

## **J Council Decision on Plan Change 19 – Frankton Flats (B)**

### **Amendments to Plan Provisions as notified 7 October 2009**

The majority of this plan change creates a new special zone therefore all text referring to section 12 is new. Changes in relation to chapters 14, 15 and Definitions are denoted by underline for additions and ~~strikethrough~~ for deletions.

#### **1. Add the following text to section 12:**

### **12.19 Frankton Flats Special Zone (B)**

#### **12.19.1 Resources and Values**

The Frankton Flats Special Zone (B) is located on the Frankton Flats, south of the State Highway and between the Events Centre to the west, the Industrial Zone to the east and the airport runway to the south. This Zone is a large greenfields development site consisting of approximately 69 hectares located within close proximity to Queenstown's existing developed urban area. It is adjacent to the main entrance to Queenstown and is surrounded by a backdrop of outstanding natural landscapes. For these reasons, the quality of development within the Zone must enhance the visual amenity of the entrance to Queenstown and the appreciation of the surrounding landscapes from both within the site and from public places. The relationship of development within the Zone and the State Highway is important. The requirements of the airport also have a formative effect and raise issues of reverse sensitivity within the Outer Control Boundary for Queenstown Airport, which must be taken into account.

Frankton Flats Special Zone (B) is adjacent to an international airport which is a strategic asset for the District. Its importance to the economy is acknowledged and its functioning for the reasonably foreseeable future is supported by this Zone.

#### **12.19.2 Resource Management Issues**

#### **i Visual Amenity**

Frankton Flats is located in a wider area of high landscape value. Development of the zone must enhance the amenity of the approach to Queenstown as well as accommodating growth of the Frankton community.

##### **Explanation**

The Frankton Flats area is located within the foreground to Queenstown's iconic mountain range, the Remarkables. It is also the foreground to Peninsula Hill, K Number 2 and Walter and Cecil Peaks. Views from within the site also include the Crown Range and Ferry Hill. These land features are all regarded as having outstanding natural qualities in terms of Section 6(b) of the Resource Management Act and it is important that any development in this location is considered in relation to these qualities. It is important that development within the Frankton Flats Zone appears subservient to the landscape. Iconic views from within the development should be protected and enhanced through urban design, placement of roads and reserve areas.

#### **ii Sustainable Development**

The primary goal of the Frankton Flats Special Zone (B) is to enhance the sustainable development of Queenstown. It is one of the few areas left with the capacity to contribute significantly toward the need for affordable housing at densities not hitherto achieved in the District. To ensure the resulting development meets this goal a comprehensive structure plan for the Zone will guide future development. Development of this Zone will require particular noise mitigation in some areas to protect users of the zone from the effects of noise associated with the Airport. The operational needs of the airport, the ability to leverage amenity from the events centre, and the projected land use requirements of the wider community are very important and should be facilitated through this zone.

##### **Explanation**

Frankton Flats is located adjacent to key transport links – the airport and State Highway 6. Any development within this area needs to recognise

the importance of maintaining their functions into the future while allowing the development of the Frankton Flats area as a mixed use zone.

The mixed use development enabled in this Zone will complement existing and proposed land uses and, accordingly, produce an integrated and coherent built environment with significant economic and social benefits for the District. Furthermore, the development enabled for the Frankton Flats Zone is appropriate within its environmental context with airport related controls for areas subject to existing and reasonably foreseeable potential future airport effects.

Effective management of adverse effects on the state highway resource is a further development requirement. Also important is the management of reverse sensitivity issues (such as noise and vibration) in relation to the State Highway.

Through good design and higher densities, the Zone will enable the community to grow whilst avoiding the adverse environmental and social consequences of urban sprawl and high cost housing. At the same time, existing resources on the Frankton Flats will not be compromised.

### iii High Quality Urban Environment

In keeping with the primary goal of sustainability, development must create a liveable community characterised by high quality urban design to include:

- (a) compact residential neighbourhoods containing a mix of housing types and sizes, adequate open space, affordable housing and ready access to public transportation
- (a) commercial districts with shops for residents and visitors
- (b) business and industrial areas to provide employment for locals
- (c) educational facilities

- (d) a range of visitor accommodation facilities that add to the life of the community but do not intrude into residential neighbourhoods.

#### Explanation

The creation of a mixed use zone requires appropriate design of buildings and the space between buildings to create cohesion within the development. The overall urban design within zone is very important and should be given priority when developing within this zone.

### iv Integrating land use with transportation

Development must provide for and manage demand for travel by private vehicles and it is important not to compromise the safety or effectiveness of the existing land transport system.

### v Transport Networks

Efficient transport networks are important to sustainability of the Frankton Flats Zone and require careful management both internally and externally.

#### Explanation

Frankton Flats is located adjacent to key transport links – the airport and State Highway 6. Any development within this area needs to recognise the importance of maintaining their functions into the future while allowing the development of a Frankton Flats area as a mixed-use zone. The primary road transportation system beyond the site is nearing capacity and any improvements for private vehicle traffic are likely to be focused on safety rather than providing additional road space. In planning for the development of the zone and for all modes of travel there is a need to ensure that there are good connections within the site, to the wider Frankton Flats area, to Queenstown and the remainder of the District.

In addition limiting unrestrained private vehicle use including the provision of parking and promoting alternatives to the car must be addressed.

## 12.19.3 Objectives and Policies

### Objective 1 To maintain connections to the Surrounding Landscape

#### **Policies**

- 1.1 *To ensure a buffer area is maintained between SH6 and any built development so that views are maintained. To give primacy to the protection of the significant landscape values and views of the landscape as they relate to this land.*
- 1.2 *To position the built form and open space areas in such a way that appropriate views to the Remarkables, Cecil and Walter Peaks, Ferry Hill, K Number 2, Queenstown Hill and Peninsula Hill area are maintained from the State Highway and from within the zone.*
- 1.3 *To ensure that the nature and location of landscaping proposed to complement development does not itself adversely affect background vistas or viewshafts to the Remarkables.*
- 1.4 *To complement the appearance of buildings through the judicious placement of mature trees so building bulk and height is less apparent.*

#### **Explanation and Principal Reasons for Adoption**

Frankton Flats Special Zone (B) is located at the entrance to Queenstown, and as such provides one of the first impressions of the Queenstown urban environment. The Frankton Flats area also adjoins the airport, the events centre, the Frankton Flats Special Zone, the industrial zone and, to the south of the airport runway, the Remarkables Park Zone and land to the north of State Highway 6.

It is recognised that any further development on the Frankton Flats must maintain and enhance the amenity of the approach to Frankton as well as accommodating the operational needs of the airport, the future needs of the events centre, and the projected land use requirements of the wider community.

To mitigate adverse effects on the amenities of the Frankton Flats, it is necessary to retain some areas of open space free from structures so that

landscaping and tree planting can soften the views of the Frankton Flats Special Zone (B) development.

Objective 1 and the associated policies seek to preserve the important views of the outstanding natural landscapes surrounding the Frankton area, including The Remarkables, Peninsula Hill, the Crown Range, Walter Peak, Cecil Peak and landscapes to the east, when viewed primarily from the State Highway. Any development will be subject to appropriate controls to ensure that all development is assessed on an integrated basis and incorporates significant landscaping of a type and scale appropriate to the built and natural environment to which it is related. It is also important that development does not impede views to these outstanding natural landscapes.

### Objective 2

***To enable the creation of a sustainable zone utilising a Structure Plan and an Outline Development Plan process to ensure high quality and comprehensive development.***

#### **Policies**

- 2.1 *To ensure that development is undertaken in accordance with a Structure Plan and Outline Development Plans in Activity Areas C1, C2, and E2, so that a wide range of urban activities can be accommodated within the Zone while ensuring that incompatible uses are located so that they can function without causing reverse sensitivity issues;*
- 2.2 *To enable a range of residential housing including community housing with an emphasis on relatively high amenity and high density living environments;*
- 2.3 *To provide for a suitable range of local services and business activities including retailing, visitor accommodation, residential, education and associated commercial and short term residential uses, affordable housing, mixed live/work units, business, and both light and heavier industrial uses which provides for projected land use requirements;*
- 2.4 *To require in building and site design, compliance with performance standards to achieve specified acoustic and vibration insulation;*

- 2.5 *To ensure that development is complementary to the current and reasonably foreseeable future operational capability of Queenstown Airport;*
- 2.6 *To ensure that development will not adversely affect the existing and reasonably foreseeable future operational capability and capacity of Queenstown Airport and to avoid the establishment of activities sensitive to aircraft noise (ASAN) in locations where reverse sensitivity effects may constrain the existing and future operational capacity of Queenstown Airport.*
- 2.7 *To establish a buffer between the airport and noise-sensitive activities in the Frankton Flats Special Zone (B);*
- 2.8 *To establish a buffer and set backs between the state highway and noise sensitive activities in the Frankton Flats Special Zone (B);*
- 2.9 *To ensure that commercial signage avoids adverse effects of visual clutter on the State Highway and traffic safety is not compromised.*
- 2.10 *To require all development to adopt energy efficient design*

### **Explanation and Principle Reasons for Adoption**

The Frankton Flats Special Zone (B) provides the opportunity for a wide range of activities to co-exist within a relatively dense urban environment. The close proximity to the airport and the State Highway needs to be incorporated into the Structure Plan for the Zone to ensure they can continue to function effectively into the future, while enabling the mixed use Zone to establish and succeed as a high quality urban environment for the future. In considering Outline Development Plans it is important that care is taken to ensure adjacent activities can co-exist and avoid any issues of reverse sensitivity.

The Zone seeks to develop an urban environment which is flexible and adaptable to changing activities and needs.

An Outline Development Plan will show the transport network (including as appropriate road linkages, heavy goods vehicle network, public transport network, pedestrian and cycle routes), stormwater and water supply network, open space network, land use mix, and should be accompanied by design guidelines to apply to all buildings and layout within the area concerned.

### **Objective 3**

***To ensure that the Zone is connected to the surrounding community.***

### **Policies**

- 3.1 *To provide for a landscaped road corridor along the arterial and collector routes shown on the structure plan that is effective in maintaining an attractive amenity and streetscape.*
- 3.2 *To require that the open space alongside State Highway 6 is developed prior to any construction within the Zone;*
- 3.3 *To ensure the establishment of a network of well located and well-designed open spaces and connections within and between Activity Areas that complement surrounding activities, and support pedestrian activity that facilitates physical and visual connections through the Zone.*
- 3.4 *To provide a movement network which is highly permeable and provides a choice of routes and transport modes.*
- 3.5 *To provide cycle and pedestrian routes that provide linkages within Frankton Flats Special Zone, and between the Frankton Flats and the Events Centre, Remarkables Park Zone, Queenstown, Kelvin Heights, Arrowtown and the Wakatipu Basin;*
- 3.6 *To require the establishment of landscaping, open space and recreation activities where required in any of the Activity Areas;*
- 3.7 *To ensure that reserves of quality, quantity, and function are provided in convenient locations to meet the active and passive recreational needs of the resident, working, and visiting community;*
- 3.8 *To require that a mix of open spaces, reserves, community facilities, and recreational facilities be developed in a staged manner that keeps pace with development.*
- 3.9 *To promote an effective connection between Frankton Flats Special Zones and the Remarkables Park Special Zone.*

## **Explanation and Principle Reasons for Adoption**

There is significant opportunity to secure appropriate reserve land for public open space and recreation, providing amenity to those living and working within the Zone, and protecting and enhancing the views and landscape both from within and outside of the Zone.

It is important to ensure that transportation, land use and public access are fully integrated within the Zone and also with the State Highway and other urban centres such as central Queenstown, Frankton Village, Remarkables Park Shopping Centre, Arrowtown and proposed commercial centres within the District. The design approach for this development requires attractive pedestrian and cycle ways to promote non-vehicle movement within the Zone.

