ extension**

Land area/request referred to as	Site C: Kelvin Heights change in the existing Low Density Residential Zone to better reflect the contour line. (see figure below from submission)
PDP Zone and Mapping annotations	Rural UGB ONL
Zone requested and mapping annotations	LDRZ
Supporting technical Information or reports	<ul style="list-style-type: none"> <li>Deer Park Heights BDG Assessment Kelvin Heights - Proposed Structure Plan - 22 Oct 2015</li> <li>Balmoral Drive Proposed Medium Density Zone Structure Plan - 22 Oct 2015</li> <li>Peninsula Road Proposed Medium Density Zone Structure Plan - 22 Oct 2015</li> </ul>
Legal Description	LOT 6 DP 393389 LOT 38 DP 301149 PT SECS 12-15 40 45 BLKS I XII CONEBURN SD
Area	11.99ha plus 6.11 ha (source submission)
QLDC Property ID	26,068
QLDC Hazard Register	Liquefaction Risk: Nil to Low (T&T 2012)

## Kelvin Heights – Extensions to LDRZ



Source: Submission documents, Kelvin Heights extension to LDRZ

Existing low density zone boundary marked in red

Extension to low density zone marked as black hatching

**28.6** The submitter seeks the following relief:

- (a) **Site A** (Peninsula Road) to rezone an area from LDR to MDR and LSCZ. The site is approximately 21,599m<sup>2</sup> and could enable an extra 26 dwellings over what the notified zoning proposed;
- (b) **Site B** (Balmoral Drive) to rezone an area of LDRZ to MDRZ; and
- (c) **Site C** (LDRZ Extension) - to rezone land beyond the existing LDRZ from Rural to LDR, and move both the landscape and UGB lines. The extended area is approximately 181,000m<sup>2</sup> and could enable an extra 274 dwellings over what the notified zoning proposed.

**28.7** There are a number of further submissions opposing this relief. The majority of these oppose the proposed structure plan in its entirety, with the exception of the following:

- (a) Lakeland Park Christian Camp (FS1039) which in addition to opposing the proposal and seeks some mitigation of the effects of the proposal on the existing use rights of LPC by providing a substantial buffer zone between LPC and the development;
- (b) Henley Downs Land Holdings Limited (FS1269) which 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;
- (c) Jacks Point Residents and Owners Association (FS1277) which opposes and seeks this submission be rejected unless adverse effects on amenity values for Jacks Point residents, including from light spill onto neighbouring land can be avoided;
- (d) QAC (FS1340) which opposes the submission on the basis that the proposal will result in the intensification of ASAN establishing within close proximity to Queenstown Airport; and
- (e) Kelvin Peninsula Community Association (FS1078) which seek a dairy or similar be provided for in the proposed LSCZ.

**28.8** I discuss these three proposals (Site A, B, and C) together below.

### **Infrastructure**

**28.9** Mr Glasner is not opposed to areas of proposed MDR and LSCZ rezoning (sites A and B) as they are within the water and wastewater scheme boundary, and planned upgrades will resolve any identified constraints. However he identifies issues with the proposed extensions to the LDRZ ('Area C') as they are too far from the Council's current networks, and no information has been provided about servicing. Mr Glasner is therefore opposed to the rezoning of 'Area C'.

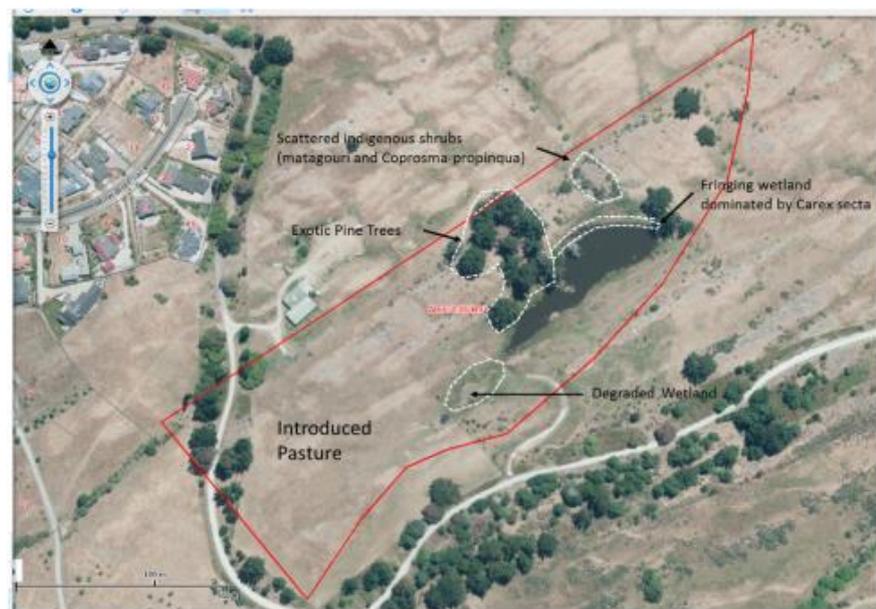
## Traffic

**28.10** Ms W. Banks does not oppose any of the rezonings sought as she considers the difference in traffic effects to be minimal on the surrounding road network. However she recommends that the access point to the LSCZ as shown in the Structure Plan is removed, unless a safe access design can be demonstrated.

## Ecology

**28.11** With regard to areas A and B for MDRZ and LSCZ, Mr Davis does not oppose these rezonings as there is a lack of indigenous vegetation on these sites.

**28.12** With regard to 'area C' for the rezoning of rural land to LDRZ, Mr Davis notes that the site is situated within an environment with less than 20% of the original vegetation cover remaining. He identifies limited areas of shrubland and wetland communities which provide some ecological value. Mr Davis is not opposed to the submission provided these areas can be accommodated in a low density residential development. These areas are identified in the images included within Mr Davis' evidence, copied below:





### Landscape

- 28.13** Dr Read addresses only the proposed extension of the LDRZ into the ONL, and requested consequential amendments to the landscape line.
- 28.14** Dr Read opposes the rezoning in part. She is supportive of an extension to the zone in this location provided it is limited to the area identified in the amended plan presented in her evidence and included in my s32AA analysis in **Appendix 3**.
- 28.15** Dr Read is of the view that her amended zone boundaries above will better align with the natural topography and give rise to more appropriate development that fits within this. This is because she considers that the operative zone boundary is incoherent (with regard to landscape) in that it ends 'sharply' at the south-western corner and does not follow natural topography. Additionally, the extension proposed by the submitter would extend the zone above the 400masl contour, and she considers the scale of extensions proposed by the submitter to be inappropriate.

## Analysis

- 28.16** With regard to sites A and B for the rezoning of LDRZ to MDRZ and LSCZ, I consider these zonings to be appropriate in the locations identified. Whilst they are each currently vacant land, the sites immediately adjoin residential development, and the evidence of Mr Glasner identifies that they are located within the scheme boundaries and planned to be serviced.
- 28.17** The two areas of MDRZ are estimated to yield approximately 51 additional residential lots, over and above the notified LDRZ. Whilst this is an increase to the notified density, I note that the MDRZ provisions retain a height limit of 8m for the zone (Rule 8.5.1, **[CB8]**). I consider this height limit to be appropriate in this location, recognising these sites are upslope from existing development, and buildings will be able to blend in to the topography to the rear. I also refer to the evidence of Ms Leith for Chapter 8<sup>22</sup> in which she recommends the development of design guidelines for the MDRZ, and that Council has identified an intention to develop these.
- 28.18** Whilst the evidence of Ms W. Banks identifies some constraints from a traffic perspective, owing to the accesses along Kelvin Heights from Peninsula Road, I also note that the area does have connections to a bike trail, and is relatively close to a ferry service which currently operates from the Hilton Hotel. A bus service also operates along Peninsula Road, providing connections between Kelvin Heights and Frankton. Proposed amendments to the *Regional Public Transport Plan (2014)* by ORC (discussed within my Strategic s42A) also propose to link this service with the Five Mile Shopping Centre in future. I consider that the proposal for MDRZ in combination with LSCZ is consistent with the purpose and objective 8.2.1 for the zone, being in close proximity to public transport and non-vehicular modes of transport).
- 28.19** With regards to the LSCZ proposal specifically, I consider that this zone may serve local needs for Kelvin Heights residents by providing for small scale commercial uses (such as a dairy or small

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22 **[CB53]**, Section 5.

supermarket) which is currently unavailable in this location. Additionally, many residents visit the Kelvin Heights peninsula for recreational activities (trail riding, boating) and such a development could therefore also service visitors to the area. I note that this was mentioned by FS1078 (Kelvin Peninsula Community Association), although they have opposed the rezoning generally.

