

**BEFORE THE HEARINGS PANEL
FOR THE QUEENSTOWN LAKES PROPOSED DISTRICT PLAN**

IN THE MATTER of the Resource
Management Act 1991

AND

IN THE MATTER of Hearing Stream 13 –
Queenstown
Mapping Annotations
and Rezoning Requests

**REBUTTAL EVIDENCE OF KIMBERLEY BANKS
ON BEHALF OF QUEENSTOWN LAKES DISTRICT COUNCIL**

QUEENSTOWN MAPPING

**STRATEGIC OVERVIEW AND COMMON THEMES
GROUP 1B QUEENSTOWN URBAN - FRANKTON AND SOUTH**

7 July 2017

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INTRODUCTION

- 1.1** My full name is Kimberley Anne Banks. I am a Senior Planner and have been employed by the Queenstown Lakes District Council since 2015.
- 1.2** My qualifications and experience are set out in my statements of evidence in chief dated 25 May 2017.
- 1.3** I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2014 and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within my area of expertise except where I state that I am relying on the evidence of another person. The Council, as my employer, has agreed for me to give expert evidence on its behalf in accordance with my duties under the Code of Conduct.

2. SCOPE

- 2.1** My rebuttal evidence is provided in response to the following evidence filed on behalf of various submitters:

Strategic

- (a) Mr Kyle (Planning) for the Queenstown Airport Corporation (**QAC**, 433); and
- (b) Mr Geddes (Planning) for Jed Frost (323).

Queenstown Urban – Frankton and South (Group 1B)

- (c) Mr Sizemore and Mr MacColl for NZ Transport Agency (719);
- (d) Mr Ferguson (Planning), Mr Carr (Transport) and Mr Bentley (Landscape) for Hansen Family Partnership, Universal Developments, FII Holdings, Jandel Trust and Arnott (751, 847, 399, 717, 177);
- (e) Ms Hutton (Planning) and Mr Maunsell (Trustee) for the Otago Foundation Trust Board (408/1061);

- (f) Ms Millton (Planning) and Mr Bartlett (Transport) for W & M Grant (455);
- (g) Mr Geddes (Planning), Mr Bartlett (Transport), and Mr Hansen (Infrastructure) for the Middleton Family Trust – 338;
- (h) Mr Brown (Planning), Mr Skelton (Landscape), Mr Goldsmith (Establisher), Mr Carr (Transport) for Oasis in the Basin (FS1289);
- (i) Mr Edgar (Planning) and Mr Baxter (Landscape) for Land Information New Zealand (661);
- (j) Mr Bryant (Geotech) and Mr Vivian (Planning) for Kerr Ritchie Architects (48);
- (k) Ms Millton (Planning) for B Grant (318, 434); and
- (l) Trustees of Lakeland Park Christian Camp (425).

2.2 At the time of filing this evidence, the Council's geotechnical rebuttal evidence has not been progressed to an extent that I can rely on it. Therefore my rebuttal evidence on the following submissions will be filed by way of a statement of supplementary rebuttal:

- (a) Land Information New Zealand (661);
- (b) Kerr Ritchie (48); and
- (c) B Grant (318, 434).

2.3 I also confirm that I have read the following statements of evidence and no response is considered necessary:

- (a) Mr Day for QAC (433/1340);
- (b) Mr Brett Giddens (828);
- (c) Ms Holden for QLDC (790);
- (d) Ms Thomas (Planning) for Z Energy (312/1214); and
- (e) Mr Vivian for Lloyd James Veint, Arcadia Station (480).

2.4 My evidence has the following attachments:

- (a) **Attachment A:** Revised Chapter 9;
- (b) **Attachment B:** s32AA analysis; and
- (c) **Attachment C:** Revised 'Appendix 2 Recommendations on Submissions'.

2.5 All references to the Proposed District Plan (**PDP**) provision numbers are to the Council's Reply version of those provisions, unless otherwise stated. In addition, I have used tab references to documents included in the Council's Bundle of Documents (**CB**) dated 10 March 2017.

3. MEMORANDUM OF COUNSEL DATED 31 JULY 2017

3.1 I refer to the Memorandum of Counsel filed on behalf of QLDC regarding the Panel's Minute concerning annotations on maps, dated 30 June 2017. I understand this memorandum confirms the approach the Council will take in this hearing, in light of the views of the Panel relating to its jurisdiction, as expressed in its Minute dated 12 June 2017.

3.2 For the purposes of this hearing, the following paragraphs of my Strategic s42A relate to submissions filed on either 'Stages 2-4' or Volume B land, and will not be pursued:

- (a) Section 22 in which I address RPL's (807) submission to amend the planning maps to locate the landscape classification line correctly at the edge of the Kawarau River;
- (b) Section 23.1 relating to RPL (807) and QLDC's (383) submissions seeking the labelling of the Frankton Flats special zone as two separate zones;
- (c) revised section 26 (contained in my supplementary Strategic s42A dated 6 June 2017) as far it relates to the ODP Remarkables Park Special Zone, Frankton Flats Special Zone, and Shotover Country Zone only. My recommendation to reflect the most recent Environment Court decision remains for all Stage 1 land;
- (d) paragraphs 27.2 to 27.3, which responds to a district wide submission of the NZIA seeking the addition of cycleways to planning maps. Although I rejected this submission, my recommendation now only applies to Stage 1 land;
- (e) paragraphs 27.4 to 27.5, which respond to a district wide submission of Aurora Energy Limited (635) seeking that

addition of 'Critical Electricity Lines' to planning maps. I recommended accepting this submission (through accepting the recommendations of Mr Barr for Chapter 30), which now only applies to Critical Electricity Lines that are located over Stage 1 zones;

- (f) paragraphs 29.13 to 29.15 relating to the location of the ONL through the Quail Rise Zone; and
- (g) paragraphs 29.16 to 29.19, as far as they relate to RPL's (807) submission seeking to "*Amend the landscape lines so that it is clear that urban areas are not within an ONL*" over the ODP Remarkables Park Zone. More generally, my recommendations in these paragraphs on landscape lines on land other than Rural (addressed at Section 29 generally) now only apply to Stage 1 land.

3.3 In addition I confirm I have not provided rebuttal evidence, to any relevant evidence filed by submitters that relates to 'Stages 2-4 land' or 'Volume ' land.

4. STRATEGIC

MR KYLE AND MR DAY FOR QAC (433/FS1340)

4.1 QAC filed a further submission in opposition to changes sought to the Queenstown planning maps, including a number of rezoning submissions that sought zonings that would enable the establishment of Activities Sensitive to Aircraft Noise (**ASAN**) both within and beyond QAC's Air Noise Boundaries.

4.2 I have discussed the background to Plan Change 35 (**PC35**) and its incorporation in the PDP within my strategic report, and specifically my supplementary strategic evidence dated 6 June 2017.¹ I do not repeat here any background to PC35.

4.3 In relation to the evidence of RPL and QAC as it relates to the mapping of the air noise boundaries over the ODP Remarkables Park

¹ Supplementary Section 42A Report of Kimberley Banks (Strategic Overview and Common Themes – Revised Section 26 Only) dated 6 June 2017.