## **Objective 4**

*To achieve a high quality urban environment.*

### **Policies**

- 4.1 *To ensure a high standard of building design, urban planning, and landscape treatment including amenity planting.*
- 4.2 *To encourage variations in building height in order to create interesting streetscapes and variety in form, scale and height of buildings;*
- 4.3 *To encourage underground private car parking in order to contribute to the visual amenity of the zone;*
- 4.4 *To ensure that subdivision design and the location of buildings on the sites is undertaken to maximise views, solar aspect and enhance street frontage, street presence, and amenity;*
- 4.5 *To encourage the use of colours and materials that are complementary to the surrounding landscape character;*
- 4.6 *To ensure that crime prevention techniques are incorporated in the design of buildings (including parking areas), public and semi-public spaces, landscaping, and in the location of compatible uses;*

- 4.7 *To ensure that in building and site design, that there is compliance with performance standards to achieve specified acoustic and vibration insulation.*
- 4.8 *To attain benchmark energy efficiency goals throughout the entire development*
- 4.9 *To design for flexible reuse of buildings and spaces*
- 4.10 *To provide for a range of public outdoor activities to occur in open spaces, including places to meet, to shelter, to sit and to rest.*

## **Explanation and Principle Reasons for Adoption**

Building coverage and landscaping will effectively require some car parking to be located underground.

The urban area within the zone is to be built to such a standard that it is visually interesting and provides varied urban form. Factors such as building height, form, subdivision design, materials and comprehensive urban planning will contribute to an area that is attractive, usable, safe and vibrant.

## **Objective 5 Design and Implementation of Infrastructure and Utility Services**

*To connect streets, and locate and design public utilities in a manner that is efficient, and reinforces the function and amenity of the street.*

### **Policies**

- 5.1 *To provide a safe and pleasant street environment for residents and other users of adjoining properties which contributes to identity and amenity, and which contributes to a connected series of viewshafts through the Zone towards the Remarkables Range;*
- 5.2 *To provide safe, sustainable and integrated connections to and from the State Highway in locations agreed to with Transit New Zealand. These shall be all-access roads at Grants Road and a new Eastern Arterial Road, and limited access at Glenda Drive;*

- 5.3 *To encourage the majority of the heavy traffic entering the site to utilise the Eastern Arterial Road instead of Grants Road by traffic design measures.*
- 5.4 *To minimise the visual impact of carriageways on residents while accommodating public utility services and drainage systems;*
- 5.5 *To ensure that the design of the relevant street environment takes into account the operational requirements of providing for public transport infrastructure.*
- 5.6 *To ensure that carparking is only of a number necessary to service the development and the reasonable needs of future residents.*
- 5.7 *To require the provision of landscaping as an integral part of street network design;*
- 5.8 *To design a street layout in order to take advantage of views of Remarkables Range, Peninsula Hill, Ferry Hill, K Number 2, Queenstown Hill and Walter and Cecil Peaks.*
- 5.9 *To enable a transport node/terminal, which can provide a linkage for private and public transport between rural areas, Frankton and Queenstown;*
- 5.10 *To provide suitable and convenient, safe and accessible areas for car parking on site rather than on the street;*
- 5.11 *To ensure businesses provide safe and functional loading zones on site to ensure the effects of trucks unloading do not compromise the effective functioning of the road network;*
- 5.12 *To provide a network of streets and accessways, appropriately orientated and integrated with the State Highway with physical distinctions between each, based on function, convenience, traffic volumes, vehicle speeds, public safety and amenity.*
- 5.13 *To ensure through appropriate road network design, that the impact of commercial traffic on other activity areas within the Zone is minimised.*

## **Explanation and Principle Reasons for Adoption**

The objective and policies recognise the need to integrate development and to seek imaginative and attractive designs that not only provide for the proper functioning of the street or utility but also have regard to visual impact, surrounding activities and alternative functions. The design of the street network should reflect its function in order to ensure the network better relates to other activities and amenities. Landscaping is an important element in street design. While a general high level of pedestrian and cycleway connectivity within the Zone is encouraged, it is recognised that appropriate road network design will discourage some movement of commercial vehicles travelling to and from the industrial activity area on non-arterial roads within the Zone. In particular through site design it is important that access to the site by heavy vehicles is primarily from the Eastern Arterial Road. The Proposed Eastern Arterial Route will be an important link to the Remarkables Park Area through a primarily industrial and commercial area. A wide and attractive landscaping border lining this street will be attractive and mitigate the effects of these activities on the amenity of the area.

As the Frankton Flats Zone is developed it will be beneficial to create a transport node to encourage and promote public transport within the area providing linkage between the Wakatipu Basin and Frankton and Central Queenstown.

## **Objective 6 Open Space Buffer - Activity Area A**

***To create an area of open space adjacent to the State Highway for landscaping and a buffer to the development***

### **Policies**

- 6.1 *To provide an attractive landscaped buffer between the State Highway and the developed areas of the zone;*
- 6.2 *To create an area that provides a landscaped buffer that is free from built form to act as a balance to the intensity of the zoning beyond;*
- 6.3 *To provide a setback to the development to allow views of the Remarkables Range, Peninsula Hill, Ferry Hill, K Number 2, Queenstown Hill and Walter and Cecil Peaks.*

- 6.4 *To encourage the use of the open space buffer to establish and maintain pedestrian and cycleway connections to the Queenstown Events Centre.*
- 6.5 *To promote vehicular, pedestrian and cycleway connectivity with the Queenstown Events Centre*

## **Explanation and Principal Reasons for Adoption**

The Open Space buffer includes most of the land within 50m of the state highway (along the State Highway). The area will remain free of buildings and will be landscaped to provide an area of open space that ensures buildings within the Zone do not dominate one's appreciation of the short, medium, and longer views of the wider landscape from the state highway. The purpose is not to screen the built development but, rather, to ensure that it appears as a part of the wider landscape.

## **Objective 7**

### **Activity Area C**

***To create a vibrant, mixed use urban village offering a compatible range of intensive permanent living and working environments, with high standards of building design integrated with the public environment comprising high quality streetscape and open space.***

### **Policies**

- 7.1 *Within Activity Area C1, a range of retail, commercial, residential and visitor accommodation activities are to be provided to form a village core centred on a new main street environment that complements and integrates with the adjacent Frankton Flats Special Zone. Residential activities in this Activity Area should not be located on the ground floor.*
- 7.2 *Within Activity Area C2, an environment conducive to the development of a permanent residential neighbourhood should be provided, with retail, commercial and visitor accommodation activities limited to smaller scale convenience stores, workplaces and developments.*
- 7.3 *To encourage a cohesive system of public open space areas and reserves which are orientated to maximise solar efficiency and shield from the prevalent southerly winds.*
- 7.4 *To encourage the area to develop around and sustain a “mainstreet” village environment with any buildings including large format retail designed to contribute to this;*
- 7.5 *To encourage active street frontages by using windows and entrances and discouraging visitor accommodation and residential activities to locate at ground level within Activity Area C1;*
- 7.6 *To incorporate landscaping within the streetscape to create a high amenity urban environment;*
- 7.7 *To require facade design of large format retail uses to mitigate its adverse visual effects by requiring the sleeving of large buildings with smaller buildings and requiring variation of street frontages.*
- 7.8 *To encourage educational activities, with associated residential activities and short term (visitor) accommodation in close proximity to the Events Centre (avoiding Activity Area D) and other activities with which co-location is appropriate in order to create integrated precincts of complimentary activity.*
- 7.9 *To require additional levels of insulation than what is normally required within residential and business zones to avoid the adverse effects of noise generated from industrial activities, the State Highway and the Airport, including reasonably foreseeable future effects primarily related to increases in transport intensity, noise, and possible emissions.*
- 7.10 *To manage the design of residential and visitor accommodation activities within 50 metres of the Airport Outer Control Boundary and Activity Area D to ensure that these activities are compatible with industrial land uses and the operation of the Airport.*
- 7.11 *To control development to avoid the potential adverse effects of noise generating activities (such as industrial activities) on noise sensitive activities*

- 7.12 *To encourage the development of a fine grained street network based on a grid pattern.*
- 7.13 *Retail activities should be located in Area C1 where they can support the development of a mainstreet town centre, complementing and extending the commercial activities within Frankton Flats Special Zone.*
- 7.14 *Within Activity Area C2, retail activities should be limited to small scale activities compatible with a residential environment, providing for day-to-day goods and services to residents.*

### **Explanation and Principal Reasons for Adoption**

Activity Areas C1 and C2 are intended to enable a true mixed use higher density village environment. Activity Area C1 will be the core of this village, where the greatest intensity of business, local retailing, and other services are most appropriate. Activity Area C2 will act as a general mixed use and increasingly residential periphery around it. There is a higher expectation in terms of the quality of design of the buildings and the space between buildings. The building forms proposed for part of this area will secure a number of resource management outcomes including provision for higher density residential, commercial and office activities. This will enable close proximity for a significant number of residents to the village centre and other activities within the wider Frankton locality.

The provisions for Activity Areas C1 and C2 enable education facilities (schools and/or a tertiary institution) in the western part of the Zone close to the Events Centre and areas identified for future expansion of the Events Centre. There are considerable synergies in the co-location of these activities. Higher density residential activities are also enabled in this area given its proximity to the Events Centre, education facilities and the mixed use residential and shopping precinct.

There may be similar synergies between the educational activities and associated visitor accommodation with restaurants, and commercial activities. The co-location of activities in such situations is encouraged.

### **Objective 8 Industrial and Yard based activities – Activity Area D**

***To provide an area dedicated to industrial and yard based activities to meet and maintain the economic viability of these activities within the District - Activity Area D***

#### **Policies**

- 8.1 *To provide specific areas for industrial uses that will be needed to support economic growth within the Queenstown district.*
- 8.2 *To ensure that developed industrial and yard based sites are not compromised over time, by requiring appropriate building coverage and large areas for parking, on site manoeuvring and storage of goods*
- 8.3 *To require all parking, loading and turning of vehicles that are based in, or service, industrial areas to be contained internally within each industrial site*
- 8.4 *To promote high quality design and layout of all sites within this activity area.*
- 8.5 *To exclude retailing of goods unless manufactured on site or directly connected to the industrial use of the site*
- 8.6 *To exclude activities (such as residential activities, custodial units and visitor accommodation) that conflict with the activities of the intended uses in the Zone, and which would otherwise not be appropriate in such proximity to the Airport.*
- 8.7 *To ensure that the use of industrial areas is maximised by requiring large minimum lot sizes and excluding further subdivision.*
- 8.8 *To require buildings design to allow for future adaptive reuse and to ensure office spaces are insulated from noise from industrial activities.*
- 8.9 *To ensure land is used for its intended purpose within this activity area, any office space and retail activities must be directly ancillary and minimal in comparison to the principal use of the site.*
- 8.10 *To utilise Activity Area D for yard based activities.*

## Explanation and Principle Reasons for Adoption

The District is extremely short on industrial land and land dedicated to undertake yard based activities. This shortage of land places pressure on existing land resources, pushing up prices and it may force some of these activities out of the District. Because of the nature of activities occurring on these sites any form of residential or visitor accommodation activity is inappropriate. Industrial land also makes a good neighbour for the Queenstown airport. It will be compatible with the existing and reasonably foreseeable future effects of the Airport operation.

## Objective 9 Amenity within Industrial and Yard Based Activity Areas D and E1 and E2

***Areas of industrial activities which have a standard of amenity pleasant to visit and work within while recognising their function.***

### Policies

- 9.1 *To enhance the industrial and business areas by minimising the adverse effects created by activities as a result of street appearance, noise, glare, traffic and dust within the activity area*
- 9.2 *By ensuring sites for industrial and business activity provide an attractive frontage to streets, public places and neighbours.*
- 9.3 *To ensure provision is made for adequate road access and on-site loading and manoeuvring areas, for heavy vehicles and to ensure that there is always sufficient area within all sites for large vehicles (truck and trailer units) to exit the site forwards.*
- 9.4 *To promote high quality design and layout of new industrial and business areas (consistent with the principles of comprehensive development) in a manner that is sensitive to the amenity of neighbouring activities.*
- 9.5 *To have regard to visual amenity (design and landscaping) of industrial and business sites which are within the Frankton Flats Special Zone (B) within Activity Areas D and E.*

9.6 *To promote high quality design and layout of new industrial and business areas to ensure the adequate provision of public/employee car parking for all of the future uses within the Zone.*

9.7 *To promote pedestrian connections into adjacent activity areas and reserve areas*

## Explanation and Principle Reasons for Adoption

Industrial and business zoning can also contribute to the amenity of the area, with appropriate landscaping and control over buildings. Amenity and environmental quality are important in industrial and business areas. Environmental effects of concern are traffic generation, parking congestion, pedestrian generation and visual impact. For this reason the Council has determined the locations in which this type of business activity can be established and has identified acceptable levels of effects that may arise from activities within those areas. Concerns regarding the effects of traffic and pedestrians are addressed through location. It is important that business areas are situated where they have direct access to main traffic routes because of the nature and volumes of traffic generated by these activities.

