

17 AIRPORT MIXED USE

17.1

Zone Purpose

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

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

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

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

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

17.2

Objectives and Policies

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

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| Policies | <p>17.2.1.1 Provide for those aviation activities necessary to enable Queenstown Airport to operate in a safe and efficient manner.</p> <p>17.2.1.2 Provide for a range of airport related service, business, industrial and commercial activity to support or complement the functioning of Queenstown Airport.</p> <p>17.2.1.3 Zone sufficient land to meet the foreseeable future requirements of activities that support or complement the functioning of Queenstown Airport.</p> |
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17.2.2 **Objective – Provision for the requirements of Queenstown Airport is balanced with achieving an acceptable level of amenity for those using the airport and for those residing on neighbouring land.**

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| Policies | <p>17.2.2.1 Maintain Queenstown Airport as a memorable and attractive gateway to the District.</p> <p>17.2.2.2 Manage adverse effects on amenity values arising from the on-going development, use and maintenance of Queenstown Airport.</p> <p>17.2.2.3 Avoid the establishment of activities that are incompatible with the ongoing operation and functioning of Queenstown Airport.</p> |
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17.3

Other Provisions and Rules

17.3.1 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	24 Signs (18 ODP)
25 Earthworks (22 ODP)	27 Subdivision	28 Natural Hazards
29 Transport (14 ODP)	30 Energy and Utilities	31 Hazardous Substances (16 ODP)
35 Temporary Activities and Relocated Buildings	36 Noise	37 Designations
Planning Maps		

17.3.2 District Wide

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

17.3.2.2 The Objectives and Policies of Section 6.2 apply to all activities. Site or location specific Objectives and Policies will apply in addition to all other Objectives and Policies.

17.3.2.3 The following abbreviations are used within this Chapter.

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

17.4

Rules - Activities

	Activities located in the Queenstown Airport Mixed use Zone	Activity Status
17.4.1	Any airport activity or airport related activity or farming activity which complies with all the relevant rules in section 17.5 shall be a Permitted Activity.	P
17.4.2	Any non-airport related activity which is not listed as Prohibited, with Council's discretion restricted to: <ul style="list-style-type: none"> Design, external appearance and siting of buildings and structures; Traffic generation, vehicle parking, site access and servicing, including provision for an integrated transport assessment; Landscaping and screening of any outdoor storage; The extent to which the activity benefits from an Airport location. 	RD
17.4.3	Forestry	PR
17.4.4	Factory Farming	PR
17.4.5	Mining	PR
17.4.6	Any activity requiring an Offensive Trade Licence under the Health Act 1956	PR
17.4.7	Residential Activities	PR
17.4.8	Community Activities (excluding police stations, fire stations, medical facilities and education facilities provided they serve an aviation related purpose)	PR
17.4.9	Day Care Facilities	PR

17.5

Rules - Standards

	Standards for activities located in the Queenstown Airport Mixed Use Zone	Non-compliance Status
17.5.1	Maximum Building Coverage 75% of the site area <i>*Discretion is limited to consideration of the effects on urban design outcomes and the positive economic, social and/or cultural effects that may be generated from the proposed activity.</i>	RD
17.5.2	Minimum Buildings Setback 17.5.2.1 For buildings at Queenstown Airport: <ol style="list-style-type: none"> Where the site adjoins the Residential Zone the setback shall be 5m. The setback for all other zones shall be 3m. The setback from any public road shall be 5m. 17.5.2.2 Security fencing around the perimeter of Queenstown Airport and jet blast fences are not subject to the building setback standards in (a) above. <i>*Discretion is limited to consideration of the effects on urban design outcomes and the positive economic, social and/or cultural effects that may be generated from the proposed activity.</i>	RD
17.5.3	Maximum Building Height The maximum building height of all buildings within the Zone is 15m. The limit specified above shall not apply to control towers, lighting towers, hangars or meteorological, navigation or communication masts and aerals which shall not be subject to a height limit. <i>*Discretion is limited to consideration of the effects on urban design outcomes and visual effects and the positive economic, social and/or cultural effects that may be generated from the proposed activity.</i>	RD
17.5.4	Landscaping At Queenstown Airport, those properties fronting Lucas Place and Hawthorn Drive to the west of Copper Beech Ave shall provide and maintain a landscape strip extending the full length of the road boundary, except across vehicle and pedestrian entranceways. The strip shall be not less than 1m deep and shall have an average depth of 3m over its entire length. <i>*Discretion is limited to consideration of the urban design and landscape effects of reduction in landscaping and the functional and operational requirements of the site.</i>	RD