**28.20** I also consider these proposals in light of the zoning that currently exists. Whilst at present these proposals reflect the development of currently vacant land, they also sit within the notified LDRZ which extends significantly further upslope. If this entire LDRZ were to be developed, the existing character of these areas would be considerably different.

**28.21** In relation to the proposed extension to the LDRZ ('Area C'), I acknowledge that there is a significant extent of undeveloped LDRZ presently, and that I am not aware at the time of writing as to whether there is a need for the provision of further housing capacity in this particular location. Dwelling capacity figures in relation to Queenstown based zones will contribute to a statement of supplementary evidence that will be filed on 16 June 2017.<sup>23</sup> Nonetheless, the objectives of the NPS-UDC which are currently in effect refer to the need to provide "*Urban environments that have sufficient opportunities for the development of housing and business land to meet demand*" (OA2).

**28.22** Based on the evidence of Dr Read, who supports a reduced extent of rezoning here to align with topography, I consider that the zone extension may provide for additional housing opportunities in the future, in a location which is appropriate from a landscape perspective. Whilst I note this rezoning is opposed by Mr Glasner, I consider that it immediately adjoins residential zoned land and services will one day be available to this location. I therefore support the extent of rezoning identified by Dr Read. The reduced rezoning extent proposed by Dr Read would also avoid the wetland and shrubland area identified by Mr Davis.

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23 Ninth Procedural Minute dated 11 April 2017 at paragraph 8.

**28.23** For these reasons, I *accept* the rezoning, of Areas A and B in full (MDRZ and LSCZ proposals); and I *accept in part* Area C (extension to the LDRZ), limited to the land which Dr Read identifies (from a landscape perspective) to be appropriate for urban development. As a consequence, I also support a re-alignment of the ONL and UGB around the recommended boundary of the LDRZ recommended by Dr Read.

**28.24** I have undertaken a **s32AA** analysis within **Appendix 3**.

A handwritten signature in black ink, appearing to read 'Kim Banks', with a stylized, cursive script.

**Kim Banks**  
**25 May 2017**

## APPENDIX 1

### Revised Chapter 9 High Density Residential and Chapter 2 Definitions

# HIGH DENSITY RESIDENTIAL 9

## Key:

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.

**Comment [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.**

#### 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.

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

# HIGH DENSITY RESIDENTIAL 9

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

Comment [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).

Comment [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 achieves a high environmental performance, and effects can be avoided, remedied or mitigated.~~

Comment [KB5]: #208

Comment [KB6]: #238

Comment [KB7]: #208

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.

Comment [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.~~

Comment [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.~~

Comment [KB10]: #383

Comment [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.

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

**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.

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

## HIGH DENSITY RESIDENTIAL 9

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

**Comment [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.

**Comment [KB15]:** 798, 719

**Comment [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).

**Comment [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.

**Comment [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).

**Comment [KB19]:** 719

**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.

**Comment [RL20]:** Transferred from Chapter 8 MDR, Hearing Stream 6

### 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.

**Comment [SG21]:** 847. Queenstown Hearing (Stream 13)

## HIGH DENSITY RESIDENTIAL 9

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 Roadway 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.

9.2.8.6 Provide an internal road network 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 and Ferry Hill Drive.

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

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

# HIGH DENSITY RESIDENTIAL 9

## 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.

**Comment [KB23]:** Clarification amendment

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	<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
9.4.3	<del>Dwelling, Residential Unit, Residential Flat</del> 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	<del>Dwelling, Residential Unit, Residential Flat</del> comprising four (4) or more per site  Discretion is restricted to all the following: <ul style="list-style-type: none"> <li>• The location, external appearance and design of buildings</li> <li>• The extent to which the development positively addresses the street</li> <li>• 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</li> <li>• Parking and access arrangements: safety and efficiency</li> <li>• The extent to which landscaped areas are well integrated into the design of the development and contribute meaningfully to the amenity of the development</li> <li>• <u>Maintenance of the visual privacy of adjoining properties</u></li> <li>• <del>Where a site is subject to any n</del>Natural hazards and <u>where</u> the proposal results in an increase in gross floor area: <del>an assessment by</del></li> </ul>	RD

**Comment [KB24]:** Officer recommendation for consistency with recommended changes made through the LDRZ s42A

**Comment [KB25]:** 383

**Comment [KB26]:** Officer recommendation for consistency with recommended changes made through the LDRZ s42A

**Comment [KB27]:** 383

**Comment [KB28]:** 208

**Comment [KB29]:** 383

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	Activities located in the High Density Residential Zone	Activity status
	<p style="color: red;"><del>a suitably qualified person is provided that addresses</del></p> <p><u>Assessment matters relating to natural hazards:</u></p> <ul style="list-style-type: none"> <li>◦ the nature and degree of risk the hazard(s) pose to people and property,</li> <li>◦ whether the proposal will alter the risk to any site, and</li> <li>◦ <del>the extent to which whether</del> such risk can be avoided or sufficiently <del>mitigated</del><sup>†</sup> <del>reduced</del>.</li> </ul> <ul style="list-style-type: none"> <li>• <del>For land fronting State Highway 6 between Hansen Road and the Shotover River-Ferry Hill Drive</del> <ul style="list-style-type: none"> <li>◦ <del>safety and effective functioning of the State Highway network;</del></li> <li>◦ <del>Integration with other access points through the zone to link up to Hansen Road, the Eastern Access Road Roundabout and/or Ferry Hill Drive;</del></li> <li>◦ <del>Integration with public transport networks</del></li> <li>◦ <del>Integration with pedestrian and cycling networks, including to those across the State Highway</del></li> </ul> </li> </ul> <p><i>Note – Additional rates and development contributions may apply for multiple units located on one site.</i></p>	
<u>9.4.4A</u>	<u>Residential Unit, comprising four (4) or more per site for the land fronting State Highway 6 between Hansen Road and Ferry Hill Drive</u>	D
9.4.5	Home occupation	P
9.4.6	Commercial activities comprising no more than 100m <sup>2</sup> of gross floor area, integrated within a residential development comprising at least 20 <del>dwelling</del> residential units.	P
9.4.7	Commercial Activities not otherwise identified	NC
<del>9.4.148</del>	Commercial recreation	D
<del>9.4.159</del>	Community facilities and / or activities	D
<del>9.4.1610</del>	Retirement village	D

**Comment [KB30]:** Officer recommendation for consistency as detailed in the Right of Reply for the ARHMZ

**Comment [RL31]:** Transferred from Chapter 8 MDR, Hearing Stream 6

**Comment [JB32]:** Clarification amendment.  
Queenstown Hearing (Stream 13)

**Comment [KB33]:** 847.  
Queenstown Hearing (Stream 13)

**Comment [KB34]:** Officer recommendation for consistency with recommended changes made through the LDRZ s42A

**Comment [SG35]:** Renumbering result of withdrawal of Visitor Accommodation provisions.

<sup>†</sup> ~~Policies that guide the assessment of proposals on land affected by natural hazards are located in Chapter 28.~~

## HIGH DENSITY RESIDENTIAL 9

	Activities located in the High Density Residential Zone	Activity status
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	<p><b>Flood Risk</b> The construction or relocation of buildings with a gross floor area greater than 20m<sup>2</sup> and having a ground floor level less than:</p> <p>9.4.22.1 RL 312.0m above sea level (412.0m Otago Datum) at Queenstown and Frankton.</p> <p>9.4.22.2 RL 281.9m above sea level (381.9m Otago Datum) Wanaka</p>	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 <u>Outdoor storage</u>	PR