Zone, I do not respond consistent with the Panel's Minute setting out that it considers it does not have jurisdiction over this land nor these particular submission points.

4.4 However I wish to respond to the evidence of Mr Kyle and Mr Day as it relates to QAC's opposition to 30-odd rezonings located outside of the OCB. Mr Kyle at paragraph 11.2 of his evidence states that:

Unanticipated and unprecedented growth at the Airport combined with recent passenger forecasting has demonstrated that the 2037 noise contours are likely to be reached much earlier than anticipated... I consider that, in order to protect the long-term viability of the airport and to protect the community from the increasing effects of aircraft noise, both now and into the future, all rezoning requests that seek to enable the intensification of ASAN within the area identified by Mr Day should be rejected.

4.5 I do not agree with this approach, and I set out my reasoning for this in subsequent paragraphs.

4.6 For context, Council's recommended definition of ASAN is:

<p>Activity Sensitive To Aircraft Noise (ASAN) <u>Activities sensitive to road noise</u></p>	<p>Means any residential activity, visitor accommodation activity, community activity and day care facility activity as defined in this District Plan including all outdoor spaces associated with any educational facility-activity, but excludes activity in police stations, fire stations, courthouses, probation and detention centres, government and local government offices.</p>	<p>Comment [a16]: Change reflects recommendation to delete 'definition of 'community facility in Chapter 7 ROR</p> <p>Comment [a15]: Documented</p>
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4.7 First, I discuss the matter of the *New Zealand Standard for Airport Noise Management and Land Use Planning NZS6805:1992*. I refer to the evidence of Mr Ferguson² filed for Stream 1B following expert conferencing with QAC. I concur with Mr Ferguson's background and conclusion made at paragraph 11 in relation to the purpose and scope of the New Zealand Standard in which he states:

2 For Darby Planning LP (#608), Soho Ski Area Limited (#610), Treble Cone Investments (#613), Hansen Family Partnership (#751).

11 Based on a review of the Standard itself, and without considering the legal approach to the role of standards in Plan formulation, the following conclusions can be reached:

- (a) The Standard is a guide for the formulation of appropriate land use controls relating to Airports by a territorial authority within a district plan;
- (b) The focus of the Standard is on controlling the effects of aircraft noise and to do that it establishes mechanisms such as the Airnoise Boundary and Outer Control Boundaries, based on predicted noise generated by Airport activities;
- (c) The Standard does not bind the Council to either these mechanisms to manage land use activities on airports, or for the imposition of a higher level of control if it wishes; and
- (d) While the Standards identify the need to undertake public consultation and s.32 analysis in relation to any higher level of control than proposed within the standard, we consider that this obligation would exist in respect to any controls arising from the management of airport noise.

4.8 It is my view that the PDP reply chapters reflect (and should reflect) the outcomes of PC35, and the noise boundaries established through that detailed process of review. Accordingly, I consider land within the OCB should not be rezoned to allow for intensification of ASAN, and this is reflected in my recommendations on rezoning submissions within Group 1B. I note that I have recommended accepting the submission of QLDC (790) which would allow for one additional LDRZ lot. I have treated this submission as an exception because I consider it remains consistent with the intent of PC35 as it could enable only one additional LDRZ unit (with acoustic insulation requirements), and further intensification is limited by Rule 7.4.9 of the LDRZ which limits density to 1 unit per 450m².

4.9 The primary focus of NZS6805:1992 is on the application of air noise boundaries as a mechanism for the formulation of appropriate land use controls around an airport. The air noise boundaries (ie, the ANB and OCB) were recently established through Plan Change 35, which involved a comprehensive analysis including two Environment Court decisions, and involved a significant body of technical evidence. Today, PC35 is largely confirmed (although not yet operative) as the Environment Court has not issued a final decision on the air noise boundaries as they relate to Lot 6. There has been no proposal by QAC to revisit or extend these boundaries, notwithstanding the

suggestion in Mr Kyle's evidence that these boundaries may be reached before 2037.

4.10 There are a number of factors which may affect this outcome, one of which is achievement of the predicted growth in passenger numbers indicated by QAC before 2037. However, other factors may include a reduction in passenger numbers resulting from unforeseen global conditions, operational airline changes which may affect regional transport frequency to the Queenstown airport, or changes in aircraft technology which reduce noise. Such matters are of course uncertain. No revised air noise boundaries have been proposed by QAC, and in my view this is a relevant consideration given that this is the primary focus of the NZ Standard NZS6805:1992, and a considerable amount of technical evidence and attention, during the course of the PC35 proceedings.

4.11 With regard to the strategic approach of the PDP as it relates to the recognition and protection of the airport, and management of land use around it, I note that expert conferencing was undertaken between QLDC, QAC and Mr Chris Ferguson during Stream 1B. The expert witness conferencing had the purpose of discussing the Strategic Direction and Urban Development chapters of the PDP, and the appropriate balance to be afforded to the airport through these provisions. I note that particular consideration was given to ensuring that the provisions give appropriate regard to addressing the multiple land uses of Frankton including the airport, but do not elevate the Airport to a status where the Airport's interests are pre-eminent above all other considerations.³ Following the hearing for Stream 1A and 1B, Council's final position on the provisions are reflected in the reply versions of Chapter 3 and Chapter 4. The background to this process is discussed from paragraphs 4.6 to 4.11 of the Legal Submissions to the Stream 1 right of reply.⁴

4.12 Within Chapter 4, a new Objective 4.2.5 and the two related policies are all derived (verbatim) from the Environment Court confirmed

3 Evidence of Craig Barr in response to expert conferencing (Stream 1B) dated 30 March 2016 at paragraph 2.2; see also paragraph 4.10 of legal submissions on behalf of QLDC as part of Council's Right of Reply dated 7 April 2016.

4 Legal submissions on behalf of QLDC as part of Council's Right of Reply dated 7 April 2016.

provisions of PC35. Objective 4.2.6 is also derived (verbatim) from the Environment Court confirmed provisions of PC35. Mr Paetz identified these objectives as being 'imperative' in providing the strategic basis for the noise boundaries, prohibiting ASAN within specified zones; and in setting out the management response for zones including some that are not included in Stage 1 (such as the Remarkables Park Zone and Frankton Flats A and B Zone).

4.13 As discussed at paragraph 8.13 of my strategic statement of evidence, Objective 4.2.5 relates to setting appropriate noise limits to protect airport operations, and to manage the adverse effects of aircraft noise on ASAN. Objective 4.2.6 seeks to manage urban growth issues on land in proximity to the Queenstown Airport. The policies refer to the establishment and maintenance of appropriate noise boundaries, and include managing the adverse effects of noise from aircraft on any ASAN within the airport noise boundaries.

4.14 I consider that the primary purpose of these strategic provisions of the PDP is to give effect to the land use management regime of PC35 and the air noise boundaries. I note that PC35 did not place any limits on the development of ASAN outside of the OCB, nor require acoustic insulation. Nor did the ODP provisions, prior to PC35. While the strategic provisions in Chapter 3 and 4 also bring PC35 into the more recent PDP framework, the airport is not given primacy within Chapter 3 (Strategic Direction) and instead the interests of the airport are balanced with the need to consider:

- (a) the mixed use function of Frankton (Objective 3.2.1.2);
- (b) the strategic and integrated management of urban growth (Goal 3.2.2);
- (c) a safe and healthy community that is inclusive for all people (Goal 3.2.6);
- (d) the ongoing operation and provision of infrastructure (Goal 3.2.8); and
- (e) provides [within the Queenstown UGB] a range of urban land uses that cater for the foreseeable needs of the community (Policy 4.2.4.2).

