

17 Airport Zone

Please Note: Variations to parts of this chapter have been decided by Council on 7 March 2019 as part of Stage 2 of the PDP. You can view the Stage 2 Decisions, appeals and section 274 notices on our website. The appeal and section 274 periods for the Stage 1 and 2 Decisions have closed.

17.1 Zone Purpose

The purpose of the Airport zone is to provide for a range of airport and airport related activities at Queenstown and Wanaka Airports and to recognise the unique role of the airports in providing for the social and economic wellbeing of the community.

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. Queenstown 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. Queenstown Airport is a significant source of employment for the District.

Wanaka Airport is Regionally Significant Infrastructure to the District and is an important commercial and recreational aviation hub for the Upper Clutha. Wanaka Airport may one day accommodate scheduled and chartered air transport services.

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

The objectives and provisions for Wanaka Airport reflect the more remote location of Wanaka Airport outside of the Wanaka Urban Growth Boundary and seek to avoid adverse effects from inappropriate commercial activities locating at the Airport. The strategic importance to the District of both airports and the finite nature of the land resource for both airports is also recognised in the Airport zone provisions.

17.2 Objectives and Policies

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

Policies

17.2.1.1 Provide for those aviation activities necessary to enable Queenstown Airport to operate in a safe and efficient manner.

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.

17.2.2 Objective – Wanaka Airport remains a key strategic infrastructural asset supporting the well-being of the District.

Policies

17.2.2.1 Enable airport activities at Wanaka Airport which can operate in a safe and efficient manner.

17.2.2.2 Ensure land uses including Airport Related Activities have a legitimate relationship with Airport Activities and are only allowed where they are of a size (either individually or cumulatively) that:

- a. is ancillary to and support part of the operation of an Airport Activity; and
- b. do not adversely affect the key local service and employment function of Wanaka Town Centre or other commercially zoned areas within the District.

17.2.2.3 Only allow retail and food and beverage facilities which are designed and operated and of a nature, scale and intensity to service visitors, passengers or workers engaged in or associated with Airport Activities or Airport Related Activities within the Wanaka Airport zone, and are unlikely to attract significant patronage outside of this purpose.

17.2.2.4 Ensure buildings and activities are adequately serviced with a water supply for fire-fighting purposes as well as provision of potable water, sewage treatment and disposal.

17.2.3 Objective – Airport Activities and Airport Related Activities are provided for at Queenstown and Wanaka Airports while maintaining an acceptable level of noise amenity, and high levels of general amenity for those using the airports and for those residing on neighbouring land.

Policies

17.2.3.1 Maintain Queenstown Airport as a memorable and attractive gateway to the District.

17.2.3.2 Manage adverse effects on amenity values arising from the on-going development, use and maintenance of Queenstown and Wanaka Airports.

17.2.3.3 Avoid the establishment of activities that are incompatible with the ongoing operation and functioning of Queenstown Airport.

17.3 Other Provisions and Rules

17.3.1 District Wide

Attention is drawn to the following District Wide chapters.

1 Introduction	2 Definitions	3 Strategic Direction
4 Urban Development	5 Tangata Whenua	25 Earthworks
26 Historic Heritage	27 Subdivision	28 Natural Hazards

29 Transport	30 Energy and Utilities	31 Signs
32 Protected Trees	35 Temporary Activities and Relocated Buildings	36 Noise
37 Designations	Planning Maps	

17.3.2 Interpreting and Applying the Rules

- 17.3.2.1 A permitted activity must comply with all the rules listed in the relevant Activity and Standards tables.
- 17.3.2.2 Where an activity does not comply with a Standard listed in the relevant Standards table, the activity status identified by the 'Non-Compliance Status' column shall apply.
- 17.3.2.3 Where an activity breaches more than one Standard, the most restrictive status shall apply to the Activity.
- 17.3.2.4 The activities listed in Table 1 and the standards contained in Table 2 apply to Queenstown Airport.
- 17.3.2.5 The activities listed in Table 3 and the standards contained in Table 4 apply to Wanaka Airport.
- 17.3.2.6 Activities undertaken within, or within the immediate environs of, the Queenstown airport terminal facility are exempt from complying with any minimum parking requirement in Chapter 29.
- 17.3.2.7 The status of any Plantation Forestry will be determined by the Resource Management (National Environmental Standards for Plantation Forestry) Regulations 2017.
- 17.3.2.8 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 Airport zone - Queenstown