**Comment [KB36]:** 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	<p><b>Building Height – Flat Sites (Queenstown)</b></p> <p>9.5.1.1 <del>Queenstown: 3 storeys within a</del> maximum height of 12 metres; or 4 storeys within a maximum height of 15 metres <del>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</del></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><del>Except: Within the area identified on the planning maps. No building or</del></p>	<p>-NC</p> <p>RD <u>(buildings with maximum height up to 15m)</u></p> <p>NC (for buildings with a maximum height over 15m)</p>

**Comment [KB37]:** 410, FS1059, FS1331, NZIA (238), FS1260 - Consequential amendment as a result of changes to Redrafted rule 9.5.1

**Comment [KB38]:** 238

**Comment [KB49]:** Clarification, consequence of deletion of 9.5.3

**Comment [KB39]:** 529

**Comment [KB40]:** Officer recommendation, for clarification

# HIGH DENSITY RESIDENTIAL 9

	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<p>building element on the south side of Frankton Road (SH6A) shall rise above the nearest point of the roadway centreline.</p> <p>Where a proposed building exceeds this permitted height and does not exceed 15 metres (<del>4 storeys</del>), a Restricted Discretionary activity consent shall be required with discretion restricted to all of the following:</p> <ul style="list-style-type: none"> <li>• <del>The extent to which the infringement provides for greater the design and quality of the building, including:</del> <ul style="list-style-type: none"> <li>◦ articulation of rooflines and visual interest</li> <li>◦ material use and quality</li> <li>◦ the avoidance of large monolithic buildings</li> <li>◦ the impact on the street scene</li> <li>◦ active street frontages and the treatment of corner sites</li> <li>◦ Crime Prevention Through Environmental Design (CPTED) considerations</li> <li>◦ integration of landscaping</li> <li>◦ how the development addresses its context and contributes positively to character and amenity</li> <li>◦ environmental performance.</li> </ul> </li> <li>• <del>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.</del></li> <li>• <del>The extent to which the infringement adversely affects the aAmenity of views and outlook from SH6A.</del></li> <li>• Where a site is subject to any nNatural hazards and where the proposal results in an increase in gross floor area: <del>an assessment by a suitably qualified person is provided that addresses</del> <p style="margin-left: 20px;"><u>Assessment matters relating to natural hazards:</u></p> <ul style="list-style-type: none"> <li>◦ the nature and degree of risk the hazard(s) pose to people and property,</li> <li>◦ whether the proposal will alter the risk to any site, and</li> <li>◦ <del>the extent to which whether</del> such risk can be avoided or sufficiently mitigated<sup>2</sup>reduced.</li> </ul> </li> </ul>	

**Comment [KB41]:** 208, 520

**Comment [KB42]:** 410, FS1059, FS1331, NZIA (238), FS1260 - Consequential amendment as a result of changes to Redrafted rule 9.5.1

**Comment [KB43]:** Consequential amendment. 410, FS1059, FS1331, NZIA (238), FS1260.

**Comment [KB44]:** Consequential amendment for 238

**Comment [KB45]:** 410, FS1059, FS1331, NZIA (238), FS1260.

**Comment [KB46]:** Consequential amendment, 208, 520

**Comment [KB47]:** Officer recommendation for consistency as detailed in the Right of Reply for the ARHMZ

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

## HIGH DENSITY RESIDENTIAL 9

	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<p>9.5.1.2 <del>Wanaka: A maximum height of 8 metres.</del></p> <p>Notes:</p> <ul style="list-style-type: none"> <li>Refer to Definition for interpretation of building height.</li> <li><del>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).</del></li> </ul>	
<b>9.5.2</b>	<p><b>Building Height – Flat Sites (Wanaka)</b></p> <p><u>A maximum height of 8 metres.</u></p> <p><u>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:</u></p> <ul style="list-style-type: none"> <li><u>the design and quality of the building, including:</u> <ul style="list-style-type: none"> <li><u>°articulation of rooflines and visual interest</u></li> <li><u>°material use and quality</u></li> <li><u>°the avoidance of large monolithic buildings</u></li> <li><u>°the impact on the street scene</u></li> <li><u>°active street frontages and the treatment of corner sites</u></li> <li><u>°Crime Prevention Through Environmental Design (CPTED) considerations</u></li> <li><u>°integration of landscaping</u></li> <li><u>°how the development addresses its context and contributes positively to character and amenity</u></li> <li><u>°environmental performance.</u></li> <li><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></li> </ul> </li> </ul> <p>Notes:</p> <ul style="list-style-type: none"> <li>Refer to Definition for interpretation of building height.</li> </ul>	<p><u>RD (buildings with a maximum height up to 10m)</u></p> <p><u>NC (buildings with a maximum height over 10m)</u></p>
<b>9.5.23</b>	<p><b>Building Height – Sloping sites</b></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</u></p>	<p><u>RD (buildings with maximum height up to 10m)</u></p> <p><u>NC (for buildings with a maximum</u></p>

**Comment [KB48]:** Consequential amendment to 166

**Comment [KB51]:** 238

**Comment [KB52]:** 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.

**Comment [KB53]:** 238

**Comment [KB50]:** 238

**Comment [KB54]:** 529

**Comment [KB55]:** Officer recommendation, for clarification

## HIGH DENSITY RESIDENTIAL 9

	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<p><u>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"> <li>• <del>The extent to which the infringement provides for greater the design and quality of the building, including:</del> <ul style="list-style-type: none"> <li>◦ <u>articulation of rooflines and visual interest</u></li> <li>◦ <u>material use and quality</u></li> <li>◦ <u>the avoidance of large monolithic buildings</u></li> <li>◦ <u>the impact on the street scene</u></li> <li>◦ <u>active street frontages and the treatment of corner sites</u></li> <li>◦ <u>Crime Prevention Through Environmental Design (CPTED) considerations</u></li> <li>◦ <u>integration of landscaping</u></li> <li>◦ <u>how the development addresses its context and contributes positively to character and amenity</u></li> <li>◦ <u>environmental performance.</u></li> </ul> </li> <li>• <del>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.</del> <ul style="list-style-type: none"> <li>• <del>The extent to which the infringement adversely affects the A</del><u>amenity of views and outlook from SH6A.</u></li> </ul> </li> <li>• <del>Where a site is subject to any n</del><u>Natural hazards and where</u> the proposal results in an increase in gross floor area: <del>an assessment by a suitably qualified person is provided that addresses</del> <p><u>Assessment matters relating to natural hazards:</u></p> <ul style="list-style-type: none"> <li>◦ <u>the nature and degree of risk the hazard(s) pose to people and property,</u></li> <li>◦ <u>whether the proposal will alter the risk to any site, and</u></li> <li>◦ <del>the extent to which whether</del> <u>such risk can be avoided or sufficiently mitigated<sup>3</sup>reduced.</u></li> </ul> </li> </ul> <p>Notes:</p> <ul style="list-style-type: none"> <li>• Refer to Definition for interpretation of building height.</li> </ul>	<p><u>height over 10m)</u></p>