- 4.15** Therefore, it is my view that based on the level of evidence before me at this time (namely the lack of any revised and tested alternative air noise boundaries), that land outside of the OCB is (in principle) appropriate for urban development.
- 4.16** In relation to specific recommendation on submissions, I note that Mr Day, at his Appendix D, includes an image illustrating the location of rezoning submissions to which QAC are opposed, and according to the evidence of Mr Kyle, this image illustrates 'land affected by aircraft noise'. Mr Day also presents figures (Figures 1 and 2 of his evidence) illustrating the level of annoyance from aircraft noise, which identifies the level of annoyance below 55dBA to be somewhere between 0% to 15%. I note that the submissions which QAC have opposed appear from the image in Mr Day's Appendix D to be anywhere above 48 dBA (no key has been included). For example, submissions opposed by QAC at the location of the notified 'Frankton MDRZ' (which I recommend be rezoned to part Rural where land is within the OCB, and HDRZ outside of the OCB) are situated between 55dBA to 49 dBA and therefore within the area estimated to be subject to 0% to 15% level of annoyance. Kelvin Heights rezoning submissions appear to be all within the 48-49 dBA, and submissions at Queenstown Hill range from 55 dBA to 48 dBA.
- 4.17** For the recommended rezoning of the Frankton MDRZ to HDRZ adjoining Quail Rise, the image demonstrates that the 50m setback from the state highway which I have recommended would exclude land within the 52 – 53 dBA contours. Within 80m of the state highway, Rule 9.2.7.1 also requires acoustic insulation to achieve an Indoor Design Sound Level of 40 dB LAeq(24h).
- 4.18** Individual rezoning submissions are addressed specifically below. However, overall I disagree with QAC's position that rezonings outside of the OCB should be rejected on the basis of possible future aircraft noise and reverse sensitivity.

MR NICHOLAS GEDDES FOR JED FROST (323)

- 4.19** Mr Geddes has filed planning evidence on behalf of Jed Frost. This submission was not specifically addressed within either of my Strategic or Group 1B s42A reports, as I understood that recommendations had been made on this submission in Hearing Stream 2 - Chapter 33 Indigenous Vegetation and Biodiversity. Submissions of this nature were discussed generally at paragraph 5.1 of my Strategic s42A.
- 4.20** The primary submission of Jed Frost on Chapter 33 sought the following relief: "*Rules 33.4.1 to 33.4.3 conflict with the rights afforded to each property owner within Lots 4, 14, 17, 19 & 101 DP 26634, which have been approved for residential buildings with associated landscaping. Requests areas of A23A are removed from Lots 4, 14, 17, 19 & 101 DP 26634*".
- 4.21** According to the recommendation made in Stream 2 by Ms Law, the submission of Jed Frost was 'rejected' within the Appendix 2 Submissions Table. This recommendation was made relying on the expert evidence of Mr Davis, who in response to this submission stated: "*The submission does not provide specific changes to the SNA boundary. This detail would be required to allow an assessment of the implications to the SNA*".⁵ Therefore, Mr Davis was unclear about the specific relief sought by the submitter, and as such no technical opinion was provided.
- 4.22** However, the current evidence submitted by Mr Geddes for Stream 13 provides further detail and refines the scope of the relief sought. At his paragraph 3.5, Mr Geddes identifies that the original submission sought to remove SNA A23A from Lots 4, 14, 17, 19 & 101 DP 26634. Mr Geddes states:

...Since the time of the submission being lodged, further consideration has been given to the relief sought to remove A23A overlay from Lot 101 DP 26634. On this basis Submission #323

5 Statement of Evidence of Glenn Davis dated 6 April 2016 filed in Hearing Stream 2, at paragraph 8.36.

has been confined to seeking the removal of A23A from Lots 4, 14, 17, 19 DP 26634....

4.23 Mr Davis has addressed this submission in his rebuttal evidence for Stream 13. He states that he accepts the request to amend the boundary of the SNA to the perimeter of the lot boundaries (as shown in Mr Davis' Attachment A), as this will not undermine the contiguous nature of the regenerating shrubland within the SNA.

4.24 I refer to and rely on the rebuttal evidence of Mr Davis, and recommend that the boundary of the SNA A23A is amended to exclude Lots 4, 14, 17, and 19 DP 26634. I have undertaken a s32AA analysis for this change which is included in **Attachment B**, and this includes an image of the excluded areas.

5. QUEENSTOWN URBAN - BUSINESS AND INDUSTRIAL (GROUP 1B)

HANSEN ROAD/FRANKTON-LADIES MILE HIGHWAY (SH6)

MR CHRISTOPHER FERGUSON FOR HANSEN FAMILY PARTNERSHIP (751), UNIVERSAL DEVELOPMENTS (177), FII HOLDINGS, JANDEL TRUST (717) AND ARNOTT (399)

5.1 Mr Ferguson has filed planning evidence on behalf of submitters (751), (177), (717) and (399) who each seek a range of zones over their land, the most intensive of which being Business Mixed Use Zone (**BMUZ**). Landscape evidence has also been filed by Mr Bentley on behalf of these submitters, and includes the below image that provides useful context in identifying the land ownership of each submitter. However, I note that the overall scope of original submissions that sought rezoning to BMUZ was wider, and these submissions make reference to their sites and also to surrounding properties (refer paragraph 4.3 of my 1B s42A report).