Table 1	Activities located in the Airport Zone - Queenstown	Activity Status
17.4.1	Any airport activity or airport related activity	P
17.4.2	Signage	P
	17.4.2.1 Advertising or promotional signage located greater than 20m from the zone boundary.	
	17.4.2.2 Signage to be viewed by persons within the zone and not directed at persons outside the zone.	
	17.4.2.3 Instruction or directional signage.	

Table 1	Activities located in the Airport Zone - Queenstown	Activity Status
	<p>Note: For advertising or promotional signage located within 20m of the zone boundary Chapter 31 applies.</p> <p>Note: For all other signs, Section 18 – Signs of the Operative District Plan Apply</p>	
17.4.3	Freight Facilities	P
17.4.4	<p>Activities which are not airport related activities that are not listed as prohibited activities in Rules 17.4.6 to 17.4.13.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. design, external appearance and siting of buildings and structures; b. traffic generation, vehicle parking, site access and servicing, including provision for an integrated transport assessment; c. landscaping and screening of any outdoor storage; d. the extent to which the activity benefits from an Airport location. 	RD
17.4.5	<p>Signage</p> <p>Signage on the roof of buildings.</p>	NC
17.4.6	Forestry, except for Plantation Forestry where the Resource Management (Resource Management (National Environmental Standard for Plantation Forestry) Regulation 2017) Regulation 2017 prevails.	PR
17.4.7	Factory Farming	PR
17.4.8	Mining	PR
17.4.9	Any activity requiring an Offensive Trade Licence under the Health Act 1956	PR
17.4.10	Residential Activities	PR
17.4.11	Community Activities (excluding police stations, fire stations, medical facilities and education facilities provided they serve an aviation related purpose)	PR
17.4.12	Day Care Facilities	PR
17.4.13	Visitor Accommodation	PR

17.5 Rules - Standards Airport zone - Queenstown

Table 2	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	RD Discretion is restricted to: <ul style="list-style-type: none"> a. the effects on urban design outcomes; b. the positive economic, social and/or cultural effects that may be generated from the proposed activity.
17.5.2	Minimum Buildings Setback 17.5.2.1 Where the site adjoins the Residential zone the setback shall be 5m. 17.5.2.2 The setback for all other zones shall be 3m. 17.5.2.3 The setback from any public road shall be 5m. Except: Security fencing around the perimeter of Queenstown Airport and jet blast fences are not subject to the building setback standards above.	RD Discretion is restricted to: <ul style="list-style-type: none"> a. the effects on urban design outcomes; b. the positive economic, social and/or cultural effects that may be generated from the proposed activity; c. the external appearance and visual dominance of the building as viewed from the street and adjacent properties; d. amenity and character of the streetscape; e. access to sunlight, shading and privacy of adjoining properties; f. views to and from Outstanding Natural Features and Landscapes.
17.5.3	Maximum Building Height The maximum building height of all buildings shall be 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.	RD Discretion is restricted to: <ul style="list-style-type: none"> a. the effects on urban design outcomes, b. visual effects; c. the positive economic, social and/or cultural effects that