**Comment [KB56]:** 208, 520

**Comment [KB62]:** Clarification, consequence of deletion of 9.5.3

**Comment [KB57]:** Consequential amendment for consistency with Redrafted rule 9.5.1.

**Comment [KB58]:** Consequential amendment for 238

**Comment [KB59]:** Consequential amendment, 208, 520

**Comment [KB60]:** Officer recommendation for consistency as detailed in the Right of Reply for the ARHMZ

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

## HIGH DENSITY RESIDENTIAL 9

	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<ul style="list-style-type: none"> <li>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).</li> </ul>	
9.5.3	<p><b>Maximum Building Height – Sloping Sites</b></p> <p>The maximum building height shall be 10 metres.</p> <p><b>Notes:</b></p> <ul style="list-style-type: none"> <li>Refer to the Definitions for interpretation of building height.</li> <li>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).</li> </ul>	NC
9.5.4	<p><b>Building Coverage</b></p> <p>9.5.4.1 <b>Flat Sites</b> a maximum of 70% site coverage</p> <p>9.5.4.2 <b>Sloping Sites</b> 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><b>Note:</b></p> <ul style="list-style-type: none"> <li>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).</li> </ul>	NC
9.5.5	<p><b>Floor Area Ratio – Flat sites only</b></p> <p>Gross floor area on a site shall not exceed a Floor Area Ratio of 2.0.</p> <p><b>Note:</b></p> <ul style="list-style-type: none"> <li>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).</li> </ul>	NC
9.5.65	<p><b>Recession plane</b> (applicable to all buildings, including accessory buildings)</p> <p>9.5.6.1 For <b>Flat Sites</b> from 2.5 metres above ground level a 45 degree 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 <del>Business Mixed Use Zone</del>, fronting the road, or adjoining a park or reserve.</p>	NC

**Comment [KB61]:** Consequential amendment to 166

**Comment [KB64]:** Clarification amendment, this rule was confusing in a table with permitted activity standards, and suggests 10m is a permitted standard.

**Comment [KB63]:** Consequential amendment to 166

**Comment [KB65]:** #551, #612 (supported by FS1271, FS1331)

**Comment [KB66]:** 166

**Comment [KB68]:** 208

**Comment [KB67]:** Consequential amendment to 166

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	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<b>Note</b> - Refer to the Definitions for detail of the interpretation of recession planes	
9.5.76	<b>Landscaped permeable surface coverage</b> At least 20% of site area shall comprise landscaped (permeable) surface.	NC
9.5.87	<b>Continuous Building Length</b> The <del>continuous</del> length of any building facade above <del>one storey</del> <u>ground floor level</u> shall not exceed 30m.  Where a proposal exceeds this length, a Restricted Discretionary activity consent shall be required with discretion restricted to all of the following: <ul style="list-style-type: none"> <li>• <u>Building dominance</u></li> <li>• <u>Building design, materials and appearance</u></li> <li>• <del>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</del></li> <li>• <del>The extent to which topography or landscaping mitigates any dominance impacts</del></li> <li>• <del>The extent to which the height of the building influences the dominance of the building in association with the continuous building length.</del></li> <li>• <del>Where a site is subject to any n</del>Natural hazards and <del>where</del> the proposal results in an increase in gross floor area: <del>an assessment by a suitably qualified person is provided that addresses</del> <ul style="list-style-type: none"> <li><u>Assessment matters relating to natural hazards:</u> <ul style="list-style-type: none"> <li>◦ the nature and degree of risk the hazard(s) pose to people and property,</li> <li>◦ whether the proposal will alter the risk to any site, and</li> <li>◦ <del>the extent to which</del> <u>whether</u> such risk can be avoided or sufficiently <del>mitigated</del><sup>4</sup><u>reduced</u>.</li> </ul> </li> </ul> </li> </ul>	RD
9.5.98	<b>Minimum Boundary Setbacks</b> 9.5.9.1 All boundaries 2 metres <u>except for state highway boundaries where the setback shall be 4.5m</u> 9.5.9.2 Exceptions to side and rear boundary setbacks:	D

Comment [KB69]: 238

Comment [KB70]: Officer recommendation for consistency with recommended changes made through the MDRZ s42A

Comment [KB71]: Officer recommendation for consistency as detailed in the Right of Reply for the ARHMZ

Comment [KB72]: 719

<sup>4</sup> ~~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>Accessory buildings for residential activities may be located within the <u>side and rear</u> 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"> <li>• <u>at the property boundary fronting SH6: a minimum of 50m</u></li> <li>• <u>at the boundary fronting Ferry Hill Drive: 6m</u></li> </ul>	
<b>9.5.409</b>	<p><b>Waste and Recycling Storage Space</b></p> <p>9.5.40-9.1 Residential activities <u>three units or less</u> 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
<b>9.5.4410</b>	<p><b>Glare</b></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
<b>9.5.11</b>	<p><b>Sound insulation and mechanical ventilation</b></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 achieve an Indoor Design Sound Level of 40 dB LAeq(24h).</u></p>	NC
<b>9.5.12</b>	<p><b>Home Occupation</b></p> <p><u>9.5.12.1 No more than one full time equivalent person from outside the household shall be employed in the home occupation activity.</u></p> <p><u>9.5.12.2 The maximum number of vehicle trips* shall be:</u></p> <ul style="list-style-type: none"> <li>a. <u>Heavy Vehicles: none permitted</u></li> <li>b. <u>other vehicles: 10 per day.</u></li> </ul> <p><u>9.5.12.3 Maximum net floor area of 60m<sup>2</sup>.</u></p> <p><u>9.5.12.4 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
<b>9.5.13</b>	<p><b>Development on land fronting State Highway 6 between Hansen Road and Ferry Hill Drive shall provide the following:</b></p>	NC

**Comment [KB73]:** Officer recommendation for consistency with MDRZ and LDRZ

**Comment [JB74]:** Consequential amendment to 847 and 717. Also 380. Queenstown Hearing (Stream 13)

**Comment [KB75]:** 392

**Comment [KB76]:** 719

**Comment [KB77]:** Consistency with LDRZ Right of Reply recommended changes

**Comment [RL79]:** Transferred from Chapter 8 MDR, Hearing Stream 6

## HIGH DENSITY RESIDENTIAL 9

	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<p><a href="#">9.5.13.1 Transport, parking and access</a></p> <p><a href="#">Access and parking is designed and constructed so that:</a></p> <ol style="list-style-type: none"> <li>a. <a href="#">connections to the State Highway network are only via Hansen Road, the Eastern Access Road Roundabout, and/or Ferry Hill Drive</a></li> <li>b. <a href="#">there is no new vehicular access directly to the State Highway Network.</a></li> <li>c. <a href="#">pedestrian connections across the State Highway are provided</a></li> </ol> <p><a href="#">9.5.13.2 Landscaping</a> which provides or retains a planting buffer fronting State Highway 6 as follows:</p> <ol style="list-style-type: none"> <li>a. <a href="#">A density of two plants per square metre located within 4m of the State Highway 6 road boundary selected from the following species:</a> <ul style="list-style-type: none"> <li>• <a href="#">Ribbonwood (Plagianthus regius)</a></li> <li>• <a href="#">Corokia cotoneaster</a></li> <li>• <a href="#">Pittosporum tenuifolium</a></li> <li>• <a href="#">Grisilinea</a></li> <li>• <a href="#">Coprosma propinqua</a></li> <li>• <a href="#">Olearia dartonii</a></li> </ul> </li> <li>b. <a href="#">Once planted these plants are to be maintained in perpetuity.</a></li> </ol>	
9.5.14	<p><a href="#">Setbacks from electricity transmission infrastructure</a></p> <p><a href="#">National Grid Sensitive Activities are located outside of the National Grid Yard</a></p>	NC

**Comment [SG78]:** 847.  
Queenstown Hearing (Stream 13)

**Comment [SG80]:** 847.  
Queenstown Hearing (Stream 13)

# HIGH DENSITY RESIDENTIAL 9

## 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.~~

**Comment [KB81]:** 719 – consistency change as detailed in the Right of Reply for the LDRZ

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.~~

**Comment [KB82]:** 719

**Comment [KB83]:** 719 -- consistency change as detailed in the Right of Reply for the LDRZ

9.6.2.1 Residential development involving the development of 4 or more ~~dwellings~~ residential units.

**Comment [KB84]:** 719 -- consistency change as detailed in the Right of Reply for the LDRZ

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:

**Comment [KB85]:** 719 -- consistency change as detailed in the Right of Reply for the LDRZ

**Comment [KB86]:** 719

9.6.3.1 Restricted Discretionary building height ~~for sloping sites.~~

**Comment [KB87]:** Officer recommendation for consistency with recommended changes made through the LDRZ s42A

9.6.3.2 Boundary setback breaches up to 0.6m.

**Comment [KB88]:** 520, 166

**Comment [KB89]:** Consequential amendment to #238 and deletion of Homestar/Green star incentive, and creation of new RD height limit for flat sites of 15m