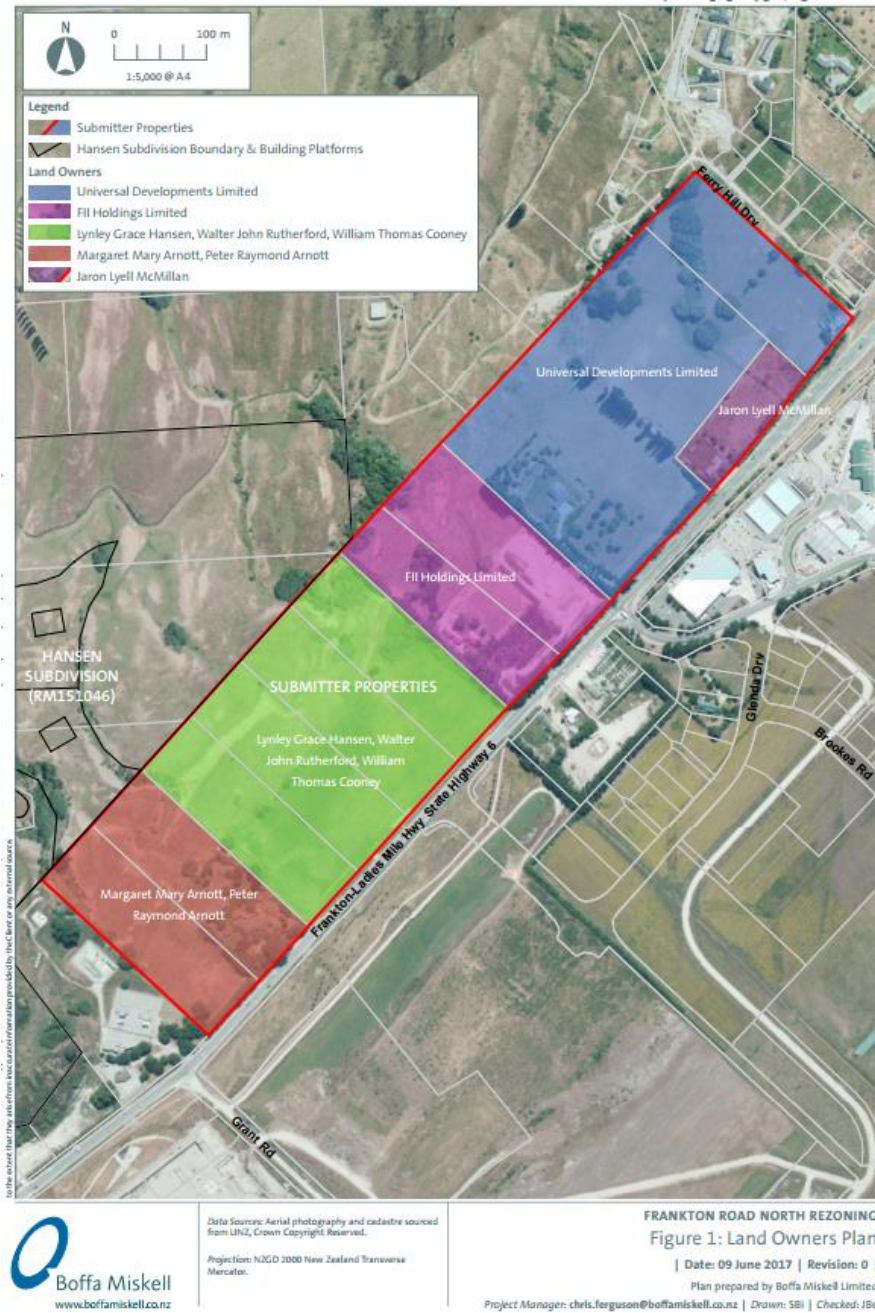


Figure 1: extract (of Figure 1) from Mr Bentley's statement of evidence (Landscape)

5.2 Mr Ferguson assesses a range of alternative zoning scenarios for this land, and ultimately recommends the application of a BMUZ for each part of the submitters' land, outside of the Outstanding Natural Landscape (**ONL**). While he agrees that land within the ONL should be prevented from urban development, he is also of the view that the landscape line is in the wrong location, and on this matter prefers the landscape evidence of Mr Bentley, which states that the ONL should

be relocated as shown below. This would effectively render the entire area outlined in red in **Figure 1** above as BMUZ.

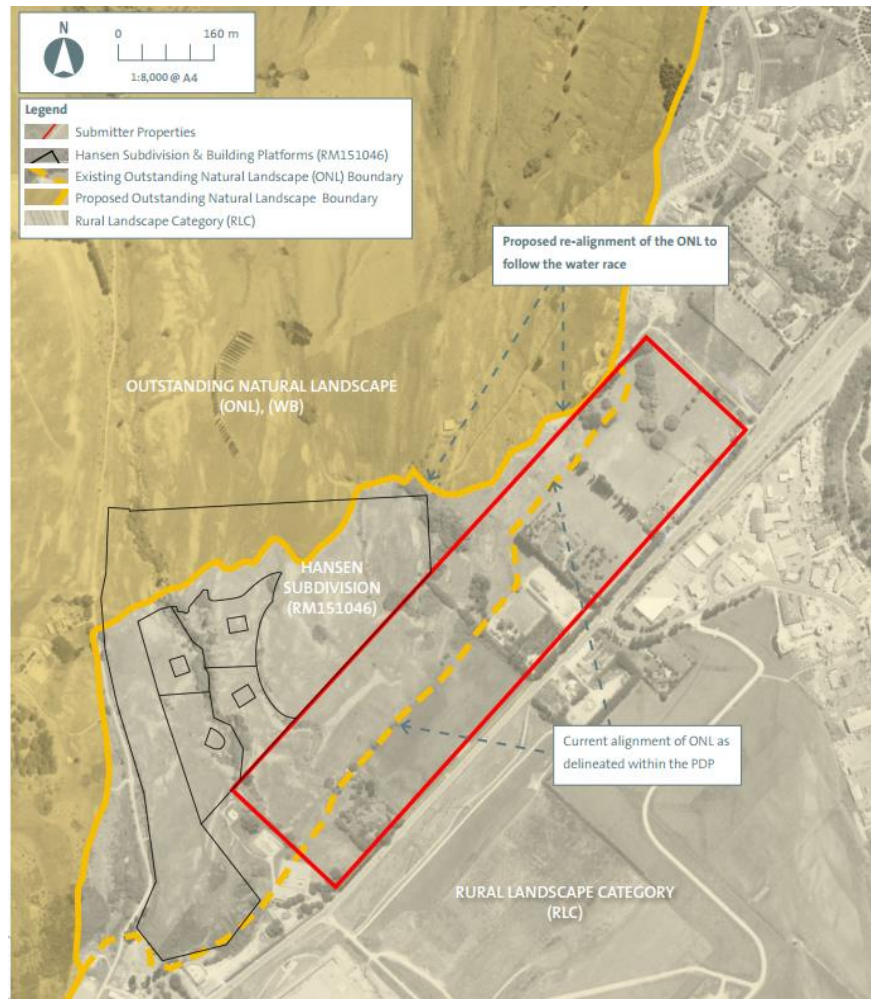


Figure 2: extract (of Figure 2) from Mr Bentley's statement of evidence (Landscape)

5.3 Based on the matters raised in the submitter evidence, I wish to respond to the following key issues:

- (a) the location of the ONL line;
- (b) development within, and outside of, the OCB;
- (c) the BMUZ proposal; and
- (d) traffic effects.

The location of the landscape line

5.4 Submitter 751 sought to "To amend the location of the Ferry Hill ONL line" and submitted an alternative proposed location of the line for

land located between Hansen Road and Quail Rise within Appendix 1 to the submission (this appears consistent with **Figure 2** above, which is the extract from Mr Bentley's evidence).

5.5 Dr Read has considered the evidence of Mr Bentley. She maintains the view that the notified mapping of the landscape line is in the appropriate location at its western extent, from Hansen Road to 145 Frankton-Ladies Mile (legally described as Secs 25-26 Block II Shotover SD). However, from 145 Frankton-Ladies Mile, she considers that the location of the line becomes more arbitrary (in terms of specific landscape justification) where it moves between the boundary between the flats and the slope up the hill and around to Quail Rise.

5.6 I maintain the view that any 'urban' zoning on this land should align with the location of the ONL, and that the location of the ONL should be based on expert evidence on the landscape values of this area. If the Panel recommend the ONL should be in the position proposed by Mr Bentley, I note this may increase development opportunities within the land adjoining Quail Rise by increasing developable land area outside of the National Grid Corridor. The additional area of HDRZ which could be achieved if the opinion of Mr Bentley is preferred is identified in **Figure 3** below in the area shaded brown and outlined in blue. I note however a part of this area is within the "national grid yard" (being 12m either side of a National Grid support structure in which residential buildings are non-complying via Rule 30.4.29).