Table 2	Standards for activities located in the Queenstown Airport Mixed Use Zone	Non-compliance status:
		<p>may be generated from the proposed activity;</p> <p>d. the external appearance and visual dominance of the building as viewed from the street and adjacent properties;</p> <p>e. amenity and character of the streetscape;</p> <p>f. access to sunlight, shading and privacy of adjoining properties;</p> <p>g. views to and from Outstanding Natural Features and Landscapes.</p>
17.5.4	<p>Recession Plane</p> <p>On any boundary that directly adjoins a Residential zone a recession plane commencing at ground level on the boundary and angled at 45° shall be applied. No building shall exceed the height of the recession plane at any point.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. the effects on urban design outcomes;</p> <p>b. visual effects;</p> <p>c. the positive economic, social and/or cultural effects that may be generated from the proposed activity;</p> <p>d. the external appearance and visual dominance of the building as viewed from the street and adjacent properties;</p> <p>e. amenity and character of the streetscape;</p> <p>f. access to sunlight, shading and privacy of adjoining properties;</p> <p>g. views to and from Outstanding Natural Features and Landscapes.</p>
17.5.5	<p>Landscaping</p> <p>At Queenstown Airport, those properties fronting Lucas Place and Hawthorne Drive to the west of</p>	<p>RD</p> <p>Discretion is restricted to:</p>

Table 2	Standards for activities located in the Queenstown Airport Mixed Use Zone	Non-compliance status:
	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.	<ul style="list-style-type: none"> a. the effects on urban design outcomes and the visual effects of reduction in landscaping; b. the functional and operational requirements of the site.
17.5.6	Building Design and Glare 17.5.6.1 The exterior of 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 that trims, highlights and signage totalling up to 10% of the façade area may exceed this level and be of contrasting colour. 17.5.6.2 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. 17.5.6.3 All fixed exterior lighting on buildings associated with Airport related activities shall be directed away from adjacent sites and roads.	RD Discretion is restricted to: <ul style="list-style-type: none"> a. the extent of adverse effects from lighting on Residential Activities; b. the extent to which the lighting is required for operational purposes; c. the effects on urban design outcomes; d. visual effects; e. the purpose of the building and the operational requirements of the activity it contains.

17.6 Rules – Activities Airport Zone – Wanaka

Table 3	Activities located in the Airport zone - Wanaka	Activity Status
17.6.1	Farming Activities	P
17.6.2	Temporary Air Shows	P
17.6.3	Any Airport Activity (excluding Aircraft Operations) and Airport Related Activity that complies with the relevant standards in Table 4. Control is reserved to: <ul style="list-style-type: none"> a. design, appearance and siting of buildings and structures; 	C

	<ul style="list-style-type: none"> b. the effects on visual amenity when viewed from beyond the Airport zone; c. the purpose of the building and the operational requirements of the activity it contains; d. traffic generation, vehicle parking and site access; e. provision for firefighting; f. wastewater; g. stormwater; h. water supply. 	
17.6.4	<p>Instructional or directional signage or signage directed at persons within the zone. Control is reserved to:</p> <ul style="list-style-type: none"> a. dimensions of signage; b. location of signage; <p>Note: For all other signs, Chapter 31 applies.</p>	C
17.6.5	Wholesaling or Commercial Storage Activity	NC
17.6.6	Any activity not otherwise listed in Table 3	NC
17.6.7	Any new Activity Sensitive to Aircraft Noise (ASAN) within the Outer Control Boundary - Wanaka Airport (except for police stations, fire stations and medical facilities provided they serve an airport related purpose).	PR

17.7 Rules – Standard Airport Zone – Wanaka

Table 4	Standards for activities located in the Airport zone - Wanaka	Non-Compliance Status
17.7.1	<p>Minimum Building Setback</p> <ul style="list-style-type: none"> 17.7.1.1 The setback from all zone boundaries shall be 5m. 17.7.1.2 The setback from the eastern side of the centreline of the main runway (as at 2013) shall be 217 metres. 17.7.1.3 The setback from the western side of the centre line of the main runway (as at 2013) shall be 124 metres. 	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. for all non-compliances: <ul style="list-style-type: none"> i. the purpose of the building and the operational requirements of the activity it contains. b. for non-compliances with 17.7.1.1 or 17.7.1.4 only: <ul style="list-style-type: none"> i. the external appearance, location and visual dominance