## Objective 10

***To create additional zoning for light industry and related business activity within the Frankton Flats Special Zone (B) (Activity Areas E1 and E2)***

### Policies

- 10.1 *To enable predominantly industrial and trade service activities within Activity Area E1;*
- 10.2 *To enable high quality activities which benefit from visual exposure and passing trade, and which can contribute to a high quality streetscape, to locate along the Eastern Arterial Road within Activity Area E2. These include activities such as retailing inappropriate for location within Activity Areas C1 and C2. These tend to be single purpose destinations offering goods and services associated with vehicles, construction and home building. Showrooms, and premier light industrial premises are also anticipated.*

- 10.3 *To ensure provision is made for adequate road access and on-site loading zones, particularly for heavy vehicles.*
- 10.4 *By ensuring sites for industrial and business activity, provide an attractive frontage to streets, public places and neighbours.*
- 10.5 *To exclude activities (such as residential activities, non showroom retail and visitor accommodation) that conflict with the activities of the intended uses in the Zone.*
- 10.6 *To ensure that the use of industrial and business areas is maximised by ensuring adequate minimum lot sizes and building design to allow for future adaptive reuse.*
- 10.7 *To ensure provision is made for adequate employee and public car parking in this Activity Area in the design and layout of new business areas as well as at the time of development.*
- 10.8 *To promote high quality design and layout of new industrial and business areas (consistent with the principles of comprehensive development) sensitive to the amenity of neighbouring activities.*
- 10.9 *To ensure the provision of adequate loading zones in the design and layout of new industrial areas as well as on site loading at the time of development.*
- 10.10 *To require the screening of outdoor storage areas from public roads and spaces to contribute to an industrial area with high amenity values.*
- 10.11 *To ensure land is used for its intended purpose, any office space and/or retail in Activity Area E1 must be minimal and ancillary to the principal use of the site.*

### **Explanation and Principal Reasons for Adoption**

This activity area adjoins the Industrial Zone to the east, the airport to the south and is located to the south of other activity areas so that visibility of industrial buildings and activities from the State Highway is minimal. This activity area will contain industrial and service activities that are generally of lesser amenity in terms of building design, noise and activities, and are appropriately located in closer proximity to the airport. However, in order to provide for a reasonable standard of amenity within the Zone and in particular

in relation to the eastern access arterial road linking to the Remarkables Park shopping centre and resort facilities, the rules provide for building setbacks, landscaping, building design and the separation of heavy industrial uses from other uses.

Residential activities are not anticipated within this Activity Area as they are not operationally required to make industrial and business activity viable. A Non Complying activity status has been given so that in extraordinary circumstances beyond those anticipated within these Provisions, an application may be made for operationally necessary residential activities as an ancillary use on a site.

### **Objective 11**

***To enable comprehensive mixed use development within the Zone while providing for travel demand management.***

### **Policies**

- 11.1 *To provide a movement network which is highly permeable and provides a choice of routes and transport modes.*
- 11.2 *To ensure the layout of the Zone and urban blocks that make up the Zone are attractive, landscaped and facilitate walking and cycling.*
- 11.3 *To promote and develop physical opportunities for better public transport within the development and between the development and Queenstown Town Centre.*
- 11.4 *To provide a safe, convenient network of transport routes.*
- 11.5 *To provide for convenient and well located park and ride facilities for visitors to Queenstown.*
- 11.6 *To ensure that carparking is available consistent with a reduced reliance on the private car for travel.*
- 11.7 *To provide for methods of influencing travel behaviour change through non-infrastructure measures.*
- 11.8 *To discourage single occupancy private car use*

11.9 To require on the Zone structure plan a hierarchy of roads including those which are required in accordance with the location shown on that structure plan; those which are required but over which up to 25m of location flexibility is appropriate; and those which are required but which are shown only in indicative locations on the structure plan for the purposes of creating continuous view shafts, a north-south bias in block structure for solar access, and a permeable, connected network.

### Explanation and reasons for adoption

While the Frankton Flats zone provides the opportunity for large scale mixed use development, there needs to be methods to promote travel by modes other than the private motor vehicle. Site design, parking provisions and travel demand management measures are necessary to ensure that this objective can be fulfilled while providing for a range of development opportunities.

### Objective 12

**To ensure that the Zone is integrated with the surrounding uses and other Queenstown urban areas in terms of land use, public access, and transportation.**

### Policies

- 12.1 To provide for a landscaped road corridor for the Eastern Arterial Road through the development (Activity Area E2) that is effective in maintaining an attractive amenity and streetscape, mitigating the effects of the industrial activities on that street;
- 12.2 To require that the open space alongside State Highway 6 (Activity Area A) adjacent to Activity Area C is developed prior to any construction within the Zone;
- 12.3 To require that safe and effective connections to the site from State Highway 6 are constructed prior to any development being occupied within the Zone
- 12.4 To ensure the establishment of a network of well located and well-designed open spaces and connections within and between Activity Areas that complement surrounding activities, and support pedestrian

*activity that facilitates physical and visual connections through the Zone.*

12.5 To provide cycle and pedestrian routes that provide linkages within Frankton Flats, and between the Frankton Flats and Remarkables Park Zone, Queenstown, Arrowtown, Kelvin Heights and the Wakatipu Basin;

12.6 To ensure that an Eastern Arterial Road connecting to the Remarkables Park Zone is provided for within the site.

### Explanation and Principle Reasons for Adoption

It is important to ensure that transportation, land use and public access are fully integrated within the Zone and also with the State Highway and other urban centres such as central Queenstown, Frankton Village, Remarkables Park Shopping Centre, Arrowtown and proposed commercial centres within the District. A new urbanism approach for this development requires attractive pedestrian and cycle ways as well as effective public transport infrastructure to promote non-vehicle movement within the Zone.

### Objective 13

**To ensure that the development of the Zone protects ongoing functioning of the Airport.**

### Policies

- 13.1 By using a structure plan which distributes Activity Areas and development opportunities in locations most appropriate to their needs and also which will best provide for the existing and reasonably foreseeable future operational capability of the Airport. Activities sensitive to aircraft noise (ASAN) are most appropriate within Activity Areas C1 and C2, and are not at all appropriate within Activity Area D or otherwise within the Airport Outer Control Boundary.
- 13.2 To ensure that the design and standard of construction of buildings takes into account existing and reasonably foreseeable future aircraft noise while achieving and maintaining appropriate indoor noise levels.
- 13.3 To prohibit activities sensitive to aircraft noise (ASAN) within the Outer Control Boundary relating to the Queenstown Airport

## 12.19.4 Implementation Methods

### 12.19.4.1 District Plan and Other Methods

The Objectives and Policies will be implemented through:

#### i District Plan

- (a) Rules, including the use of the Structure Plan and an Outline Development Plan in Activity Areas C1, C2, and E2 to be submitted and granted before individual resource consents are applied for
- (a) Assessment Matters

#### ii Other

- (a) All applications for Outline Development Plans in Activity Areas C1, C2, and E2, and all other resource consent applications on land greater than 1.0ha area shall be accompanied by an urban design assessment prepared by a suitably qualified person. This may include the Council's Urban Design Panel if agreed by an applicant and the Council. This shall be voluntary for all other resource consent applications. The assessment shall form part of the information necessary for the Council to properly assess applications and will be used as appropriate for the purposes of s104(a), and/or (b), and/or (c). Design guidelines/code for the zone;
- (b) Council's Reserve's Management Plan and Reserve's Plan;
- (c) Council's development contributions policy under the Local Government Act 2002 for the provision of reserves and community infrastructure.
- (d) Southern Light – Lighting Strategy for the Queenstown Lakes District Council

- (e) Travel Demand management measures including but not limited to the implementation of a travel demand management plan, as described in the definitions.

### 12.19.4.2 Environmental Results Anticipated

Implementation of the policies and methods for management relating to the Zone will result in:

- i An urban environment which has a strong village core that is interesting, convenient, and attractive for the community's use and enjoyment;
- ii A high quality of urban design throughout the Zone;
- iii A range of building types and forms that are flexible to changes in use over time and which will promote social and cultural diversity;
- iv High quality reserves throughout the Zone to meet the needs of its residents, workers and visitors to the area;
- v A compatible mixed use, living and working environment, which does not result in reverse sensitivity issues within the Zone, with the airport, or the adjacent State Highway;
- vi To ensure a high quality living and working environment is achieved despite the presence of the airport, because suitable insulation standards and other design methodologies are employed to ensure that amenity values on the site are not adversely affected by noise from the airport.
- vii The avoidance of reverse sensitivity effects on Queenstown Airport from activities sensitive to aircraft noise (ASAN) and the protection of those activities located outside the Airport's Outer Control Boundary from exposure to more than Ldn 55dBA of aircraft noise.
- viii An emphasis on travel options including walking and cycling;
- ix The encouragement of 24 hour use of the zone;

- x The provision of a transport node(s) to encourage integration of private and public transport;
- xi A high quality urban environment that does not detract from the surrounding landscape especially as viewed from State Highway.
- xii The Queenstown economy not being constrained by the supply of industrial land
- xiii A highly permeable environment and built form that encourages pedestrian, cycle and vehicle access with visual links between the focal points and open space
- xiv A development that meets the District Plan's principal objectives and policies in respect of landscape protection, urban growth and services
- xv An attractive and functional interface with the Queenstown Events Centre site through good vehicular, pedestrian and cycleway connectivity and landscaping/green edge on the northern and western periphery of the Zone.

## 12.20 Frankton Flats Special Zone - Rules

### 12.20.1 Zone Purpose

The purpose of the Zone is to provide for a comprehensively managed and integrated high density development containing opportunities for a range of supporting and complementary activities. These include open space, residential, visitor accommodation, transport, educational, recreational, retail, industrial and other commercial facilities.

In order to achieve a high standard of integrated development, sustainable management, building and open space design, the Zone is subject to a Structure Plan, which details activity areas, and provides for a wide range of activities to be subject to Controlled and Discretionary Activity consent. Any resource consent for individual development in Activity Areas C1, C2, and E2 must be consistent with a previously approved Outline Development Plan for the Activity Area within which the activity is proposed. The Outline

Development Plan will provide for road linkages, heavy goods vehicle network, public transport network (where applicable), pedestrian and cycle routes, stormwater and water supply network, open space network, parking and loading areas and building location and demonstrate how the layout will achieve the requirements of Appendix A within the Activity Area concerned.

All development is to be designed and located in a manner that recognises the importance of the vistas of outstanding natural landscapes as well as important physical features on land adjacent to the Zone including the airport, Events Centre, State Highway and the existing Industrial Zone. New development for large format commercial activities, mainstreet retailing and office and industrial activities are incorporated within the Zone.

The background issues, resource evaluation, objectives, policies, explanation and principal reasons for adoption and environmental results anticipated give effect to the existing and future development in the Frankton Flats Special Zone.

### 12.20.2 District Rules

The following District Wide Rules apply unless inconsistent with any particular Frankton Flats Special Zone (B) rule in which case the latter shall prevail.

- i Heritage Protection - Refer Part 13
- ii Transport (other than car parking requirements set out below) - Refer Part 14
- iii Subdivision, Development and Financial Contributions - Refer Part 15
- iv Hazardous Substances - Refer Part 16
- v Utilities - Refer Part 17
- vi Signs - Refer Part 18
- vii Relocated Buildings and Temporary Activities - Refer Part 19

### 12.20.3 Activities

## 12.19.1.1 Permitted Activities

- (a) Any Activity which complies with Table 1 in Rule 12.20.3.7, and the **Site** and **Zone** Standards and is in accordance with the **Structure Plan** (Figure 1, of this section), any approved Outline Development Plan in Activity Areas C1, C2, or E2 and is not listed as a **Controlled, Discretionary, Non-Complying or Prohibited Activity** (in Table 12.20.3.6 to this Rule) shall be a **Permitted Activity**.
- (b) An existing Garden Centre is located within the Zone, fronting State Highway 6, on land legally described as Lot 2 DP 23542. The on going use of the site for a garden centre and ancillary activities shall be a Permitted activity.