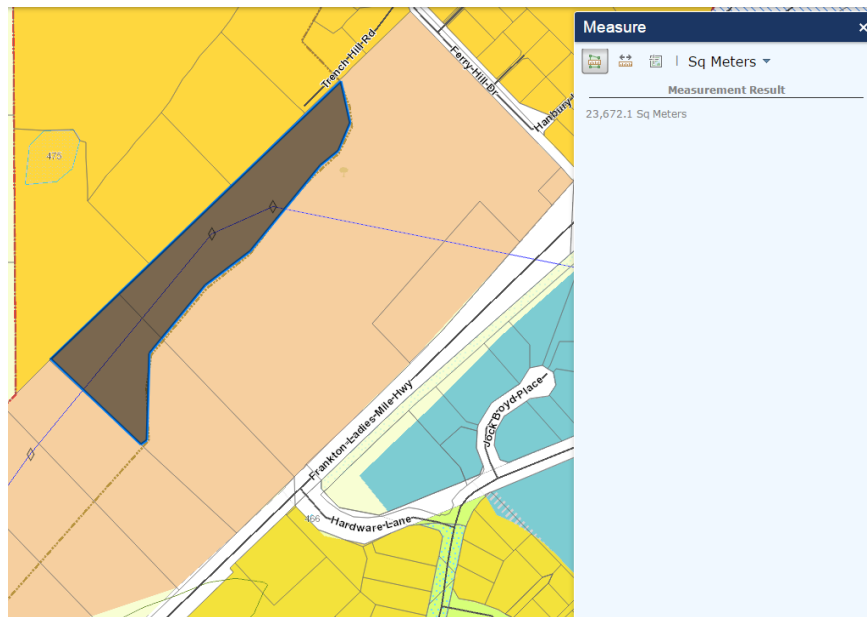


Figure 3: Area of Stage 1 land which could be zoned for residential development, if Mr Bentley’s view on the ONL is preferred.

Development within, and outside of, the Outer Control Boundary

5.7 In section 4 above, I respond to the evidence of QAC regarding the need to establish an appropriate land use management regime around the Queenstown Airport, and specifically the suggestion that land outside of the OCB should also be restricted from the establishment of ASAN.

5.8 It is my view that the PDP has, and should, reflect the outcomes of PC35, and the noise boundaries established through that process. With regard to the evidence of Mr Ferguson, I concur with the conclusion made at paragraph 11 of his evidence filed for Stream 1B,⁶ in relation to the purpose of the New Zealand Standard for Airport Noise Management and Land Use Planning (NZS 6802:1992). Accordingly, and as also agreed by Mr Ferguson, I maintain the view that land within the OCB should not be rezoned to a zone type that would allow the establishment of ASAN (with one minor exception as discussed above in paragraph 4.8). It is my view that based on the level of evidence before me at this time (namely the lack of any revised and tested alternative air noise boundaries), that land outside of the OCB is (generally) appropriate for urban development, subject

6 Statement of Supplementary Evidence of Christopher Bruce Ferguson, 24 March 2016.

to appropriate acoustic insulation requirements to reduce noise nuisance and of course other environmental and statutory factors. This forms part of my recommendation as to the appropriateness of the HDRZ from Sec 133 Blk I Shotover SD to Ferry Hill Drive, as this land is unaffected by the OCB, with the exception of a part of Sec 133 Blk I Shotover SD.

- 5.9** Mr Ferguson is of the view that land within the OCB could therefore be rezoned to a zone type that restricts ASAN, but allows for commercial activities, similar to that of the Frankton Flats B zone, which is also constrained by the OCB. I agree with this concept in principle as it would allow for development of the land within the constraints of the OCB. However, my view on the appropriate zoning for this land also balances a number of other factors including the evidence of Ms Banks and the NZ Transport Agency regarding traffic effects of commercial and industrial zonings; and the evidence of Mr Osborne (which I address later), which does not support rezoning for commercial land uses from an economic perspective.

The submitters' BMUZ proposal

- 5.10** Mr Ferguson (at paragraph 7.32) recommends that all land identified in his Figure 1 be rezoned to BMUZ, with rules applied to limit ASAN within the OCB.
- 5.11** I note that in terms of the need for additional BMUZ type zoning in this location, Mr Osborne's evidence in chief identifies that there is estimated to be 47 ha of vacant commercial land currently available in the Wakatipu Ward,⁷ and that based on 2 storey development forms, the demand for commercial land to 2038 is projected to be 12 ha.⁸ Mr Osborne concludes that: "*Overall, business land projections would suggest that both the Wakatipu and Wanaka Wards have sufficient commercial land zoned to meet expected demand to 2048*". No specific economic evidence has been provided by the submitter.

⁷ Statement of Evidence of Philip Osborne dated 24 May 2017 (Hearing Stream 13) at paragraph 4.18.

⁸ Ibid, at paragraph 5.17.

- 5.12** Mr Osborne in his rebuttal evidence discusses the possible effects of a BMUZ in this location. He reiterates that there is sufficient existing capacity for commercial activities in the Wakatipu to meet the expected demand; and that the NPS-UDC does not require oversupply of business land, but rather to provide for the efficient operation of the business market (paragraph 4.6). Mr Osborne discusses that the oversupply of business activities can have a range of adverse effects (listed at paragraph 4.8), including undermining the viability and amenity of existing town centres and effects on land prices. He states at paragraph 4.8 that the rezoning of commercial land comes at a cost. He further states that if the cost of rezoning additional commercial land is not balanced against benefits (that are unique to the rezoned land and cannot be accrued elsewhere for land that is already zoned), then it has potential to cause a net cost to the community. In the case of this land at Ladies Mile, the proposed rezoning would need to possess attributes that are unique to the vacant land supply which cannot be replicated elsewhere; and that these benefits would then need to be greater again than the additional costs incurred. Otherwise, the rezoning has the potential to result in a net loss to the community.
- 5.13** Ms Banks also considers residential zoning to be more appropriate for this land as less vehicle trips will be generated. The NZ Transport Agency also remains opposed to the establishment of commercial, industrial or BMUZ zoning on the northern side of SH6. However, it is noted that the Agency is supportive of the notified MDRZ in this location (discussed at paragraph 64 and 76 of the evidence of Mr MacColl), and this suggests that the Agency is supportive of some level of intensification of this land, but not to the scale of the BMUZ.
- 5.14** In relation to the land between Sec 133 Blk I Shotover SD to Ferry Hill Drive, I reject the BMUZ proposal for the reasons set out in my s42A report for Group 1B and maintain that the appropriate zoning for this land is HDRZ. Additionally as discussed above, Mr Osborne does not recommend commercial zoning on any land on this northern side of SH6; and Ms Banks is also opposed to the intensity of this zone type from a traffic perspective. In my view the HDRZ provides an efficient

zoning to enable residential development on this land which is less constrained by the OCB and ONL.

5.15 I now consider the proposed BMUZ over land which I have recommended be rezoned to Rural between the Hawthorne Drive roundabout to Hansen Road.