	<p>17.7.1.4 The setback from any public road shall be 5m.</p> <p>Except no setbacks shall apply to security fencing greater than 2m in height.</p>	<p>of the building as viewed from the public roads and adjacent properties;</p> <p>ii. amenity and character of the surrounding Rural zone;</p> <p>iii. access to sunlight, shading and privacy of adjoining properties;</p> <p>iv. views to and from Outstanding Natural Features and Landscapes.</p> <p>c. for non-compliances with 17.7.1.2 or 17.7.1.3 only:</p> <p>i. the effects on the current and future operation of the Airport.</p>
17.7.2	<p>Maximum Building Height</p> <p>The maximum height of all buildings shall be 10m.</p> <p>Except this limit shall not apply to control towers, lighting towers or navigation and communication masts and aerals which are not subject to a height limit.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. visual effects of the bulk and location non-compliance when viewed from the boundary of the zone;</p> <p>b. the purpose of the building and the operational requirements of the activity it contains;</p> <p>c. the external appearance, location and visual dominance of the building as viewed from the public roads and adjacent properties;</p> <p>d. amenity and character of the surrounding Rural zone;</p> <p>e. access to sunlight, shading and privacy of adjoining properties;</p> <p>f. views to and from Outstanding Natural Features and Landscapes.</p>
17.7.3	<p>Lighting and Glare</p> <p>Within all landside areas, all lighting shall:</p> <p>17.7.3.1 ensure that direct or indirect illumination does not exceed</p>	<p>NC</p>

	<p>3 lux spill of light at any adjacent site.</p> <p>17.7.3.2 be directed away from adjoining sites and roads;</p> <p>17.7.3.3 not be directed upwards.</p>	
17.7.4	<p>Identified Airport Related Activities - Maximum Gross Floor Area</p> <p>The following activities shall not exceed 100m² in Gross Floor Area as part of any single activity:</p> <p>17.7.4.1 cafes and other food and beverage facilities;</p> <p>17.7.4.2 retail activities;</p> <p>17.7.4.3 offices.</p>	D
17.7.5	<p>Hours of Operation for Airport Related Activities</p> <p>The hours of operation for the following Airport Related Activities may only fall between 6.00 am and 10.00 pm:</p> <p>17.7.5.1 cafes and other food and beverage facilities;</p> <p>17.7.5.2 retail activities.</p>	NC
17.7.6	<p>Air shows</p> <p>17.7.6.1 The air show (including set up, flying programme and pack down) shall be limited to 12 days inclusive.</p> <p>17.7.6.2 The flying programme for the air show shall be limited to a period of not more than five days.</p> <p>17.7.6.3 The air show event must not operate outside of the hours of 0800 and 2000. Set up and pack down outside of these hours is permitted.</p> <p>17.7.6.4 The air show operator shall hold a Council approved plan detailing the noise,</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. adverse amenity effects for surrounding landowners; b. measures to avoid, remedy or mitigate the adverse amenity effects; c. adverse traffic and transport effects including effects from parking.

	<p>environmental management and traffic (vehicle and pedestrian movements, public transport, parking and management of adverse effects on operation of the State Highway) aspects of the air show. A report containing the draft plan shall be submitted to the Council for approval, no later than 30 working days prior to the air show taking place.</p> <p>The noise standards in Rule 36.5.14 shall not apply to Air Shows complying with the above standards.</p>	
--	---	--

17.8 Rules – Non-Notification of Applications

- 17.8.1 All applications for controlled activities shall not require the written approval of other persons and shall not be notified or limited notified.**

17.9 Non Regulatory Methods

- 17.9.1 Council will use advocacy to promote good urban design and form at Queenstown Airport.**
- 17.9.2 As the major requiring authority in the Airport zone at Queenstown, the Queenstown Airport Corporation will adopt best practice urban design and urban design led principles at Queenstown Airport.**
- 17.9.3 The Queenstown Airport Corporation shall prepare an urban design guideline for the Queenstown Airport 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.**