## 12.20.3.2 Controlled Activities

Activities listed as **Controlled Activities** in Table 1 in Rule 12.20.3.7 shall be controlled activities provided they are not listed as a **Discretionary, Non-Complying or Prohibited Activity** and they comply with relevant **Site** and **Zone Standards** and are in accordance with the **Structure Plan** and any approved Outline Development Plan in Activity Areas C1, C2, or E2.

### The matters over which the Council has reserved control are:

- i **All buildings that are listed as Controlled Activities in Table 1, in respect of:**
  - (a) The location, design and appearance of buildings;
  - (b) Effects on wider landscape values;
  - (c) Vehicle access;
  - (d) The location and design of outdoor living space for residential activities;
  - (e) Streetscape design, including landscaping;
  - (f) The location, access, layout and landscaping of off-street car-parking;

- (f) Orientation of buildings in relation to the prevailing winds and sunlight;
- (g) Design, landscaping, location, and lighting in respect of maximising private and public safety and security Servicing, including the provision of centralised areas for the storage and collection of recyclable waste;
- (h) The scale and nature of the earthworks and the disposal of excess material.
- (i) The protection of important viewshafts;

### ii **All activities that are listed as Controlled Activities in Table 1, Rule 12.20.3.7 in respect of:**

- (a) Compatibility with surrounding land use, character and amenity;
- (b) Noise, vibration, lighting and loss of privacy;
- (c) Traffic generation, vehicle access and direct and indirect effects on and from the State highway network;
- (d) Public and private safety, security and crime prevention ;
- (e) Nature and scale of activities;
- (f) Hours of operation;
- (g) Loading and unloading of goods;
- (h) Location of outdoor areas;
- (i) Compatibility with any nearby residential activity;
- (j) Pedestrian and access linkages, and the connectivity between activity areas;
- (k) Premises licensed for the sale of liquor.

iii **All Landscaping that is a controlled activity in Table 1, Rule 12.20.3.7 in respect of:**

- (l) Species proposed and the maturity (size) at the time of planting;
- (m) Integration with adjoining land uses

iii **The desirability of using deciduous trees within the development to allow for maximum sunlight in winter Any new buildings or activities within Activity Area D otherwise listed in Table 1 at Rule 12.20.3.7 as Permitted or Controlled but which are located within 20 metres of the the boundary of Activity Area C2, or which front the Eastern Arterial Road in Activity Area E2, with the Council's discretion restricted to the following matters:**

- (a) The design and layout of development so as to contain effects within the site.
- (b) Landscaping, building design and site layout.

v **All subdivision within Activity Areas C1, C2, and E2 that is in accordance with an approved Outline Development Plan, in respect of:**

- (a) The orientation, design, and layout of lots, roads, accessways, and public spaces, and the location of services.
- (b) Compliance with any management plan or other Conditions imposed by the approved Outline Development Plan.

### 12.20.3.3 Limited Discretionary Activities

i **Activities listed as Limited Discretionary Activities in Table 1 in Rule 12.20.3.7 shall be limited discretionary activities provided they are not listed as a Discretionary, Non-Complying or Prohibited Activity and they comply with relevant Site and Zone Standards and are in accordance with the Structure Plan and any approved Outline Development Plan in Activity Areas C1, C2, or E2.**

ii **The landscape design of activity Area A in respect of:**

- (a) Species proposed and the maturity at the time of planting;
- (b) The maintenance of view shafts towards The Remarkables, Peninsula Hill, Walter and Cecil Peaks, Ferry Hill, K Number 2 and Queenstown Hill.
- (c) Long term management and maintenance considerations;
- (d) Integration with adjoining land uses;
- (e) Public access including walkways and cycle links;
- (f) The protection of the state highway from shading or glare;
- (g) The protection of vehicle sight lines and any roading authority signs in relation to the State Highway network.

iii **Outline Development Plan requirement for development within Activity Areas C1 C2, and E2**

In considering any application for approval for any Outline Development Plan the Council has restricted its Discretion to the following:

- (a) Consistency with the objectives and policies for the particular Activity Area
- (b) The location of roads, accessways, and connections to other activity areas, how such contribute to an effective internal roading hierarchy
- (c) The way in which design and layout will promote the use of the Eastern Arterial Road and the establishment of a high quality landscape corridor along that road with the least possible vehicle access points to private property (preferably including shared access between sites) in Activity Area E2.
- (d) The open space network and connections within the development, and indicative areas of landscaped permeable space, where this is proposed to be provided communally rather than on a site specific basis;

- (e) Indicative subdivision or development layout and configuration and allotment sizes;
- (f) Proposed building footprints showing any proposed setbacks from roads and internal boundaries;
- (g) The location of car parking areas and the indicative location of loading and unloading areas for heavy vehicles and service vehicles;
- (h) The maintenance of view shafts and panoramas: the road network shall give effect to the concept illustrated on the Structure Plan;
- (i) The Design guidelines which will apply to all buildings erected within an Activity Area subject to the Outline Development Plan. The design guidelines for Activity Area C1 should be based on the design principles set out in Appendix A;
- (j) Indicative density plan in regard to the proposed density of residential and visitor accommodation activities in Activity Areas C1 and C2;
- (k) The location of facilities that provide access to public transport such as a transport node in Activity Areas C1 and C2;
- (l) The provision of infrastructure to service the development such as water, sewage treatment, storm water, lighting, power and telecommunications facilities;
- (m) Roading pattern and design in particular the way in which design will promote the use of the new eastern arterial road.
- (n) Traffic generation in relation to the mix of land uses proposed;
- (o) Methods of restricting long term parking use in areas associated with commercial development;
- (p) Affordable housing plan(s) in Activity Areas C1 and C2 that illustrates the following:
  - (i) targets for affordable housing delivery, by quantum, unit size, level of affordability, eligibility requirements
  - (ii) targets for urban design and residential quality standards
  - (iii) form of legal instrument to be used to ensure delivery, and to achieve long term retention of affordability
  - (iv) incentives that may be attributed to particular sites to achieve affordability, as a way to trade development rights that may not be used on other sites within the zone, and a process for tracking achievement and transferring development rights within the zone
  - (v) identification of specific sites for provision of affordable housing a timetable for delivery of affordable housing land and building to the marketplace whether Resource Consents for property on which an affordable Housing unit is to be delivered contain provision for a covenant, in the form acceptable to the Council, to be executed in favour of the Council and/or the Queenstown Lakes Community Housing Trust to provide for matters addressed in the Affordable Housing Plan with regard to the quantum of affordable residential units to be delivered on the property, their level of affordability, and the retention of affordability over time.
- (q) Pedestrian and cycle links in respect of the following:
  - (i) The extent to which any network of pedestrian and cycle ways provide a high level of amenity and accessibility both within the zone and connections to adjacent zones.
  - (ii) The extent to which the street network is designed to accommodate pedestrian use of street pavement
  - (iii) The extent to which the design of footpaths, or shared paths facilitates the ease of use by the disabled, aged or children.

- (iv) The extent to which the placement of vehicle crossings onto the eastern access road are designed to mitigate the effects of such vehicle crossings over walkways and cycle ways.
- (r) Landscape design guidelines which will apply to streets
- (s) In respect of an Outline Development Plan for Activity Area C1:
  - (i) The alignment and the extent of a mainstreet area where street-orientated retail activities are to be concentrated
  - (ii) Demonstrates how the mainstreet is to be integrated with the development of the adjoining Frankton Flats Special Zone and the surrounding Activity Area C2, such that an integrated and cohesive town centre is provided
  - (iii) Demonstrates a street/accessway pattern that avoids vehicle crossings of the mainstreet area and creates blocks that enables development to be serviced from the rear.

Any approval of an Outline Development Plan shall not constitute an approval for any Controlled, Limited Discretionary, Discretionary or Non-complying activity or building which shall require a separate resource consent under the relevant rule(s) of this Zone.

- iv **For buildings or activities that are listed as Limited Discretionary Activities in Table 1, Rule 12.20.3.7, the Council’s discretion is restricted to the matters listed in Rule 12.20.3.2(i) and:**
  - (a) Visibility of the building from the state highway, public places and streets within the Zone.
  - (b) Location, form, design and landscaping of the building;
  - (c) Effects of a building on background vistas of outstanding natural landscapes;
  - (d) Street Network and block size, connectivity and scale of an area from a pedestrian and vehicle perspective.

- (e) Whether the car parking and loading areas associated with the activity will have an adverse effect on the visual amenity of the streetscape or the surrounding area, the ability for any such adverse effect to be mitigated by landscaping and whether there will be an adverse effect on connectivity and walk-ability as a result of the car parking.
- (f) The provision for minimum car-parking provision, and parking control mechanisms.
- (g) The extent to which the building has been sleeved by other smaller buildings or uses to mitigate the effects of its size and dominance.
- v **Any road that connects to the State Highway in respect of:**
  - (a) Potential traffic effects on the State Highway;
  - (b) The design and location of connection to the State Highway;
  - (c) The construction of road works including those on the State Highway.
- vi **Any new buildings or activities within Activity Areas C1 or C2 located within 20m of the boundary with Activity Area D with the Council’s discretion restricted to the following matters:**
  - (a) The design and layout of buildings.
  - (b) The levels of on-site amenity to be achieved and the extent to which this can be offered in a way that reduces the likelihood of reverse sensitivity issues arising.
- vii **Any subdivision within Activity Areas D and E1, with the Council’s discretion restricted to the following matters:**
  - (a) The orientation, design, and layout of lots, roads, accessways, and public spaces, and the location of services.
  - (b) The ability of lots to accommodate activity in compliance with relevant Site and Zone standards.

- (c) The degree to which the urban structure and block layout contributes to achieving a highly connected, conveniently walkable and permeable pattern of development within the Zone.
- (d) The degree to which the urban structure and block layout contributes to achieving high quality, effective view shafts through the Zone towards the Remarkables Range and other landscape features.
- (e) The degree to which the layout and orientation of roads is consistent with the Structure Plan.
- (f) The matters specified within Part 15 of the Plan for Limited Discretionary Activity subdivisions, and in 12.20.6(ii), (iv), (vii), (viii), (ix), (x), and (xx).

### 12.20.3.4 Discretionary Activities

- i Activities listed as Discretionary Activities in Table 1, Rule 12.20.3.7 shall be Discretionary Activities provided they are not listed as a Non-Complying or Prohibited Activity and they comply with all the relevant Zone Standards and are in accordance with the Structure Plan and any approved Outline Development Plan in Activity Areas C1, C2, or E2.

### 12.20.3.5 Non-Complying Activities

- i Activities listed as Non-Complying Activities in Table 1, Rule 12.20.3.7, shall be Non-Complying Activities provided that they are not listed as a Prohibited Activity.
- ii Any Activity which is not listed as a Prohibited Activity and which does not comply with one or more of the relevant Zone Standards, shall be a Non-Complying Activity.
- iii It shall be a Non Complying Activity to undertake any landscaping within the Zone, irrespective of the initial Activity Status of that landscaping or the activity with which the landscaping is associated, that is not in accordance with the New Zealand Biosecurity Council's Biosecurity Act

and Pest Management Strategy, regarding the planting and control of Pinus Contorta.

### 12.20.3.6 Prohibited Activities

Activities listed as **Prohibited Activities** in Table 1, Rule 12.20.3.7 shall be Prohibited. Where an Outline Development Plan (ODP) is required, it shall be Prohibited to undertake any activity until such time as an ODP has been approved.