**Comment [KB90]:** 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.

**Comment [KB91]:** Consequential amendment to 719

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

**Comment [KB92]:** #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.

**Comment [KB93]:** Consequential amendment to 166

**Comment [KB94]:** 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.

**Comment [KB95]:** Consequential amendment to 166

**Comment [KB96]:** 238

## **APPENDIX 2**

### **Recommendations on submissions**

**Appendix 2 to the Section 42A Report -Queenstown Mapping - 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	FII 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
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

**Appendix 2 to the Section 42A Report -Queenstown Mapping - Area 1B**

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
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
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	FII 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
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

**Appendix 2 to the Section 42A Report -Queenstown Mapping - Area 1B**

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
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
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.	Reject	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.	Accept	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.	Accept	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	Reject	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.	Accept	4. Hansen Rd/Frankton-Ladies Mile	33	Urban - Ladies Mile
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

**Appendix 2 to the Section 42A Report -Queenstown Mapping - Area 1B**

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
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 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	10. Stephen Spence	31	Urban - UGB Rural - Ladies Mile
8.2	FS1189.17	FII 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
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	Rezoning 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
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

**Appendix 2 to the Section 42A Report -Queenstown Mapping - Area 1B**

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
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
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	Rezoning 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		Bonisch Consultants	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		Bonisch Consultants	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		Bonisch Consultants	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
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

**Appendix 2 to the Section 42A Report -Queenstown Mapping - 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	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
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		Bonisch Consultants	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

**Appendix 2 to the Section 42A Report -Queenstown Mapping - 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	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
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
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

**Appendix 2 to the Section 42A Report -Queenstown Mapping - Area 1B**

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
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
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

**Appendix 2 to the Section 42A Report -Queenstown Mapping - 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
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

**Appendix 2 to the Section 42A Report -Queenstown Mapping - Area 1B**

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
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
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	FII 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	Rezoned 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
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	Rezoned 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
338.2		Middleton Family Trust	Map 31 - Lower Shotover	Oppose	Rezoned 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

**Appendix 2 to the Section 42A Report -Queenstown Mapping - 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	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
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
338.5	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	FII 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	
501.4	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	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
501.17	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
310.3		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
310.4		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
310.1		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
310.2		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
396.4		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
467.1		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 PPlan 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

**Appendix 2 to the Section 42A Report -Queenstown Mapping - Area 1B**

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
500.1		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
473.1		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 PPlan 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
473.4		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
473.5		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
473.2		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 PPlan 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
476.2		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
751.1	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
399.4	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
399.6	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
717.1	FS1189.1	FII 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
717.22	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.	Reject	9. Hansen Family Partnership	31.00	Urban - UGB Rural - Ladies Mile

**Appendix 2 to the Section 42A Report -Queenstown Mapping - Area 1B**

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
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.	Accept	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.	Reject	9. Hansen Family Partnership	31	Urban - UGB Rural Ladies Mile
751.4	FS1189.13	FII 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 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.	Reject	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 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.	Reject	9. Hansen Family Partnership	31	Urban - UGB Rural Ladies Mile
751.4	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.	Accept	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.	Reject	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.	Accept	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.	Reject	9. Hansen Family Partnership	31a	Urban - UGB Rural Ladies Mile
751.5	FS1189.14	FII 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 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.	Reject	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 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.	Reject	9. Hansen Family Partnership	31a	Urban - UGB Rural Ladies Mile
751.5	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.	Accept	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.	Reject	9. Hansen Family Partnership		Urban - UGB Rural Ladies Mile
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.	Accept	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.	Accept	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 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.	Reject	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.	Reject	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.	Reject	9. Hansen Family Partnership	33	Urban - UGB Rural Ladies Mile

**Appendix 2 to the Section 42A Report -Queenstown Mapping - 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	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
847.21	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
847.22	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
847.8		FII 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
847.8	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	Rezoning 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
790.17	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	Rezoning 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
828.1	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 3

### Section 32AA Analysis of recommended changes

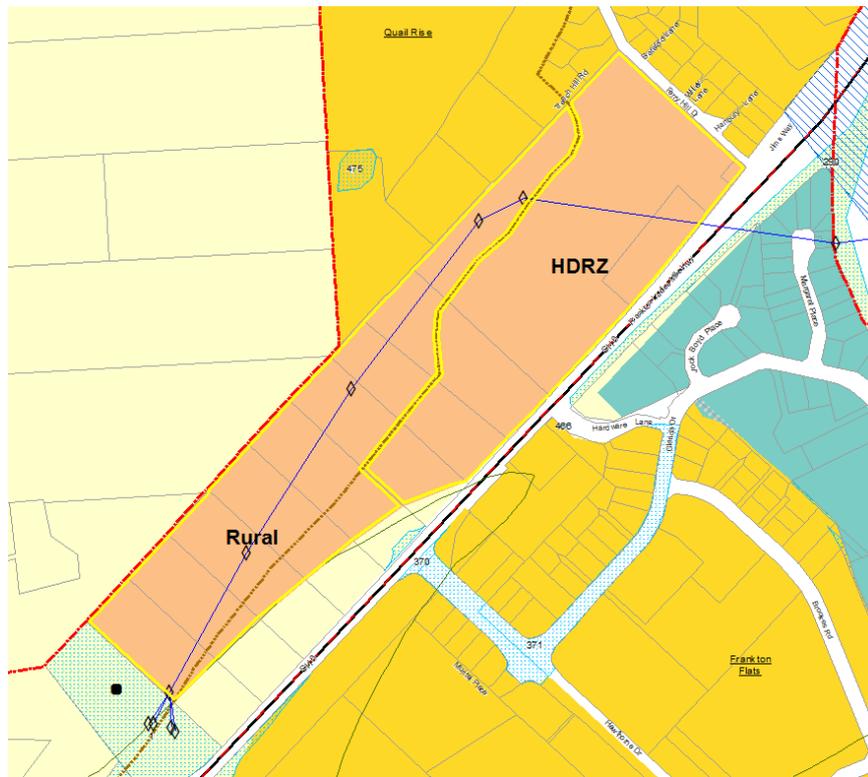
**APPENDIX 3  
SECTION 32AA EVALUATION**

**HANSEN ROAD/LADIES MILE**

**STEPHEN SPENCE – 8** (Accept in part, limited to rezoning land affected by the ONL to Rural).

**THE JANDEL TRUST – 717** (Accepted in part)

**FII HOLDINGS LIMITED – 847** (Accept in part)



**Recommended rezonings outlined in yellow.**

<b>Costs</b>	<b>Benefits</b>	<b>Effectiveness and efficiency</b>
<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 rural zoning of part of this area will significantly curtail development opportunities.</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, which in turn makes them more robust. The changes will manage potential</p>	<p>The rezoning is efficient and effective in that it aligns the zoning with topography and ensures development takes place in an area that can absorb it.</p> <p>It will also achieve better effectiveness in terms of managing section 6(b) landscapes.</p>

	<p>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>The sites can be fully serviced.</p>	
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The Key for the below extracts is the same as that used in Appendix 1 to s42A Group 1B report.

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.

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 and Ferry Hill Drive.