5.16 **Figures 4 and 5** below illustrate the land that I have recommended should be rezoned to Rural, indicating the approximate extent of the 50m building restriction area (**BRA**) from the state highway that I recommend be applied over the area of HDRZ (Rule 9.5.8 **[CB9]**). I note that in this regard that I would recommend this BRA be applied to any urban zoning between Hansen Road and Ferry Hill Drive that the Panel are minded to recommend.

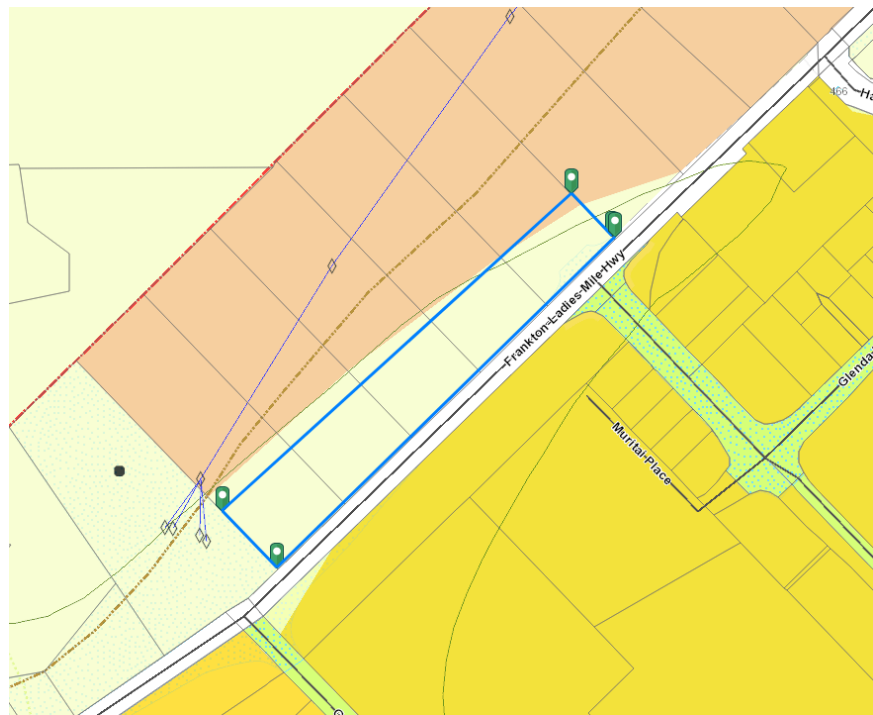


Figure 4: Notified PDP zoning, illustrating approximate location of the recommended 50m BRA (blue outline)

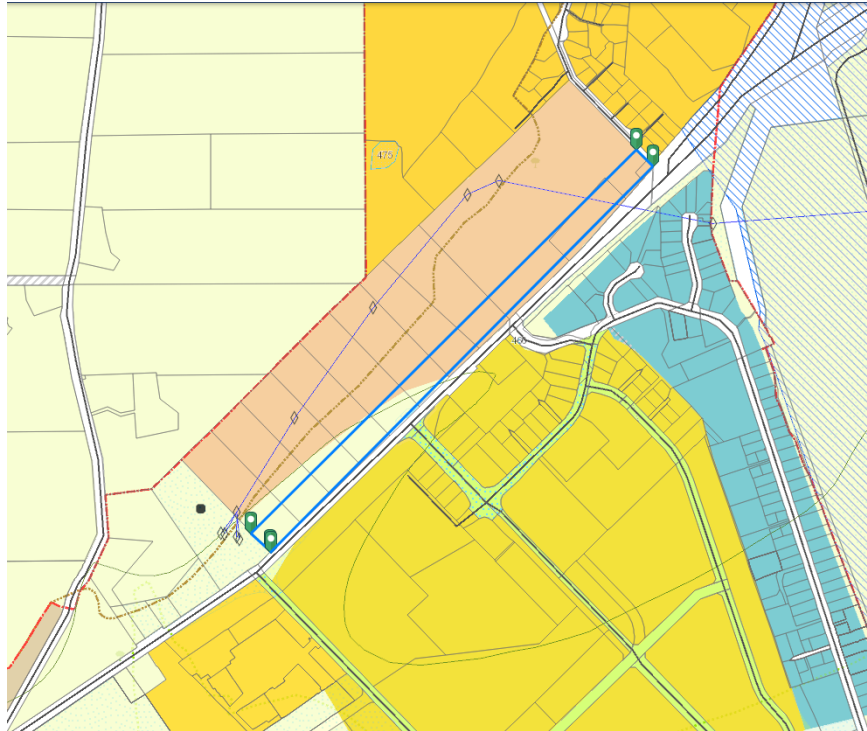


Figure 5: Notified PDP zoning, illustrating approximate location of the recommended 50m state highway BRA (blue outline)

5.17 **Figures 4 and 5** demonstrate that with the inclusion of a 50m BRA, from approximately the Arnott property adjacent to the Frankton substation (**Figure 1**) to the Hawthorne Drive roundabout, the land area which could be used for built form between this setback and the ONL recommended by Dr Read is reduced to around 21 ha.

5.18 Whilst the BMUZ, if the provisions were reworked, could allow for business and commercial uses other than ASAN, it is my view that such an amendment to the provisions would be at odds with the purpose of the BMUZ that is intended to provide a 'mixed use' function that integrates both commercial and residential uses. The following provisions of the BMUZ are relevant (text in bold is my emphasis):

- (a) Objective 16.2.1: An area comprising a high intensity **mix** of compatible residential and non-residential activities is enabled; and
- (b) Policy 16.2.1.2 To enable a **range and mix** of compatible business, **residential and other complementary activities**

to achieve an urban environment that is desirable to work and live in.

- 5.19** The s32 report and the s42A report of Ms Bowbyes discuss that a key strategic consideration in formulating this zone was the intention for a fundamental shift in approach to encourage a mixed use environment, specifically recognising the Gorge Road Anderson Heights areas (i.e. the notified zone extent) being within walking distance of the Queenstown (and Wanaka) Town Centres. These locational attributes of the notified zones were also considered to support residential intensification and provide the opportunity for increased supply and diversity of the current housing stock.⁹ The mixed use function of the BMUZ was also intended to increase the economic resilience and adaptability of developments within it.
- 5.20** Based on consideration of the zone purpose and provisions, I consider it would be inappropriate to apply the BMUZ zone type over land within the OCB, through a bespoke rule that limits residential activity.
- 5.21** I acknowledge that some type of urban development (other than ASAN), could be appropriate on areas of the recommended Rural zoned land that is unconstrained by the OCB, in addition to the ONL and National Grid activities. This may include (for example) infrastructure, parks and reserves, or office space. However, there is no robust evidence to show there is a need to provide for additional commercial use in this location and no certainty that the possible effects on the existing zoned town centres and traffic environment will be able to be managed appropriately.
- 5.22** Therefore, my recommendation is that the Rural zone is the most appropriate for land between Hansen Road to the Hawthorne Drive roundabout.

⁹ Paragraph 10.13 of the s42A report of Ms Bowbyes for Chapter 16 – Business Mixed Use Zone (Hearing Stream 8) dated 2 November 2016.