### 12.20.3.7 Table 1

Activity	A (OS)	C1	C2	E2	D	E1
Buildings	PRO	LDIS	CON	CON	CON	CON
Buildings within 65m of the State Highway 6 in Activity Areas C1, C2, or E2	PRO	PRO	PRO	PRO	PRO	PRO
Buildings located within 65m – 100m of the State Highway 6 in Activity Areas C1, C2, and E2, and within 100m of the State Highway 6 in Activity Area E1	PRO	LDIS	LDIS	LDIS	N-A	LDIS
Landscaping	LDIS	CON	CON	CON	CON	CON
Residential Activities located at the Ground floor	PRO	PRO	PER	PRO	PRO	PRO
Residential Activities located on levels other than the Ground floor***	PRO	PER	PER	N-C	PRO	N-C
Convenience retail less than 200m <sup>2</sup> in area	PRO	PER	CON	N-C	N-C	N-C
Showroom Retail with a gross floor area more than 500 m <sup>2</sup> per retail outlet	PRO	LDIS	NC	LDIS	N-C	N-C
Other retail activities	PRO	DIS	PRO	DIS	PRO	PRO
Commercial activities (including home occupations) ancillary to any Permitted or Controlled activity	PRO N-C	PER	PER	N-C	N-C	N-C
Community Activities *	PRO	PER	PER	PER	N-C	N-C

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Activity	A (OS)	C1	C2	E2	D	E1
Educational Facilities*	PRO	PER	PER	LDIS	N-C	N-C
Industrial Activities, Services Activities (including ancillary retail activities)	PRO	N-C	N-C	PER	PER	PER
Yard based industrial activities	PRO	N-C	N-C	N-C	PER	PER
Health & Day Care Facilities*	PRO	PER	PER	N-C	N-C	N-C
Visitor Accommodation	PRO	CON	LDIS	PRO	PRO	PRO
Premises licensed for the sale and consumption of liquor	PRO	CON	CON	N-C	N-C	N-C
Factory Farming, Forestry Activities, Mining	PRO	N-C	N-C	N-C	N-C	N-C
Offices ancillary to any Permitted or Controlled Activity (except buildings)	PRO	PER	PER	PER	PER	PER
Offices	PRO	PER	PER	PER	N-C	N-C
Take-off or landing of aircraft other than for emergency landings and rescues or fire-fighting	PRO	N-C	N-C	N-C	N-C	N-C
Activities Sensitive to Aircraft Noise within the Outer Control Boundary as shown on the Structure Plan	N/A	N/A	N/A	PRO	PRO	PRO
Planting of any wilding species (as identified in Part 5 of the District Plan)	PRO	N-C	N-C	N-C	N-C	N-C
Panel beating, spray painting, motor vehicle repair or dismantling, fibre glassing, sheet metal work, bottle or scrap storage, and motor body building	PRO	PRO	PRO	PRO	CON	CON
Any activity requiring an offensive trade licence under the Health Act 1956.	PRO	PRO	PRO	PRO	N-C	PRO

CON	Controlled Activity	N-C	Non-Complying Activity
PER	Permitted Activity	N/A	Not Applicable
DIS	Discretionary Activity	LDIS	Limited Discretionary Activity
PRO	Prohibited Activity		

Where this Table gives more than one classification to any Activity Area, the most restrictive classification shall override any other classification.

\* Except that those activities are prohibited activities where they occur within the Outer Control Boundary as shown on the Structure Plan.

## 12.20.4 Non-notification of Applications

Any application for a resource consent for the following matters may be considered without the need to obtain a written approval of affected persons and need not be notified in accordance with Section 93 of the Act, unless the Council considers special circumstances exist in relation to any such application:

- i **All applications for Controlled Activities.**
- ii **All applications for earthworks undertaken in relation to otherwise controlled activities provided the earthworks are not within 5m of the boundary of a site or zone boundary.**
- iii **All applications for Limited Discretionary activities which are not for Outline Development Plans or are otherwise on land less than 1.0ha in extent.**

## 12.20.5 Standards

### 12.20.5.1 Site Standards

- i **Building coverage**
  - (a) In Activity Areas E1 and E2, the maximum building coverage shall be 55% provided that where there is more than one site, this shall be deemed to be 55% of each site.
  - (b) In Activity Area D the maximum building coverage shall be 30% provided that where there is more than one site, this shall be deemed to be 30% of each site.
- ii **Outdoor Living Space**

The minimum provision of outdoor living space for each residential unit shall be:

- (a) 4m<sup>2</sup> with a minimum dimension of 1.5m per unit for units of less than 30 m<sup>2</sup> in floor area; and
- (b) 8m<sup>2</sup> with a minimum dimension of 2m per unit for larger residential units (greater than 30m<sup>2</sup> in floor area);
- (c) Outdoor living space shall have direct access from a main living room.

Except that:

- Units that have been developed exclusively for visitor accommodation (including student accommodation) shall be exempt from this rule. A covenant shall be registered on the title to ensure that the units remain for short term use only.
- Where a communal outdoor living space is provided exclusively for a group of residential units, such space may substitute for the outdoor living space required of individual units at the ratio of 1:1 provided the communal outdoor living space is not less than 150m<sup>2</sup> and has dimension width or length of 12m.

### iii Earthworks

The following limitations apply to all earthworks within all Activity Areas except for earthworks associated with a subdivision or building that has both resource consent and engineering approval:

- (a) Earthworks
  - (i) The total volume of earthworks does not exceed **100m<sup>3</sup>** per site (within a 12 month period). For clarification of “volume”, see interpretative diagram 5.
  - (ii) The maximum area of bare soil exposed from any earthworks where the average depth is greater than 0.5m

shall not exceed **200m<sup>2</sup>** in area within that site (within a 12 month period).

- (iii) Any earthworks that would result in the generation of traffic or activity that could interfere with the safe operation of the State Highway shall require a construction traffic management plan addressing effects on the State Highway and prepared in consultation with the New Zealand Transport Agency.
- (iv) No earthworks shall:
  - a. expose any groundwater aquifer;
  - b. cause artificial drainage of any groundwater aquifer;
  - c. cause temporary ponding of any surface water.

### (b) Height of cut and fill and slope

- (i) The vertical height of any cut or fill shall not be greater than the distance of the top of the cut or the toe of the fill from the site boundary (see interpretative diagram 6). Except where the cut or fill is retained, in which case it may be located up to the boundary, if less or equal to 0.5m in height.
- (ii) The maximum height of any cut shall not exceed 2.4 metres.
- (iii) The maximum height of any fill shall not exceed 2 metres.

### (c) Environmental Protection Measures

- (i) Where vegetation clearance associated with earthworks results in areas of exposed soil, these areas shall be revegetated within 12 months of the completion of the operations.
- (ii) Any person carrying out earthworks shall:
  - a. Implement erosion and sediment control measures to avoid soil erosion or any sediment entering any

water body. Refer to the Queenstown Lakes District earthworks guideline to assist in the achievement of this standard.

- b. Ensure that any material associated with the earthworks activity is not positioned on a site within 7m of a water body or where it may dam or divert or contaminate water.

- (iii) Any person carrying out earthworks shall implement appropriate dust control measures to avoid nuisance effects of dust beyond the boundary of the site. Refer to the Queenstown Lakes District earthworks guideline to assist in the achievement of this standard.

(d) Protection of Archaeological sites and sites of cultural heritage

- (i) The activity shall not modify, damage or destroy any Waahi Tapu, Waahi Taoka or archaeological sites that are identified in Appendix 3 of the Plan, or in the Kai Tahu ki Otago Natural Resource Management Plan.
- (ii) The activity shall not affect Ngai Tahu’s cultural, spiritual and traditional association with land adjacent to or within Statutory Acknowledgment Areas.

iv **Setback from Internal Boundaries and Streets**

The minimum building setback from any internal boundary to an adjacent activity area shall be the following:

Activity Area D: 5m

Setbacks from Street

- (a) There shall be no setbacks from the street in Activity Area C1
- (b) In Activity Area C2 there shall be either: no setbacks from the street; or a front yard of not less than 3m and not more than 5m.
- (c) In Activity Area C2 all development fronting onto the street along the edge of Area A and all development along the south, or south

west side of the street set back 25m from Area D, shall have a front yard of not less than 3m and not more than 5m.

- (d) In Activity Area E2 there shall be a minimum front boundary setback along the Eastern Arterial Road of 5m. Except for vehicle access, this setback shall be exclusively used for landscaping.

v **Car Parking**

**Table 1B – Frankton Flats Special Zone (B)**

- (a) Where the particular use being applied for is not specified below, the rules are contained in Table 1 Part 14 of the District Plan.

Activity	Parking Spaces Required
Industrial Activity in Areas D, E1, and E2 (includes Yard Based Industry)	1 per 25m <sup>2</sup> areas used for manufacturing, fabricating, processing, or packing goods plus 1 per 100m <sup>2</sup> storage space.
Commercial, supermarkets, large format retail, and showroom retail stores greater than 500m <sup>2</sup>	1 per 25 <sup>2</sup> GFA
All other retail outlets and other commercial activities	1 per 100 m <sup>2</sup> GFA
Restaurants	1 per 50m <sup>2</sup> PFA (excl toilets) plus 1 per 100m <sup>2</sup> PFA for staff with a minimum of two.
Residential	1.25 per residential unit.
Educational	1 per 10 students over 15 years of age. 1 per 2 staff.
Visitor Accommodation	1 per unit for motels. 1 per 5 beds plus 1 coach park per 50 guest rooms for hotels.
Healthcare Services	2 per FTE professional staff, 1 per FTE other staff member.
Sportsfields	20 per hectare of sports fields plus 2 coach parks per hectare.

Motor Vehicle Repair and Servicing	1 per 25m <sup>2</sup> of servicing area plus 2 per establishment for heavy vehicle parking.
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- (b) Provided that an alternative standard for any activity may be approved by the Council as a Limited Discretionary activity, however this shall only be on the basis of individual developments with detail design and plans, not Outline Development Plans or subdivisions.

## 12.20.5.2 Zone Standards

### i Structure Plan

- (a) All activities and developments must be carried out in conformity with the Structure Plan shown in Figure 1.
- (b) All activities shall be undertaken in accordance with SNZ PAS 4509:2003.

### ii Setbacks in Activity Areas D, E1, and E2

- (a) Within Activity Areas D, and E1 and E2 there shall be a street scene setback of 5 metres from the road boundary for landscaping purposes.
- (b) There shall be a 10m landscaping setback provided along the western edge of Activity Area D with the Queenstown Events Centre.

### iii Continuous Building Length

- (a) No building shall have a continuous building length of greater than 10m without mitigation (e.g articulation)

### iv Building Height

- (a) There shall be no buildings located in Activity Area A, or in Activity Areas C1 and C2 within 65m of the State Highway

- (b) Activity Areas C1 and C2: Between 65 metres and 100 metres from the State Highway: Maximum height is 6.5 metres, buildings can be a maximum of 2 storeys high above ground level.
- (a) Activity Areas C1 and C2: Between 100 metres and 150 metres from the State Highway: Maximum height is 9.5 metres, buildings can be a maximum of 3 storeys above ground level.
- (b) Activity Areas C1 and C2: Between 150 metres and 200 metres from the State Highway: Maximum height is 15.5 metres, buildings can be a maximum of 5 storeys above ground level
- (c) Activity Areas C1 and C2: Beyond 200 metres from the State Highway: Maximum height is 18.5 metres, buildings can be a maximum of 6 storeys above ground level.
- (d) Activity Area D: Maximum height is 10 metres
- (e) Activity Areas E1 and E2: Maximum height is 12 metres, provided that within 65m of the State Highway the maximum height is 9m.
- (f) Mezzanines within Activity Areas C1 and C2: Mezzanines shall be regarded as full floor levels
- (g) Semi-basement car parking within Activity Areas C1 and C2: Any semi-basement car parking does not count as a storey for the purposes of maximum number of storeys where its roof is no more than 1200mm above ground level.
- (h) Roof Articulation within Activity Areas C1 and C2: All buildings heights within 150m of State Highway 6 can be extended by 1.5 metres above the maximum heights for the purpose of roof articulation. The maximum number of storeys still applies.
- (i) In all Activity Areas, all plant or services located on roofs shall be accommodated within the stated height limits (including the 1.5m roof articulation allowance where it applies), and screened from public view.

Refer Appendix 4 and definitions of Height and Ground Level.