<u>9.4.4A</u>	<u>Residential Unit, comprising four (4) or more per site for the land fronting State Highway 6 between Hansen Road and Ferry Hill Drive</u>	<u>D</u>
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<u>9.5.98</u>	<p><b>Minimum Boundary Setbacks</b></p> <p>9.5.9.1 All boundaries 2 metres <u>except for state highway boundaries where the setback shall be 4.5m</u></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 <u>side and rear</u> 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"> <li>• <u>at the property boundary fronting SH6: a minimum of 50m</u></li> <li>• <u>at the boundary fronting Ferry Hill Drive: 6m</u></li> </ul>	<u>D</u>
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<u>9.5.13</u>	<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 design:</u></p> <p>a. <u>connections to the State Highway network are only via Hansen Road, the Eastern Access Road Roundabout, and/or</u></p>	<u>NC</u>
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	<p><u>Ferry Hill Drive</u></p> <p>b. <u>there is no new vehicular access to the State Highway Network.</u></p> <p>c. <u>Provide pedestrian connections across the State Highway</u></p> <p><b><u>9.5.13.2 Landscaping</u></b> <u>which provides or retains a planting buffer fronting State Highway 6 as follows:</u></p> <p>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></p> <ul style="list-style-type: none"> <li>• <u>Ribbonwood (Plagianthus regius)</u></li> <li>• <u>Corokia cotoneaster</u></li> <li>• <u>Pittosporum tenuifolium</u></li> <li>• <u>Grisilinea</u></li> <li>• <u>Coprosma propinqua</u></li> <li>• <u>Olearia dartonii</u></li> </ul> <p>b. <u>Once planted these plants are to be maintained in perpetuity.</u></p>	
9.5.14	<p><b><u>Setbacks from electricity transmission infrastructure</u></b></p> <p><u>National Grid Sensitive Activities are located outside of the National Grid Yard</u></p>	NC

<b>Costs</b>	<b>Benefits</b>	<b>Efficiency and effectiveness</b>
<p>The recommended changes to Chapter 9 HDRZ are specific to the land affected by these submissions, which creates complexity within the District Plan.</p> <p>The new provisions (and amended provisions) will require a managed and staged approach to development of the land that will result in a degree of compliance costs for affected land owners.</p>	<p>The proposed changes to chapter 9 HDRZ will provide benefits in terms of enabling intensive housing development that makes efficient use of the land.</p> <p>The rules addressing site access will protect the use of State Highway 6 against adverse effects on efficiency and safety and will help ensure development is well laid out.</p> <p>The rules on setbacks and landscape will help protect the amenity of the sites and surrounding area.</p>	<p>The changes to Chapter 9 achieve the relevant objectives in that they provide for intensive housing development that makes efficient use of land while managing potential impacts on Queenstown Airport, the transmission lines, state highway 6, the ONL and the views of this area that contribute to the urban entrance to Queenstown.</p>

Rule 27.9.3 Restricted Discretionary Activity Subdivision Activities  
 In considering whether or not to grant consent or impose conditions...

27.5.XX Assessment Matters (Urban Subdivision Activities 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 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](#)

Costs	Benefits	Efficiency and effectiveness
Limits access opportunities that can be considered on this strip of land through a subdivision proposal.	<p>Avoids creation of new access to the State Highway or internal road access which avoids potential adverse traffic effects.</p> <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>	The proposed provisions are effective and efficient in specifying key matters that must be addressed for subdivision on this land to avoid adverse traffic and safety effects; and ensure integrated infrastructure planning.

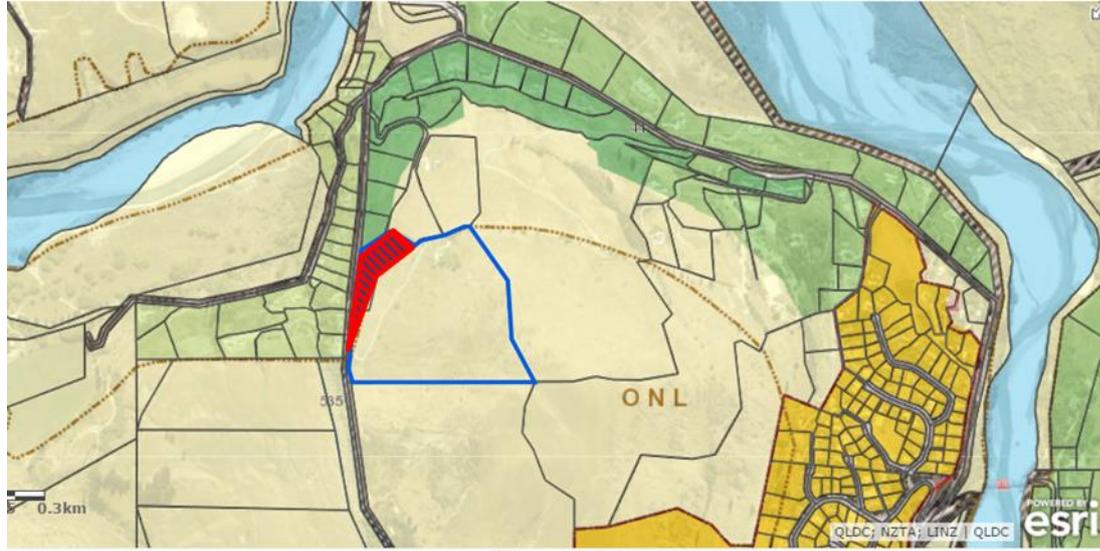
Addition to Rule 27.5.5 **[CB18]** shown in underlined text.

27.5.5	<p>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:</p> <ul style="list-style-type: none"> <li>i. All buildings must be in accordance with an approved land use resource consent;</li> <li>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.</li> <li>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.</li> </ul> <p><a href="#"><u>except that this rule shall not apply to land fronting State Highway 6 between Hansen Road and Ferry Hill Drive</u></a></p> <p>The matters over which the Council reserves control are...</p>	C
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Costs	Benefits	Efficiency and effectiveness
<p>Limits the opportunity for subdivision on this land to be considered as a controlled activity, with guaranteed approval for applicants and will involve a degree of compliance costs for affected land owners.</p>	<p>Avoids the ability to seek a controlled subdivision consent, which has a guaranteed approval and may not be appropriate depending on the nature of proposal and whether it is able to achieve important long term integrated infrastructure planning objectives.</p> <p>Avoids the council being required to approve a subdivision consent and resulting pressure for infrastructure provision and funding (transport and servicing) which may not be consistent with integrated infrastructure planning.</p> <p>The proposed changes to chapter 27 will avoid the possible creation of new access to the State Highway or internal road access which may give rise to adverse traffic effects, or those 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>The proposed provisions are effective and efficient in specifying key matters that must be addressed for subdivision on this land to avoid adverse traffic and safety effects; and ensure integrated infrastructure planning.</p> <p>The recommended provision is considered efficient and effective through ensuring subdivision of land between Hansen Road and Ferry Hill Drive progresses through a RD assessment under Rule 27.9.3 and council has the ability to decline consent.</p>

**JAMES CANNING MUSPRATT – 396**

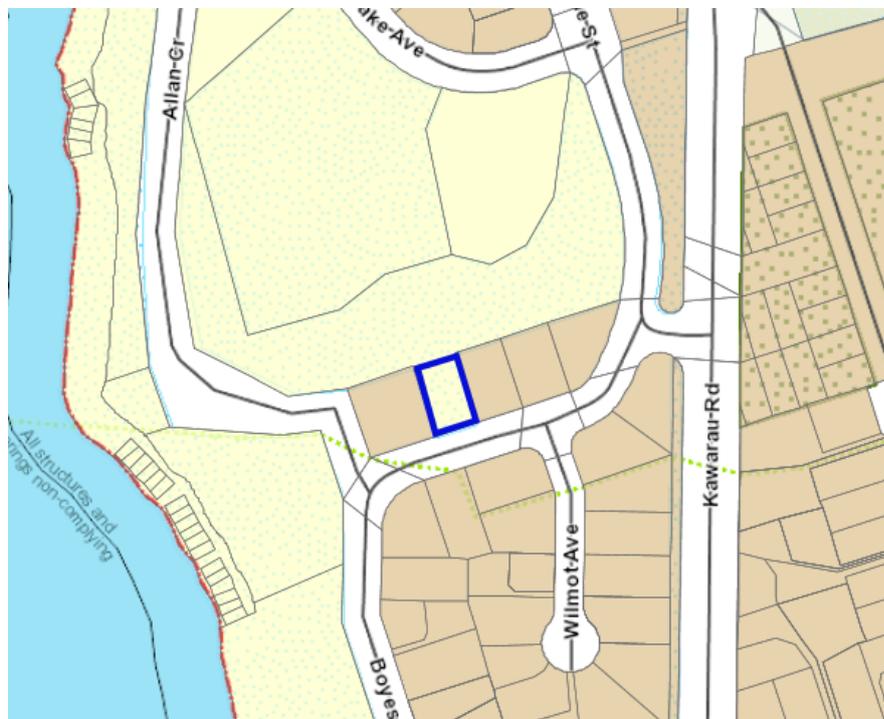
**Accepted rezoning from Rural to Rural Residential, limited to the area below the ONL line within Lot 1 and 2 DP 486552, shown in red hatching below.**