Overall comments

- 5.23** Based on the above, I continue to reject the proposed BMUZ and I maintain that the land from the Hawthorne Drive Roundabout to Hansen Road should be zoned Rural, and remaining land to Ferry Hill Drive zoned as HDRZ (as indicated in my s42A report). This recommended zoning is shown in **Figure 6** below).



Figure 6. Recommended rezoning.

MS ALYSON HUTTON FOR OTAGO FOUNDATION TRUST BOARD (408)

- 5.24** Ms Hutton has filed planning evidence on behalf of the Otago Foundation Trust Board (408/1061), who seek the rezoning of notified Rural land over three land parcels, to MDRZ. The subject land was notified as part MDRZ and part Rural on planning map 30 and 31a. I note that my s42A analysis has recommended these three land parcels be entirely rezoned to Rural (as indicated in the recommended rezoning map in **Figure 6** above), and therefore this recommendation removes the notified MDRZ over this land. Ms Hutton, in particular, questions my justification for the rural zoning of this land. My view on this land is unchanged from my s42A analysis; however, I wish to clarify the reasons for this further.

5.25 **Figure 7** below illustrates the land parcels subject to the submission of the Otago Foundation Trust Board, inclusive of the approximate area of the 50m BRA from the state highway that I have recommended for the HDRZ, and which I would also recommend if any other urban zoning was applied over this land. The application of a 50m BRA along the edge of the state highway will in my view be important in mitigating the effects of development in a highly visible location along the state highway and urban entrance to Queenstown. I note that landscaping along this frontage was considered within the Landscape and Visual Impact Assessment for the Wakatipu Community Church proposal (attachment to Ms Hutton's evidence).

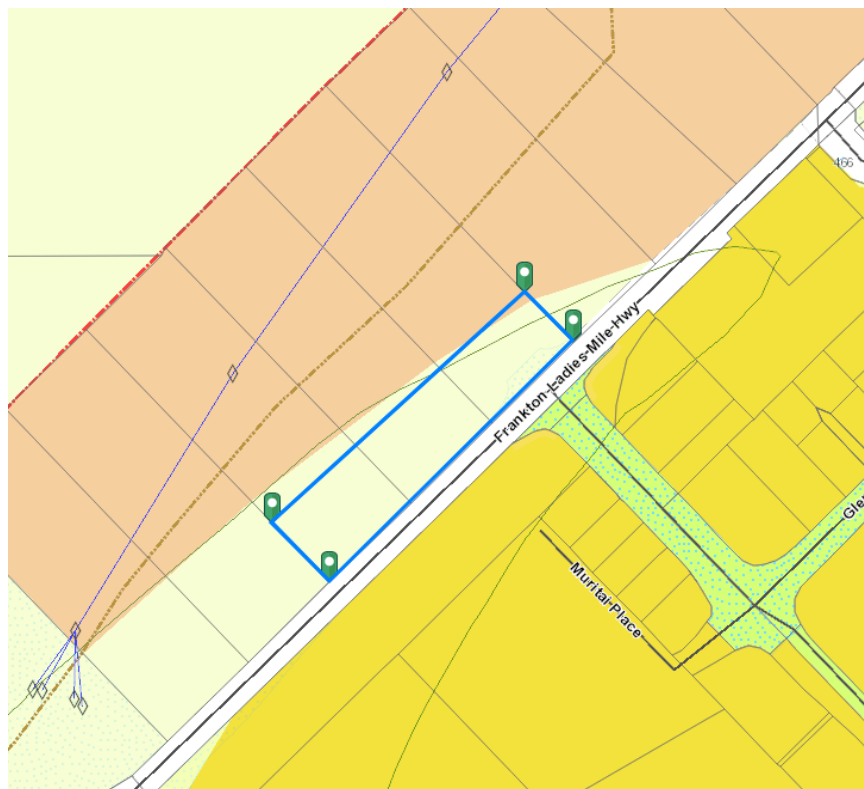


Figure 7: Recommended BRA over land subject to the Otago Foundation Trust Board submission

5.26 **Figure 7** demonstrates that there is reduced developable land area (estimated as approximately 1.4 ha) remaining between the recommended building restriction area and the ONL (being the brown line). On the matter of the ONL, I note that Dr Read remains of the view that this part of the ONL is in the correct location, and that if the Panel preferred an alternative view, this developable land area would increase. However the rear of the site would remain partially

constrained by topography and the National Grid Corridor. I support and rely on the opinion of Dr Read on this matter.

- 5.27** As discussed in my s42A evidence, these land parcels are also (potentially) affected by the preliminary internal access route submitted within the Housing Infrastructure Fund (HIF) application, which identified a new road through the centre of these land parcels and connecting to Hansen Road (see **Figure 8**). At this time, this internal road access remains preliminary and the outcomes of the HIF are not known. However I understand a decision is expected at the beginning of July 2017.

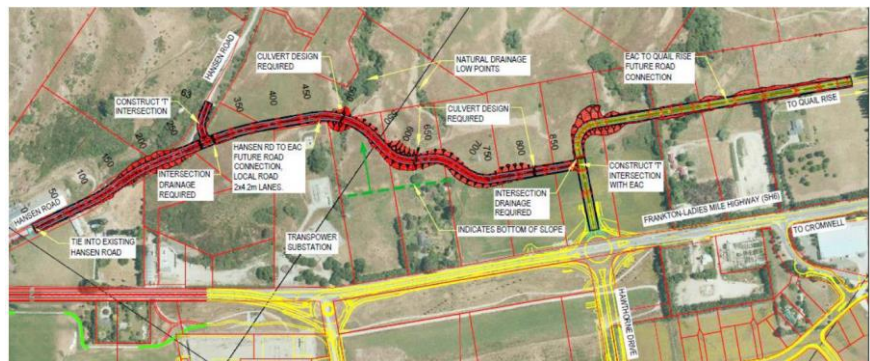


Figure 8: QLDC Housing Infrastructure Fund Application, 2016

- 5.28** As discussed by Ms Hutton, a resource consent has also been submitted by the Wakatipu Church over a portion of the submitter's land, indicated in the images in **Figure 9** (sourced from the file for resource consent RM170105). It appears from these figures that the Church's proposal has developed a successful site layout which has been able to navigate the constraints of the OCB, highway setbacks and future road corridors. In particular, car parking space and the playing field have been located within the OCB as these are not defined as ASAN.



Proposed Lot 1 – church site (approximate boundaries)



Figure 9: images sourced from the file for resource consent RM170105

5.29 Whilst I accept that possible design and layout solutions may also be possible if the land were to have a residential or any other urban zoning, based on the constraints applicable to the land I consider it to be inappropriate to apply a residential zone over a strip between the OCB and the ONL in which ASAN could be located.