## v **Building Coverage**

The maximum building coverage for all activities on any site shall be:

- (a) 70% in Activity Areas C1 and C2
- (b) 80% in Activity Areas E1 and E2

## vi **Minimum permeable surface**

The minimum area of landscaped permeable surface shall be:

- (a) 10 % of the net site area in Activity Areas C1, C2, D and E1 and E2 to be provided in a manner which enables the communal shared use of the space by those working in and visiting various sites in the proximity, PROVIDED no landscape permeable surface shall be required when a site in Activity Areas C1 and C2 is totally underlain by parking.
- (b) There shall be a 10m landscaped setback from the boundary at Grant Road in Activity Areas D

## vii **Noise**

- (c) In Activity Areas A, C1, and C2 activities shall be so conducted that the following noise limits are not exceeded at any point within the boundary of any other site within the zone or Activity Area:
  - (i) Daytime (0800 - 2200 hrs) 65dBA L<sub>10</sub>
  - (ii) Night-time (2200 - 0800 hrs) 65dBA L<sub>10</sub> and 75dBA L<sub>max</sub>
- (d) In Activity Areas D, E1, and E2 activities shall be so conducted that the following noise limits are not exceeded at the boundary with Activity Area C :
  - (i) Daytime (0800 - 2000 hrs) 65dBA L<sub>10</sub>

- (ii) Night-time (2000 - 0800 hrs) 65dBA L<sub>10</sub> and 70dBA L<sub>max</sub>

- (e) Any residential unit, visitor accommodation unit, office space, or community facility shall be acoustically insulated from noise generated within the Zone and from noise generated by the State Highway. The acoustic insulation required shall be that as set out in rule 12.20.5.2(viii) below.
- (f) Construction noise shall comply with and be measured and assessed in accordance with the relevant New Zealand Standard.
- (g) Noise from aircraft operations at Queenstown Airport is exempt from the above standards.
- (h) Noise levels shall be measured and assessed in accordance with NZS 6801:1991 and NZS 6802:1991
- (i) The habitable areas of any activity sensitive to aircraft noise located within Activity Area C1 or C2 and within 50m of the Activity Area D boundary shown on the Structure Plan shall be designed to achieve an indoor design sound level of 40dBA L<sub>dn</sub>. This control shall be met by certification from a recognised acoustic engineer stating that the proposed construction will achieve the internal design noise level.

## vii **State Highway noise-related measures**

- (a) On any site located within the Zone any building or part of a building, or any alteration or addition to a building or part of a building, to be used for permanent and short term residential activities, visitor accommodation or community activities shall be acoustically insulated from traffic utilising State Highway 6 so as to achieve an indoor design sound level of 40 dBA L<sub>dn</sub> except for non noise sensitive environments. This control shall be met in either of the following two ways:

**EITHER:**

- (i) By providing a certificate from a recognised acoustic engineer stating that the proposed construction will achieve the internal design noise level.

**OR:**

- (ii) The building shall be constructed and finished in accordance with the provisions of Table 2 appended to this rule.

**Table 2 – Acoustic Insulation of Buildings Containing Noise Sensitive Uses (except non-critical listening areas)**

Building Element	Required Construction
External Walls	Exterior: 20 mm timber or 6mm fibre cement Frame: 100mm gap containing 100mm acoustic blanket (R2.2 Batts or similar) Two layers of 12.5mm gypsum plasterboard* (Or an equivalent combination of exterior and interior wall mass)
Windows	Up to 40% of wall area: Minimum thickness 6mm glazing** Up to 60% of wall area: Minimum thickness 8mm glazing** Up to 80% of wall area: Minimum thickness 8mm laminated glass or minimum 10mm double glazing** Aluminium framing with compression seals (or equivalent)
Pitched Roof	Cladding: 0.5mm profiled steel or tiles or 6mm corrugated fibre cement. Frame: Timber truss with 100mm acoustic blanket (R 2.2 Batts or similar) Ceiling: 12.5mm gypsum plaster board*
Skillion Roof	Cladding: 0.5mm profiled steel or 6mm fibre cement Sarking: 20mm particle board or plywood. Frame: 100mm gap containing 100mm acoustic blanket (R2.2 Batts or similar). Ceiling: 2 layers of 9.5mm gypsum plasterboard*

External Door	Solid core door (min. 24kg/m <sup>2</sup> ) with weather seals.
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\* Where exterior walls are of brick veneer or stucco plaster the internal linings need be no thicker than 9.5mm gypsum plasterboard.

\*\* Typical acoustic glazing usually involves thick single panes or laminated glass. Where two or more layers of glass are employed with an air gap between, total thickness of window glass may be calculated as the total of all glass layers (excluding air gap) provided that at least one glass layer shall be of a different thickness to the other layer(s).

### viii Nature and Scale of Non-Residential Activities

The following limitations apply to all activities

- (a) Within Activity Areas C1 and C2, no goods, materials or equipment shall be stored outside a building, except for vehicles associated with the activity parked on the site overnight, or goods displayed for retail display purposes;
- (b) All manufacturing, altering, repairing, dismantling or processing of any materials, goods or articles shall be carried out within a building, or be screened from road frontages by either a solid fence of at least 2m minimum height, or dense planting of the same height.
- (c) In Activity Areas D, E1, and E2:  
Any goods displayed for sale from a site, except for goods manufactured on the site, and ancillary products, up to 20% of the gross floor area.

### ix Lighting and Glare

In all Activity Areas:

- (a) All fixed exterior lighting shall be directed away from adjacent sites and roads and State Highway 6; and
- (b) No activity on any site shall result in greater than a 3.0 lux spill (horizontal and vertical) of light onto any other site measured at

any point inside the boundary of the other site, provided that this rule shall not apply where it can be demonstrated that the design of adjacent buildings adequately mitigates such effects.

- (c) There should be no upward light spill
- (d) No activity on any site shall result in adverse effects on or within the carriageway of State Highway 6.
- (e) All roofs of buildings shall be finished or treated so they do not give rise to undue glare when viewed from any public place, neighbouring site or from the air.

## x **Atmospheric Emissions**

There shall be no open solid fuel fires.

## xi **Keeping of Animals**

No animals shall stay overnight on a site for commercial purposes, except for a maximum of 4 animals in the care of a registered veterinarian for medical or surgical purposes. There shall be no breeding, rearing or keeping of pigs or commercial livestock.

## xii **Residential or Visitor Accommodation Activities in Activity Area C**

- (a) No residential or visitor accommodation activities shall be situated at ground floor level in Activity Area C1.

## xiii **The creation of required roads as shown on the Structure Plan for this Zone that provides for high traffic volume, safe walkways, cycle ways and landscaping.**

No Outline Development Plan or development shall be approved that prevents the creation of required roads shown on the Structure Plan.

## xiv **Access to State Highway**

No new activity in any Activity Area shall have direct access to the State Highway

## xv **Landscaping within Activity Area A**

No development shall be undertaken within the Zone until such time as Resource Consent has been approved by Council, and all conditions have been given effect to in relation to the landscape design of Activity Area A, Rule 12.20.3.3 (i).

## xvi **Outline Development Plan**

- (a) No resource consent shall be approved or development shall be undertaken until such time as an Outline Development Plan has been approved by the Council for the Activity Area within which the development is proposed.
- (b) Development in Activity Area C1 must provide active retail frontages in accordance with the design guidelines in accordance with Appendix A.
- (c) All development must be in accordance with an approved Outline Development Plan.
- (d) All residential development within Activity Areas C1 and C2 shall include an affordable housing assessment detailing how appropriate provision for affordable housing is being made. This shall include an explanation of how any affordable housing units are to be administered, including the use of covenants.

## xvii **State Highway Setback in Activity Area E1**

In Activity Area E1 along the Stage Highway 6 frontage between Activity Area A and Glenda Drive, a minimum building setback of 15m from the Highway shall be maintained, provided that this setback space may be used for at-grade parking and manoeuvring.

## xviii **Minimum Lot Sizes and Configuration**

- (a) In Activity Area D there shall be a minimum lot size of 3,000m<sup>2</sup>. There shall be no minimum lot size in other Activity Areas.

- (b) Subdivisions in the Activity Areas E1 and E2 must result in an arrangement of lots, unit titles, cross lease and company lease capable accommodating buildings and uses in accordance with the permitted and controlled activity rules and Site and Zone standards for the particular Zone in which the site(s) is located, and the requirements of Section 14 – Transport.

## xix **Urban Design Report**

All applications for Outline Development Plans in Activity Areas C1, C2, and E2, and all other resource consent applications on land greater than 1.0ha area shall be accompanied by an urban design assessment prepared by a suitably qualified person. This may include the Council's Urban Design Panel if agreed by an applicant and the Council. The assessment shall form part of the information necessary for the Council to properly assess applications and will be used as appropriate for the purposes of s104(a), and/or (b), and/or (c).

### 12.20.6 **Resource Consents – Assessment Matters**

The resource consent Assessment Matters which apply to the consideration of resource consents (including the Outline Development Plan) are specified in this Rule. The Assessment Matters are applied as follows:

- (a) For all Controlled Activities in the Frankton Flats Special Zone, the assessment matters shall only apply in respect of conditions that may be imposed on a consent.
  - (b) For all Discretionary Activities where the Council's discretion is restricted, in determining whether or not to grant consent the Council shall only apply the assessment matters relevant to the restriction.
  - (b) For all Discretionary Activities in the Frankton Flats Special Zone, in considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the assessment matters.
- i **Controlled and Limited Discretionary and Discretionary Activities – Landscaping and All Buildings**

- (c) The extent to which the landscape treatment in Activity Area A will assist to soften the full extent of development and avoid adverse effects (including reverse sensitivity effects) on the State Highway.
- (d) The extent to which any landscaping, of moderate scale and natural appearance is necessary to partially conceal structures yet allow for view shafts toward The Remarkables, Walter and Cecil Peaks, K Number 2, Ferry Hill, Peninsula Hill from State Highway 6.
- (e) The extent to which any planting of vegetation is of a sufficient maturity (size) to mitigate the effects of buildings and structures.
- (f) The extent to which any landscaping within 100m of State Highway 6 is compatible with and provides for safe pedestrian and cycle access along State Highway 6 and the maintenance of views from the Highway towards the Remarkables Range.
- (e) The extent to which it is necessary to provide landscape planting adjacent to buildings in order to soften their visual effect.
- (g) The desirability of using deciduous trees within the development to allow for maximum sunlight in winter The extent to which the colour and exterior finishing materials of any buildings contribute toward maintaining the naturalness of the local environment.
- (h) The visibility of the building when viewed from the State Highway;
- (h) Whether the location, form, and design of the building contributes to an interesting and varied vista of buildings when viewed along the length of the State Highway frontage of the Zone;
- (i) Whether the building in its own right or in combination with any other buildings adversely affects background vistas of outstanding natural landscapes;
- (j) Whether the site of the building and any areas of car parking and open space visible from the highway are appropriately landscaped;

- (k) Whether any landscaping has the potential to adversely affect background vistas of outstanding natural landscapes.
- ii **Site Layout, Size, Orientation and Density of Development in Activity Areas**
- (a) The proposed site layout connects into the neighbourhood through:
    - (i) adequate pedestrian and vehicle access;
    - (ii) the visual links to views or features of significance;
  - (b) The extent to which site layout takes into account on-site features, topography, views, vegetation, structures, drainage, services, access, orientation and microclimate considerations.
  - (c) The extent to which site layout efficiently distributes utilities to and on the site, taking into account any future site development.
  - (d) Sites have the appropriate area and dimensions to enable the siting and construction of buildings and vehicle access parking, turning and loading space.
  - (e) The extent to which the street pattern is conducive to a perimeter block development layout and ensuring good connectivity.
  - (f) In Activity Areas C1 and C2, how the proposed urban structure and development approach will facilitate affordable housing.
  - (g) The extent to which development within Activity Area C1 gives effect to the principles of Appendix A.
- iii **Outdoor Living Space**
- (a) The extent to which the private open space is orientated towards sun and views
  - (b) The extent to which private open space is clearly defined for private use and is capable of serving as an extension of the function of the dwelling for relaxation, dining, entertainment and recreation and of being accessed from a main living area off the dwelling
- Where a communal open space substitutes for private open space:
- (c) The extent to which all residences sharing the space have direct outlook over that space and good access to the space.
  - (d) The extent to which the communal space is clearly defined and reserved for the use of those residents sharing it
- iv **Streetscape**
- (a) The extent to which the streetscape is considered as an entity that relates appropriately to lot size, layout, and orientation, transport networks, street design, and vehicle parking.
  - (b) The extent to which the streetscape is to reflect the functions and characteristics of the street type in the roading network.
  - (c) The extent to which the streetscape incorporates a landscape approach which:
    - (i) Satisfies maintenance and safety requirements, reinforces desired traffic speed and behaviour, and considers lines of sight for pedestrians, cyclists and vehicles.
    - (ii) Designs a theme for new streets, or complements existing streetscapes and integrates with new development.
    - (iii) Incorporates attractive and coordinated street furniture and facilities to meet user needs.
    - (iv) Accommodates utility services and minimises their visual impact.
    - (v) Maximises the use of trees and plants as landscape features for neighbourhood identity.
- v **Building Design and Appearance**