<b>Costs</b>	<b>Benefits</b>	<b>Effectiveness and efficiency</b>
Possible adverse landscape effects associated with enabling development to occur at higher elevations.	<p>Ensures consistency of development entitlements with the adjoining Ferry Hills Rural Residential Subzone.</p> <p>Aligns the zoning with the ONL boundary, and in a discrete location where additional development will have limited effect on the landscape.</p>	<p>The rezoning is efficient and effective in that it enables alignment of the zoning with topography and ensures consistency with development potential enabled in the adjoining Ferry Hills Rural Residential Sub Zone.</p>

**QUEENSTOWN LAKES DISTRICT COUNCIL (QLDC) – 790**

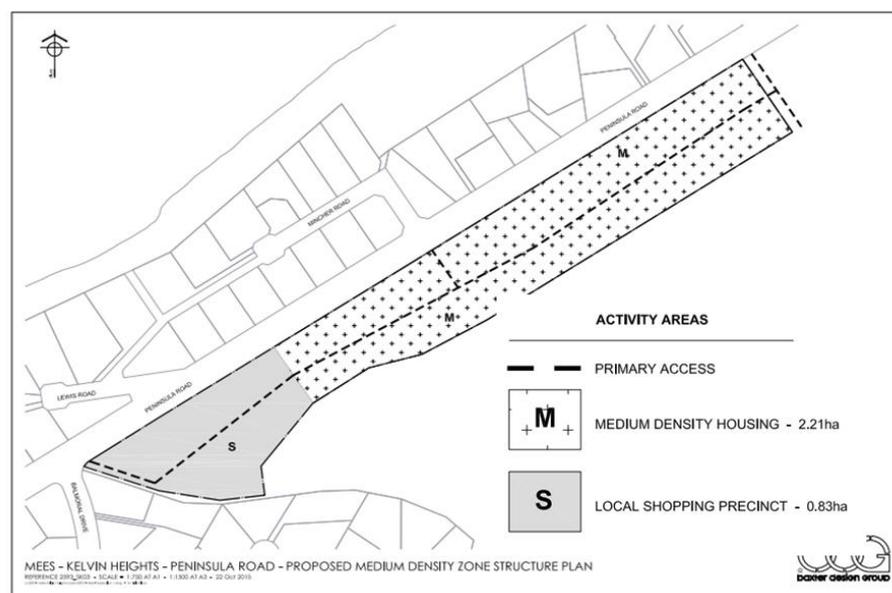
**Rezoning from Rural to LDRZ – Accepted, for the area shown in blue below.**



<b>Costs</b>	<b>Benefits</b>	<b>Effectiveness and efficiency</b>
<p>Possible perceived adverse effects to adjoining properties if the land were to be developed for housing in future.</p>	<p>Applies a consistent zoning to this land to that of the adjoining properties.</p> <p>Enables future development opportunities for residential housing on this land, should the reserve status be lifted in future.</p> <p>Rezoning does not affect the reserve classification or designation, however provides alternative future land use options if the reserve designation is ever lifted.</p> <p>Rezoning of this land will result in minimal traffic effects, and is efficient to service from an infrastructure perspective.</p>	<p>Rezoning will provide additional opportunities for housing, if the reserve designation is lifted in future, and is of a scale that will not result in adverse effects associated with traffic.</p>

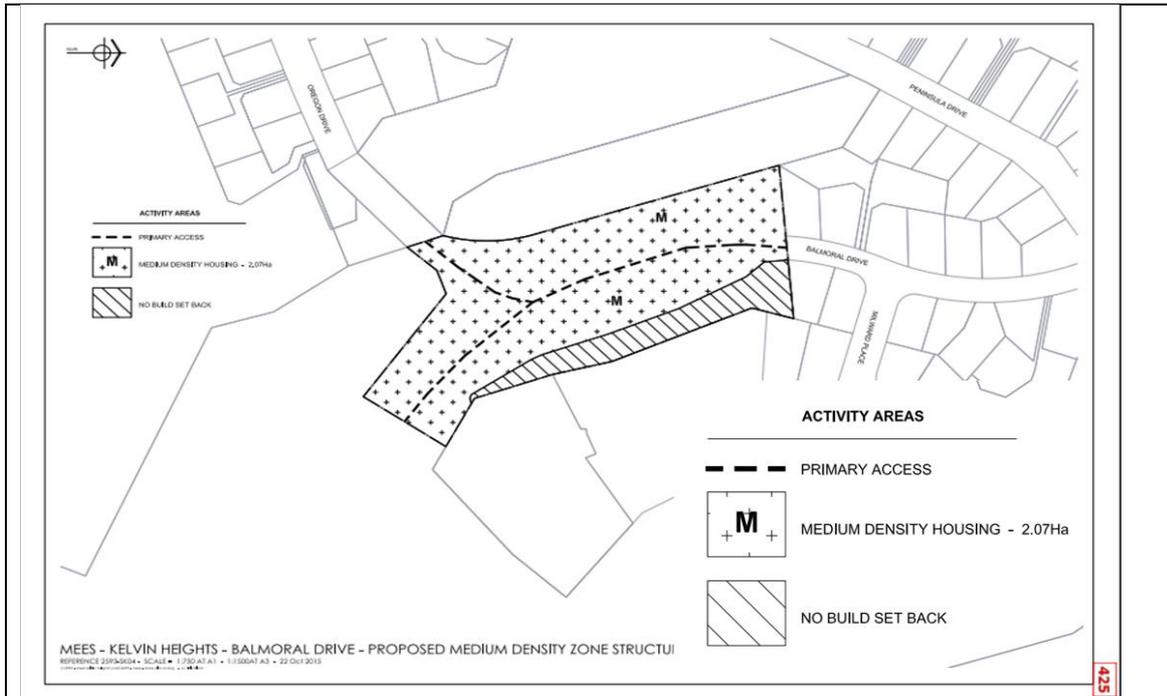
**BONISCH CONSULTANTS - 425 (Accept in part)**

**Area A (accept in full): Rezoning from LDRZ to MDRZ (2.21 ha) and LSCZ (0.83ha) as shown on the structure plan below, included with the submission.**