	Standards for activities located in the Queenstown Airport Mixed Use Zone	Non-compliance Status
17.5.5	<p>Building Design and Glare</p> <p>17.5.5.1 Buildings situated within the landside area at Queenstown Airport shall be designed so that roof and wall colours are limited to a maximum reflectivity of 36%, except where:</p> <p>a. Trims, highlights and signage totalling up to 10% of the façade area may exceed this level and be of contrasting colour.</p> <p>17.5.5.2 Any landside activity which requires the lighting of outdoor areas shall ensure that direct or indirect illumination does not exceed 10 lux at the windows of residential buildings in any adjacent Residential Zone.</p> <p><i>*Discretion is limited to the extent of adverse effects from lighting on Residential Activities, and the extent to which the lighting is required for operational purposes.</i></p>	RD
17.5.6	<p>Maximum Noise – Land Based Activities</p> <p>17.5.6.1 Sound from land based activities measured in accordance with NZS 6801:2008 and assessed in accordance with NZS 6802: 2008 shall not exceed the following noise limits at any point within any Residential Zone, the notional boundary in the Rural Zone, or at any point within Activity Areas 1, 3, 4, 6 and 8 of the Remarkables Park Zone. On any site within the zone, land based activities shall be conducted such that the following noise levels are not exceeded at any adjacent Zone boundary</p> <p>a. Daytime (0700 to 2200 hrs) 55 dB LAeq (15 min)</p> <p>b. Night-time (2200 to 0700 hrs) 45 dB LAeq (15 min) 70 dB LAFmax</p> <p>17.5.6.2 The noise limits in (a) shall not apply to any aircraft noise activities subject to the Queenstown Airport noise provisions managed through Designation 2.</p> <p>17.5.6.3 The noise limits in (a) shall not apply to construction noise which shall be assessed in accordance with NZS6803:1999 “Acoustics – Construction Noise”.</p> <p><i>*Discretion is limited to the extent of effects of noise generated on adjoining zones.</i></p>	RD
17.5.7	<p>Hazardous Substances</p> <p>Hazardous substances must be used, stored and transported in accordance with the HSNO regulations and any CAA requirements (NB Chapter 16 Hazardous Substances of the Operative District Plan does not apply).</p>	NC

	Standards for activities located in the Queenstown Airport Mixed Use Zone	Non-compliance Status
17.5.8	<p>Visitor Accommodation– Queenstown Airport</p> <p>17.5.8.1 Within the Air Noise Boundary (ANB) – New buildings and alterations and additions to existing buildings containing Visitor Accommodation shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either adhering to the sound insulation requirements in Table 1 of Appendix 13 of the Operative District Plan and installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13, or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction can achieve the Indoor Design Sound Level with the windows open.</p> <p>17.5.8.2 Between the Outer Control Boundary (OCB) and the ANB - New buildings and alterations and additions to existing buildings containing Visitor Accommodation shall be designed to achieve an Indoor Design Sound Level of 40 dB Ldn within any Critical Listening Environment, based on the 2037 Noise Contours. Compliance shall be demonstrated by either installation of mechanical ventilation to achieve the requirements in Table 2 of Appendix 13 of the Operative District Plan or by submitting a certificate to Council from a person suitably qualified in acoustics stating that the proposed construction can achieve the Indoor Design Sound Level with the windows open.</p>	NC
17.5.9	<p>Transportation</p> <p>17.5.9.1 Loading and Access Loading and Access shall comply with the requirements specified in Section 14 Transport of the Operative District Plan.</p> <p>17.5.9.2 Minimum Car Parking Except for those activities undertaken within or in association with the airport terminal facility, on-site car parking shall comply with the car parking requirements specified in Section 14 of the Operative District Plan.</p>	
17.5.10	<p>Signs</p> <p>17.5.10.1 For any advertising or promotional signage located within 20m of the zone boundary whether it is affixed to a building or freestanding the rules in Section 18 – Signs of the Operative District Plan apply.</p> <p>17.5.10.2 For signage to be viewed by persons within the zone not directed at persons outside the site no limits apply.</p> <p>17.5.10.3 There are no restrictions on the dimensions or location of instructional and directional signage. No signage shall be permitted on building roofs.</p>	NC

17.6

Non-Notification of Applications

- 17.6.1** Except as provided for by the Act, all applications for controlled, restricted discretionary or discretionary activities will be considered without public notification or the need to obtain the written approval of or serve notice on affected persons.

17.7

Non-Regulatory Methods

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