- (a) The extent to which the architectural style is characteristic of a mountain region and whether building forms are sympathetic to the mountain setting and local context.
  - (b) The extent to which the relationships between building forms, both generally and between developments in different ownerships have been considered to create a village like quality.
  - (c) The extent to which the orientation of buildings optimises views and sun exposure and orientation to open space.
  - (d) The extent to which building facades help define and give character to open spaces, squares, streets, paths and parks.
  - (e) The extent to which building materials are appropriate to the area and have an alpine character that has local application.
  - (f) The extent to which roof colours and materials are such they do not result in an obtrusive impact when viewed from above.
  - (g) The extent to which sloping roofs are used to enhance snow removal and for their visual character;
  - (h) The extent to which a large scale building is visible from the State Highway, public places, or the streets within the zone or whether it has been encased with smaller scale buildings such that it is barely visible from beyond the site;
  - (i) The extent to which provision is made for informal surveillance of public and semi-public areas within and adjacent to the development including streets, parks, plazas and through site links where practical, by:
    - (i) locating doors, windows and other openings associated with living and working area, so that they overlook and interact with public and semi-public areas; and
    - (ii) ensuring that walls and fences at the street edge have sufficient transparency or are of a low enough height to allow informal surveillance to occur; and
    - (iii) avoiding blank, windowless street level facades of building through placement of doors and windows and by encouraging a mix of activities, and
    - (iv) that new development does not compromise good informal surveillance of public and semi-public areas provided by existing developments.
- vi **Continuous Building Length**
- (a) The extent to which any building within any activity area which has a continuous building length along a road boundary of greater than 10m shall provide architectural diversity and definition such that it articulates the frontage of any building block.
- vii **Transport Networks**
- (a) Whether and the extent to which the design features of each type of residential street convey its primary functions and encourage appropriate driver behaviour.
  - (b) Whether and the extent to which connection between residential streets incorporates appropriate traffic management treatment to slow and control traffic.
  - (c) Whether and the extent to which the eastern access road is designed as an arterial road with no on-street parking.
  - (d) Whether and the extent to which the design of connections to the State Highway are safe, sustainable and avoid adverse effects on the state highway resource.
  - (e) Whether and the extent to which co-ordinated arrangements are made for internal road connections between development in different ownerships.
  - (f) Whether and what extent roads provide for non motorised traffic safely.

- (g) Whether and what extent within Activity Area D provisions are made within the internal roading to promote the use of the arterial roading network into and out of this activity area.
- (h) Whether and what extent development within the zone is in accordance with the principles and outcomes of the Wakatipu Transportation Study.
- (i) The extent to which areas of off-street car parking in Activity Areas C1 and C2 are concealed from the State Highway 6 and internal roads by buildings.
- (j) The extent that the street network and block structure within the Zone is designed to maximise viewshafts through the Zone from the State Highway towards the Remarkables Range and other landscape features.

## viii **Pedestrian and Cycle Accessways**

- (a) Whether and the extent to which any network of pedestrian and cycle ways shall be consistent with a high level of amenity and accessibility.
- (b) Whether and the extent to which the street network is designed to accommodate pedestrian use of street pavement in access places and local streets where appropriate, demarcated by alternative paving materials.
- (c) Whether and the extent to which the design of footpaths or shared paths facilitates ease of use by the disabled, aged and very young.
- (d) Whether and the extent to which the provision of vehicle crossings and their placement along the eastern access road are designed to mitigate the effects of vehicle crossings over walkways and cycle ways.
- (e) Whether and the extent to which pedestrian and cycle ways connect and provide a safe and pleasant environment both within the Zone and connecting to adjacent Zones and the wider Frankton area.

## ix **Open Space**

- (a) Whether and the extent to which the location and extent of open space and reserves are considered with regards other reserves and open spaces, existing and consented.
- (b) Whether and the extent to which the open space is within a suitable location for use
- (c) Whether and the extent to which open space provides views of outstanding natural landscapes of the Zone
- (d) Whether and the extent to which the open space provides landscaping which enhances and does not detract or compromise the views of the outstanding natural landscapes.
- (e) **Earthworks Environmental Protection Measures**
  - (i) The extent proposed sediment/erosion control techniques are adequate to ensure that sediment remains on-site.
  - (ii) Whether the earthworks will adversely affect stormwater and overland flows, and create adverse effects off-site.
  - (iii) Whether earthworks will be completed within a short period, reducing the duration of any adverse effects.
  - (iv) Where earthworks are proposed on a site with a gradient >18.5 degrees (1 in 3), whether a geotechnical report has been supplied to assess the stability of the earthworks.
  - (v) Whether appropriate measures to control dust emissions are proposed.
  - (vi) Whether any groundwater is likely to be affected, and any mitigation measures are proposed to deal with any effects. NB: Any activity affecting groundwater may require resource consent from the Otago Regional Council.
- (f) Effects on landscape and visual amenity values

- (i) Whether the scale and location of any cut and fill will adversely affect:
    - a. The visual quality and amenity values of the landscape;
    - b. The natural landform of any ridgeline or visually prominent areas;
    - c. The visual amenity values of surrounding sites.
  - (ii) Whether the earthworks will take into account the sensitivity of the landscape.
  - (iii) The potential for cumulative effects on the natural form of existing landscapes.
  - (iv) The proposed rehabilitation of the site.
- (g) Effects on adjacent sites:
- (i) Whether the earthworks will adversely affect the stability of neighbouring sites.
  - (ii) Whether the earthworks will change surface drainage, and whether the adjoining land will be at a higher risk of inundation, or a raised water table.
  - (iii) Whether cut, fill and retaining are done in accordance with engineering standards.
- (h) General amenity values
- (i) Whether the removal of soil to or from the site will affect the surrounding roads and neighbourhood through the deposition of sediment, particularly where access to the site is gained through residential areas.
  - (ii) Whether the activity will generate noise, vibration and dust effects, which could detract from the amenity values of the surrounding area.
  - (iii) Whether natural ground levels will be altered.
- (i) Impacts on sites of cultural heritage value:
- (i) Whether the subject land contains Waahi Tapu or Waahi Taoka, or is adjacent to a Statutory Acknowledgment Area, and whether tangata whenua have been notified.
  - (ii) Whether the subject land contains a recorded archaeological site, and whether the NZ Historic Places Trust has been notified.
- (j) Conservation
- (i) Subject to the next criterion, that trees are retained in order to achieve the intended environmental outcomes for that part of the Zone.
  - (ii) That earthworks, excavation and the removal of topsoil to be kept to the minimum necessary to provide for the activities for which the land is to be used.
  - (iii) That the character of the landscape features is enhanced.
- x **Integration of Non-residential and Residential Activities**
- (a) Whether and to the extent to which the bulk, form, and external appearance (including quality and colour of finish) of buildings or other structures should be consistent with the intended environmental outcomes for the Zone and in residential areas should be in harmony with the intended character of the area.
- xi **Licensed Premises**
- In considering any application for the sale of liquor, the Council shall, in deciding whether or not to grant consent or impose conditions, have regard to the following specific assessment matters:
- (a) The character, scale and intensity of the proposed use and its compatibility in relation to surrounding and/or adjoining residential neighbourhoods.

- (b) The effect on the existing and foreseeable future amenities of the neighbourhood, particularly in relation to noise and traffic generation.
  - (c) The effect on roads and the State Highway, particularly in relation to traffic generation.
  - (d) The topography of the site and neighbouring areas.
  - (e) The nature of existing and permitted future uses on nearby sites.
  - (f) The adequacy of car-parking for the site.
  - (g) The adequacy of screening and buffer areas between the site and other uses.
  - (h) The previous history of the site, and the relative impact of adverse effects caused by activities associated with the sale of liquor.
- xii **Buildings or parts of buildings located within the outer control boundary or other buildings in relation to the state highway.**
- The extent to which the design and construction of buildings or parts of buildings or of alterations or additions to any building to be used for residential activities, visitor accommodation or community activities is such that ensures the indoor design sound level specified in the relevant Zone Standard is met.
- xiii **Discretionary Buildings and Activities pursuant to Rule 12.20.3.7**
- (a) The extent to which new buildings and any associated outdoor activities including carparking and storage are visually compatible in scale with the immediate streetscape and/or adjoining buildings on properties within Activity Areas
  - (b) The extent to which new developments are designed and detailed to avoid blank walls along street frontages;
  - (c) The extent to which the private open spaces and habitable rooms in adjacent residential buildings in Activity Areas C1 and C2 are reasonably protected from direct overlooking by building design and detailing, landscaping, and effective location of windows and balconies to avoid overlooking;
  - (d) The extent to which activities generating noise are located within the building and whether noise will be attenuated effectively;
  - (e) The extent to which vehicular access and on-site parking areas are adequately screened in the form of fencing or landscaping in order to prevent adverse aural and visual impacts on residential properties.
  - (f) The visibility of any associated car parking from the State Highway and the extent to which the visual effect of this has been avoided or mitigated.
- xiv **Setbacks from Roads and Internal Boundaries**
- (a) The extent to which a limited building setback from a road or neighbours is necessary in order to complement public space.
  - (b) The extent to which alternative practical locations are available for the building or structure.
  - (c) The degree to which the proposed building enhances the visual amenity of the site as viewed from the road and adjoining sites.
  - (d) The degree to which the proposed building will detract from the outlook and privacy of people on adjoining sites.
  - (e) The degree to which proposed landscaping, including plantings, will mitigate the effects of limited building setback from a road or neighbours.
  - (f) The extent to which the proposed building, will be compatible with the appearance, layout and scale of other buildings and sites in the surrounding area, including the setback of existing buildings in the vicinity from road boundaries.

- (g) The extent to which the proposed building will have a size, form, and external appearance which is sympathetic to, and in visual harmony with the surrounding environment.
  - (h) The extent to which the use of the proposed building will detract from the pleasantness or amenity of adjoining sites, in terms of noise, smell, dust, glare or vibration.
- xv **Buildings and activities within Activity Area C2 Located within 20m of the boundary with Activity Areas D and E2**
- (a) The use of a building setback of at least 10m along the boundary with Activity Areas D and E2, with rear yard space to be used for car parking, accessory buildings, and landscaping, to prevent reverse sensitivity effects, outdoor living space should not be included within this area.
  - (b) The use of design that orientates main living areas/outdoor open spaces away from the boundary of industrial or business areas
  - (c) Residential units designed to achieve a suitable internal noise environment within habitable rooms through appropriate acoustic insulation and the provision of mechanical ventilation.
- xvi **Buildings and activities within Activity Area D and within 20m of the boundary with Activity Area C2**
- (a) Whether and to what extent landscaping is proposed in order to effectively enhance the amenity of the streetscape and to break up and enhance the external appearance of the industrial buildings.
  - (b) Buildings should be designed so that vehicle access or loading doors, fans, air conditioning, equipment or air discharge devices are located away from the Activity Area C2 boundary
  - (c) Fencing and the use of a wide planted strip along the Activity Area C2 boundary to screen outdoor storage areas
  - (d) Location of lighting spill in contained within the site.
- xvii **Building Height**
- (a) Whether the additional height will have an adverse effect on the wider views obtained from State Highway 6, important view shafts within the site, and views from other public places such as the Events Centre.
  - (b) Whether the ratio of the building height relative to the width of the adjacent street or open space is such that the additional height contributes positively to the streetscape.
  - (c) Whether buildings have been considered as part of the surrounding urban environment in terms of how they complement their location within the neighbourhood and the nature of the open spaces which they may face.
  - (d) Whether variations of building height are used to contribute to the legibility, visual interest and character of the neighbourhood.
  - (e) Whether variation of building height is used in combination with other design considerations such as streets and other open space layout, site configuration, building form, façade articulation and roof form design to contribute to the urban structure and visual character of the neighbourhood.
  - (f) Whether the external appearance of buildings on prominent sites has taken into account their importance in framing vistas or views.
  - (g) Whether the roof form provides an appropriate termination to the building that positively contributes to the variety and visual character of the neighbourhood.
  - (h) Whether building facades create a varied and positive interface with the public realm and other buildings having regard to the use of:
    - (i) Building materials and colours;
    - (ii) Glazing treatment;

- (iii) Balconies;
- (iv) Fenestrations;
- (v) Roof form variations.