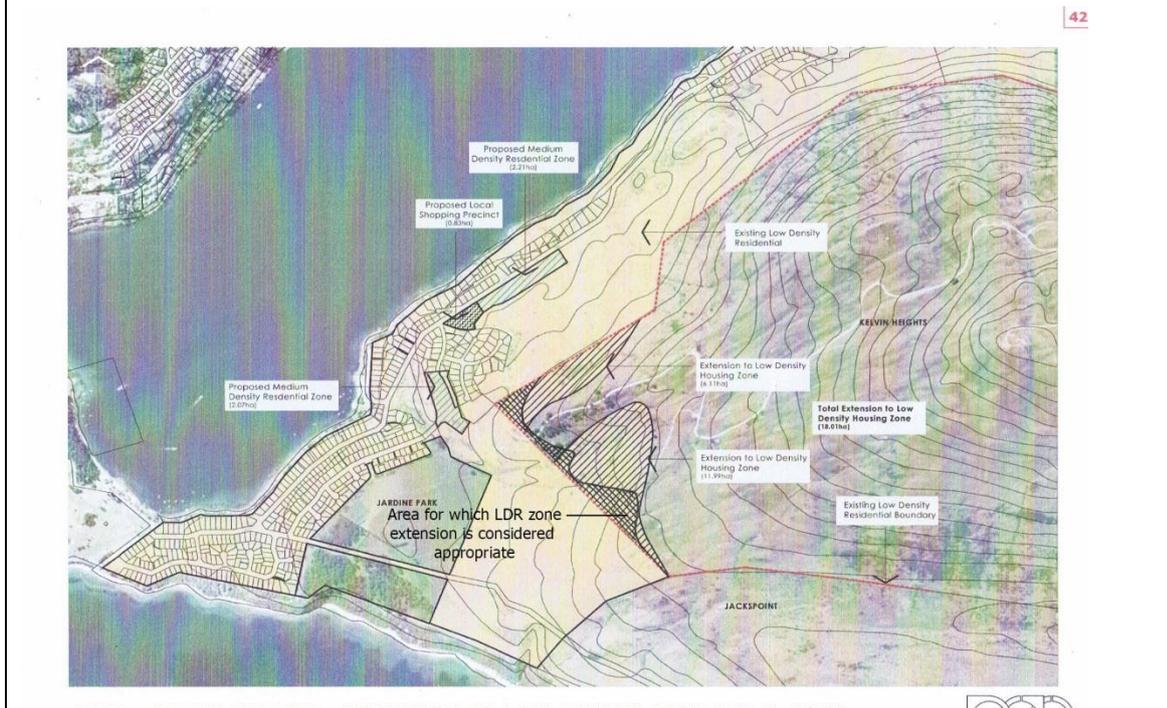


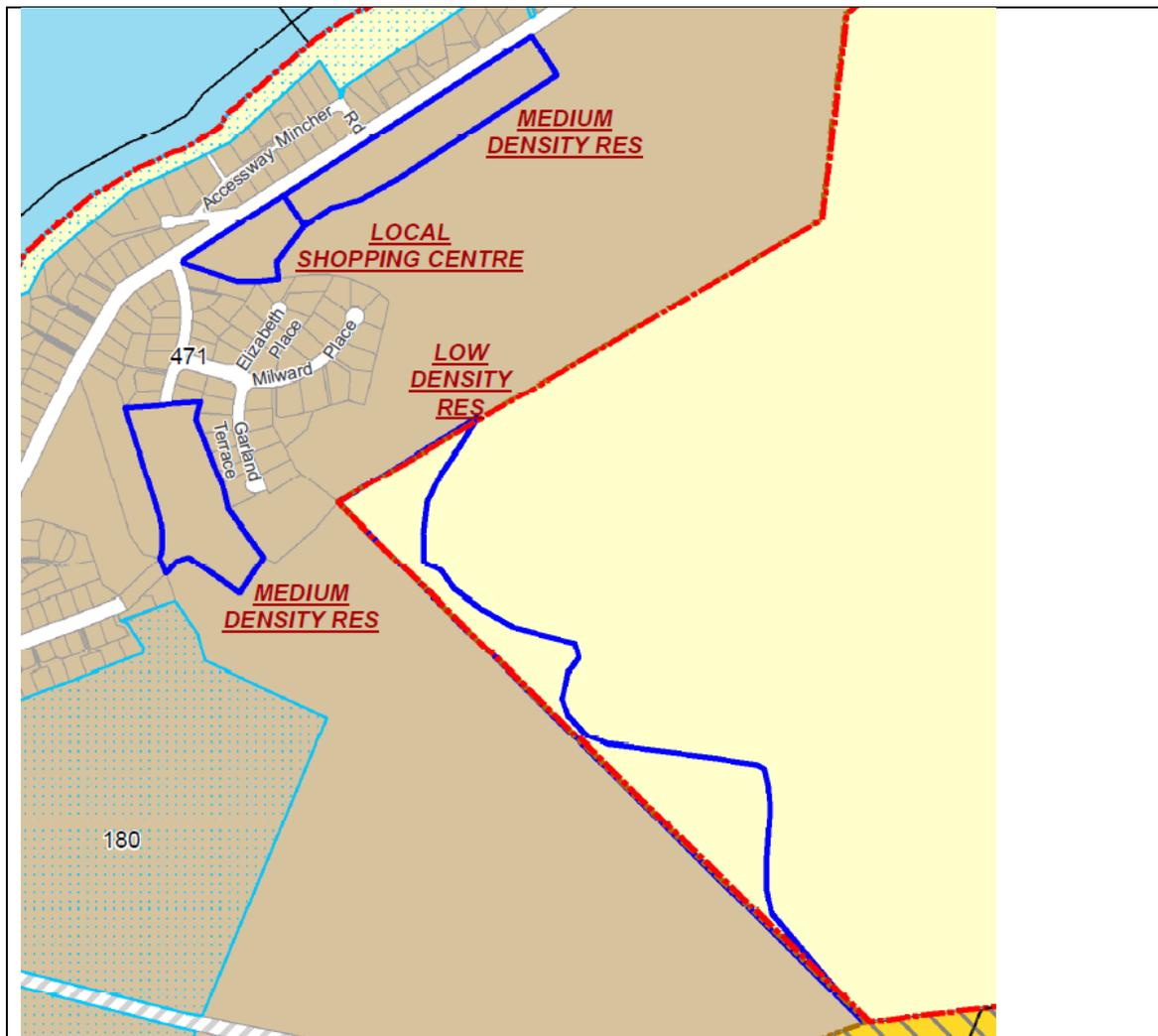
**Area B (Accept in full): Rezoning of LDRZ to MDRZ (2.07ha) as shown on the structure plan included with the submission and copied below.**





Area C (accept in part) limited to the area identified on the amended structure plan contained within the evidence of Dr Read, and copied below).





Blue line shows the extent of the rezoning supported, with the LDRZ approximated from Dr Reads modified rezoning plan above.

Costs	Benefits	Effectiveness and efficiency
<b>Area A</b>		
<p>The rezoning of what is currently vacant land to MDRZ and LCSZ will result in some traffic effects and visual effects over and above those expected with development under the LDRZ.</p>	<p>The land will be appropriately zoned as MDRZ and LCSZ, which has access to public transport, walking and cycling networks.</p> <p>LSCZ provides opportunities for the establishment of local convenience stores (such as a dairy) servicing the needs of local residents as well as visitors; and avoiding the need to travel to Frankton, which will decrease congestion.</p> <p>The scale of the rezoning is such that adverse traffic</p>	<p>Appropriate zoning for the local site context, and the rezoning of these areas is consistent with the zone purpose and provisions for the LCSZ and MDRZ.</p>

	<p>and servicing effects will be minimal.</p> <p>MDRZ can enable a potential yield of 26 dwellings over and above the LDRZ, and contribute to the Districts zoned housing capacity.</p>	
<b>Area B</b>		
<p>The rezoning of what is currently vacant land will result in traffic and amenity effects to neighbouring properties over and above those of a LDRZ.</p>	<p>The land will be zoned appropriately as MDRZ, which has access to public transport, walking and cycling networks.</p> <p>The scale of the rezoning is such that adverse traffic and servicing effects will be minimal.</p> <p>MDRZ can enable a potential yield of 56 dwellings over and above the LDRZ, and contribute to the Districts zoned housing capacity.</p>	<p>This rezoning is appropriate for the local site context, and the rezoning of these areas is consistent with the zone purpose and provisions for the MDRZ.</p>
<b>Area C</b>		
<p>May result in adverse landscape effects associated with the extension to the zone at the upper slopes of Peninsula Hill.</p> <p>Rezoning could result in increased infrastructure costs due to this location being outside the scheme boundaries for water and wastewater services.</p>	<p>The rezoning will better align with natural topography, and encourage development that fits appropriately within the landscape.</p> <p>The reduced extent of the zoning supported ensures that the development does not impinge on the ONL of Peninsula Hill; and avoids areas of shrubland and wetland.</p>	<p>This rezoning is effective and efficient in supporting additional housing capacity, in a location which is able to mitigate effects to the landscape and environment.</p>