## xviii **Visitor Accommodation as a Limited Discretionary Activity in Activity Areas C1 and C2**

- (a) Whether visitor accommodation will have any effects on surrounding residential character
- (b) Whether adequate car parking is provided on site
- (c) Whether waste and recyclables can be stored and collected without have effects on the surrounding amenity

## xix **Transportation**

- (a) The extent to which carparking provision for the use intended is well located, safe and of a minimum number to achieve the objective of supporting the development of an integrated transport system, with increasing use of passenger transport.
- (b) Whether there is a demonstration through a traffic impact assessment of the likely traffic generation from the Activity Area and methods for accommodating that traffic.
- (c) Whether consideration of a Travel Demand Management Plans has been made to accompany the land use associated with non-residential activities within the development site.
- (d) Whether the Outline Development Plan provides for connectivity beyond the site.
- (e) Whether and to what extent the development provides for, safe and secure park and ride facilities well located to the public transport network.

- (f) Whether and to the extent to which the design features of each type of residential street convey its primary functions and encourage appropriate driver behaviour.
- (g) Whether and to the extent to which connection between residential streets incorporates appropriate traffic management treatment to slow and control traffic.
- (h) Whether and to the extent to which the eastern access road is designed as an arterial road with no on-street parking.
- (i) Whether the internal arterial road design and the location of primary access points promotes the use of the Eastern Arterial Road particularly for heavy traffic.
- (j) Whether and to the extent to which the design of connections to the State Highway are safe, sustainable and avoid adverse effects on the state highway resource.
- (k) Whether and to the extent to which co-ordinated arrangements are made for internal road connections between development in different ownerships.
- (l) Whether and to what extent roads provide for non motorised traffic safely.

## xx **Other Retail within Activity Area C1**

- (a) The extent to which retailing activities within Activity Area C1 are of a scale whereby the Activity Area operates as a local-catchment oriented village centre.
- (b) The extent to which non-local catchment oriented retail proposed is appropriate to supplement and support the viability of a local-catchment oriented village centre.

Figure 1 - Structure Plan



# PLAN CHANGE 19 – FRANKTON FLATS (B)

J

## Appendix A: Design Principles for Activity Area C1:

Design Element / Mainstreet area quality	Mainstreet area	Other streets within Activity Area C1
Building interface with the street to create a quality, coherent streetscene	Buildings should be built up to the street edge. Buildings should adjoin adjacent buildings, forming a continuous façade to the street	A small set back may be appropriate to provide space for landscaping and to act as a transition space between the road the activity. Spaces between the building and the street should not be used for car parking. Separation between buildings should be minimized with space to provide for vehicle access to rear parking areas. Stand alone buildings should be the minority within any street
Contain and define the village core and mainstreet area	In general buildings along the mainstreet frontage should be a minimum of 2 storeys in height so as to frame the street, with the ground floor to be 3.5m to 4m high to provide a flexible commercial space	No minimum building height or internal stud height is needed, although ground floor units should be provided with a floor to ceiling height which is appropriate for the non-residential use proposed.

Design Element / Mainstreet area quality	Mainstreet area	Other streets within Activity Area C1
Interactive frontages to help support vibrant, attractive and safe streets	Principal building entrances should be direct from the street. At least 80% of ground floor frontage, excluding door entrances and lobbies to above ground floor units, should be glazed display space Upper floors should have windows / balconies that open out to the street.	Principal building entrances should be visible from street. Any building should have no more than 5 m in length of blank façade to the street, relieved by windows, doors and openings Upper floors should have windows / balconies that open out to the street.
Weather protection for pedestrians	Continuous Verandah cover footpath should be provided	Verandah cover is optional but should be provided over public entrances.
Vehicle access does not disrupt the pedestrian environment	No vehicle access from the mainstreet should occur so as to retain pedestrian dominance along the street All on-site car parking must be below grade, or if at grade screened from the mainstreet by an activity contained within a building	If on –site car parking has to be accessed from the street, then only one vehicle access point is provided.

Design quality	Element /	Mainstreet area	Other streets within Activity Area C1
<p>Building design supports an attractive street scene</p>	<p>Buildings facades that face the street should be designed to present a fine grained vertical rhythm of 4 to 6m wide modules. This can be achieved through placement of windows, balconies, recessed terraces, minor variations in set backs, use of architectural elements such as columns and fins, as well as variations in materials and design of the facade.</p> <p>Building elevations should differentiate between ground, middle and upper levels</p> <p>Rooflines should be varied, and plant integrated into the design</p> <p>Street corners should be acknowledged.</p>	<p>Larger buildings should be wrapped with smaller units that face the street so as to present an more interesting street scene</p> <p>Mixed use buildings should have clearly separated entrances for residential and non-residential uses.</p> <p>The ground floor of non-retail, or other non-customer focussed units should be elevated 1m above the surface of the street to offer some visual privacy to users.</p>	

## 14.2 Transport Rules

2. Add the following table to section 14.2.4.1 Parking and Loading.

### 14.2.4.1 Parking and Loading

...  
**Table 1B – Frankton Flats Zone**

Where the particular use being applied for is not specified below, the rules are contained in Table 1.

#### Clarification of Table 1B

This shall be on the basis of carparking standards in Part 14 (reproduced below) for the use intended but instead of being a minimum requirement this shall be a maximum requirement. In addition to these standards a traffic impact assessment in accordance with whether parking provision achieves the objectives and policies of the Zone shall be submitted concurrently with the Outline Development Plan for each of the areas.

<u>Activity</u>	<u>Parking Spaces Required</u>
<u>Industrial Activity in Areas D, E1 and E2 (includes Yard Based Industry)</u>	<u>1 per 25m<sup>2</sup> areas used for manufacturing, fabricating, processing, or packing goods plus 1 per 100m<sup>2</sup> storage space.</u>
<u>Commercial, supermarkets, large format retail, and showroom retail stores greater than 500m<sup>2</sup></u>	<u>1 per 25<sup>2</sup> GFA</u>
<u>All other retail outlets and other commercial activities</u>	<u>1 per 100 m<sup>2</sup> GFA</u>
<u>Restaurants</u>	<u>1 per 50m<sup>2</sup> PFA (excl toilets) plus 1 per 100m<sup>2</sup> PFA for staff with a minimum of two.</u>
<u>Residential</u>	<u>1.25 per residential unit.</u>
<u>Educational</u>	<u>1 per 10 students over 15 years of age. 1 per 2 staff.</u>
<u>Visitor Accommodation</u>	<u>1 per unit for motels. 1 per 5 beds plus 1 coach park per 50 guest rooms for hotels.</u>
<u>Healthcare Services</u>	<u>2 per FTE professional staff, 1 per FTE other staff member.</u>
<u>Sportsfields</u>	<u>20 per hectare of sports fields plus 2 coach parks per hectare.</u>
<u>Motor Vehicle Repair and Servicing</u>	<u>1 per 25m<sup>2</sup> of servicing area plus 2 per establishment for heavy vehicle parking.</u>

## 15.2 Subdivision, Development and Financial Contributions Rules

3. Add the following to 15.2.3.3 Discretionary Subdivision Activities.

### 15.2.3.3 Discretionary Subdivision Activities

...

viii In the Frankton Flats Special Zone (B) all subdivision shall be a **Limited Discretionary Activity**, provided that it shall be a **Controlled Activity** in Activity Areas C1, C2, and E2 when in accordance with an approved Outline Development Plan.

4. Add the following to 15.2.6.3 Zone Subdivision Standards – Lot Sizes and Dimensions.

### 15.2.6.3 Zone Subdivision Standards – Lot Sizes and Dimensions

i Lot Sizes

...

Zone	Minimum Lot Area
...	
Frankton Flats Special Zone	Activity Area D – 3000m <sup>2</sup> All other Activity Areas - No minimum lot size.

...

(h) Frankton Flats B Special Zone

Subdivisions in the Activity Areas E1 and E2 must result in an arrangement of lots, unit titles, cross lease and company lease capable accommodating buildings and uses in accordance with the permitted and controlled activity rules and Site and Zone standards for the particular Zone in which the site(s) is located, and the requirements of Section 14 – Transport.

5. Add the following zone standard to 15.2.6.3 Zone Subdivision Standards – Lot Sizes and Dimensions.

vii Frankton Flats B Special Zone - The creation of an arterial or collector road network that provides for high traffic volume, safe walkways, cycleways and landscaping.

The arterial carriage way shall be designed to a minimum standard classification of Primary Street: Arterial as defined in NZS4404; 2004. Unless already designated in the Plan the legal road reserve width shall be approved by Council at the design stage of the subdivision and will need to provide for landscaping and multi use tracks if necessary. Collector roads shall be designated in accordance with Council Standards relating to that function.

6. Add the following to 15.2.7.1 Controlled Activity Subdivision Activities – Subdivision Design

### 15.2.7.1 Controlled Subdivision Activities - Subdivision Design

...

- The adequacy of interconnecting roads between development under separate management or ownership within the Frankton Flats Special Zone B.

## Definitions

7. Add the following definitions to the Definitions section.

### **YARD BASED ACTIVITIES FOR FRANKTON FLATS (B) ZONE**

Yard based activity means the use of land and buildings for the primary purpose of the transport, storage, operation, maintenance or repair of goods and/or the storage and servicing of vehicles.

### **ACTIVITIES SENSITIVE TO AIRCRAFT NOISE**

Means Residential Activities, Visitor Accommodation, and Community Activities (with the exclusion of Police Stations, Fire Station, Courthouses, Probation and Detention Centres and Government and Local Government Offices) as defined in this District Plan. It includes educational classrooms and buildings, educational playgrounds or outdoor fields, but excludes non-educational playgrounds or outdoor fields.

### **CONVENIENCE RETAIL**

Means a dairy, grocery store or newsagent and lunch bars, cafes// and restaurants.

### **LANDSCAPED PERMEABLE SURFACE**

Any surface which is significantly landscaped and allows liquid to pass through or penetrate, i.e. soil, and grass. This does not include car parking areas.

### **SHOWROOM TYPE RETAIL**

Means the retailing of goods manufactured on site, goods that are primarily stored outside (e.g. garden/landscape supplies), and retailing associated with Service Stations, Automotive and marine products, parts and accessories, Hardware and buildings supplies including bathroom and kitchen fitting, lighting, and wall and floor coverings. It does not include the retailing of furniture and household appliances.

### **TRAVEL DEMAND MANAGEMENT PLAN**

Means the identification of a vision, objectives and targets as well as a detailed action plan of measures with respect management of parking, implementation of a travel behaviour change programme, passenger transport provision etc. Provisions should be made within the plan to ensure there is adequate monitoring of the performance of the plan which it is suggested should start with a thorough travel survey of all users of the development within six months of occupation and that this survey be repeated annually. This monitoring should also extend to collecting data on traffic flows, passenger transport usage and 'mode share' for all key journey purposes.

8. Amend the District Plan Maps to show the extent of the Frankton Flats (B) zone (outlined in yellow)