- 5.30** Recognising the difficult mix of constraints applicable to this land, and also further towards Hansen Road, I remain of the view that the Hawthorne Drive roundabout and planned future 'fourth leg' provides an appropriate location to transition between the recommended HDRZ and Rural zoning. At this time and based on the evidence at hand, I consider the Rural zone to be the most appropriate of the Stage 1 PDP zones.
- 5.31** In coming to this view, I have also noted that the Rural zone may seem to be somewhat of an anomaly in the context of development in the surrounding area. This is also discussed above in relation to submissions 751, 847, 399, 717, 177. In considering this, it is important to note that the rural and open nature of this land is also viewed within the context of the rural land and ONL to the west and on the southern side of SH6, which accommodates the Queenstown Event Centre and recreational grounds, and is also currently zoned Rural (albeit with designations allowing for urban and open space activities). Therefore, while the wider area is certainly intensifying, I do not consider that this alone provides sufficient justification to rezone further urban land.
- 5.32** I note that Council is required to develop a Future Land Development Strategy in accordance with the NPS-UDC requirements; and also that a number of zone types are to be notified during subsequent stages of the PDP review. In developing this work, Council is also required to consider not only the need for sufficient residential and business capacity, but also the appropriate locations in which this should be provided and by what means and methods it can best be delivered.
- 5.33** Ms Hutton has suggested that the Rural zoning may result in a piecemeal development response in this location, and that there is little chance that the land will be actively farmed. I note that the matter of the Rural zone and its relationship to productive farming has been discussed many times over the course of the PDP hearings, and I do not revisit this. However, I do not believe that a residential zone that is constrained by the OCB, ONL and National Grid (such as MDRZ) or a modified BMUZ zone that did not truly provide for mixed-

use development would provide any greater certainty that a piecemeal development approach would be avoided in this location, based on the land ownership arrangement. In fact, the content of the various submissions demonstrates that individual landowners do not have a refined or integrated proposal for the development of this land.

5.34 Overall, I maintain that the subject land should be rezoned to Rural, for the following reasons:

- (a) the land is constrained by the OCB and the ONL;
- (b) zoning these land parcels for residential use is inappropriate, recognising that only a limited and narrow area of land outside the OCB and ONL could be used for the establishment of ASAN;
- (c) zoning these land parcels for residential use is inappropriate recognising the uncertainty surrounding a possible future internal access route and fourth leg to the Hawthorne Drive roundabout which could significantly limit developable land;
- (d) the Rural zone will ensure that the potential for permitted development to occur as of right (which could occur under a residential zone type) will not undermine future integrated infrastructure planning;
- (e) the Rural zone retains a discretionary regime for non-rural uses, enabling adequate assessment of effects within the context of the values of the ONL to the rear;
- (f) successful land use outcomes can be achieved under the Rural zone framework and through consenting processes;
- (g) zoning for more intensive urban zones such as BMUZ or Industrial (discussed in relation to 751, 847, 399, 717, 177) is opposed from a traffic and economic perspective; and
- (h) zoning to BMUZ with a bespoke rule that limits the development of ASAN (discussed in relation to 751, 847, 399, 717, 177) is contrary to the purpose of the BMUZ.

MR MACCOLL AND MR SIZEMORE FOR NEW ZEALAND TRANSPORT AGENCY (719)

5.35 Mr MacColl and Mr Sizemore have submitted statements of evidence on behalf of the NZ Transport Agency. I comment on their evidence as it relates to the zoning of land at Frankton-Ladies Mile Highway (ie State Highway 6), and the provisions to be incorporated into any relevant zone chapter.

5.36 At paragraph 18 Mr MacColl discusses the amendments to Policy 8.2.9.2 (Reply 9.2.8.1 **[CB9]**) and is concerned that inclusion of the word 'encourage' has weakened this policy. I note that this policy is intended to relate only to low impact stormwater design, which is not mandatory but is however preferred through QLDC's Land Development and Subdivision Code of Practice (2015).¹⁰ This is discussed in the s42A report (paragraph 13.12) of Ms Leith for Chapter 8 (MDRZ). All subdivision is required to be assessed against the Land Development and Subdivision Code of Practice (2015), which is referred to within Chapter 27 (Subdivision). Therefore I consider that the combination of Policy 9.2.8.1 and the provisions of Chapter 27 will be sufficient to ensure appropriate analysis of stormwater design and effects at the subdivision stage.

5.37 At paragraph 24, Mr MacColl suggests amended wording for the note under Policy 8.2.9.4 **[CB8]** that Ms Leith recommended be removed. Mr MacColl's amended wording is copied below:

Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) ~~to determine compliance with this policy prior to determining walking and cycling network design under this policy.~~

5.38 The reasons for deletion of this note (as notified) are discussed at paragraph 13.47 of Ms Leith's s42A report for Chapter 8. However, I consider that the wording proposed by Mr MacColl alleviates the concerns of Ms Leith, and rephrases this policy in a similar manner to

10 <http://www.qldc.govt.nz/assets/Uploads/Planning/District-Plan/Incorporation-of-Documents-by-Reference/QLDC-Land-Development-and-Subdivision-Code-of-Practice-September-2015.pdf>

the notes under Policy 9.2.8.3. I therefore recommend accepting this amended wording, and inserting this note under Policy 9.2.8.5.

5.39 Amended wording is also proposed by the Agency for Rule 8.4.11.3 (now Rule 9.4.4) and 9.5.13 **[CB9]**. I do not support including the need to consult with the Agency within the rule framework, as this is addressed through the policy framework in the format of advice notes; and for limited access roads there are other statutory requirements¹¹ for proponents to seek approval from the NZ Transport Agency for any new access from the state highway. However I support changing reference to the 'Eastern Access Road' to 'Hawthorne Drive' throughout the chapter as this is the appropriate legal description for this road and the adjoining roundabout.

5.40 With regard to specifying the Agency as an affected party (discussed at paragraph 33 of Mr MacColl's evidence) I consider that the content of the non-notification clauses at 9.6 of the HDRZ Chapter are appropriate in highlighting that the Agency will be considered an affected party where access on to or off a State Highway is sought. Therefore I do not recommend any further changes.

5.41 The changes I have recommended to Chapter 9 are included in **Attachment A** and I have undertaken a s32AA analysis within **Attachment B**.

MS LUCY MILLTON FOR W & M GRANT (755)

5.42 Ms Millton has filed planning evidence on behalf of W & M Grant who seeks the rezoning of the site from Rural to MDRZ with a visitor accommodation overlay. Whilst the relief sought is for this specific zoning, as discussed at paragraph 4.3 of my s42A report, I consider that the scope to consider rezoning of this land is broader and could be any zone type between rural and industrial. The scope is created by the submissions of Hansen Family Partnership (751), The Jandel Trust (717) and FII Holdings Limited (847), who seek rezoning relief on their sites and also surrounding properties.

11 Under the Government Rounding Powers Act 1989

- 5.43** At paragraph 5.1 Ms Millton discusses servicing constraints raised by Mr Glasner in his evidence. Mr Glasner has reconsidered his recommendation based on the evidence of Ms Millton, and whilst he disagrees with the wastewater upgrade solution proposed by Ms Millton, Mr Glasner accepts that a solution may be possible to achieve, such that he no longer opposes this rezoning from an infrastructure perspective. Mr Glasner notes that it is likely that the site will require pumping of wastewater to the Council network.
- 5.44** As discussed in relation to submissions 751, 847, 399, 717, 177 above, I do not consider land within the OCB to be appropriate for the establishment of ASAN. This approach was formalised through PC35, and resulted in ASAN being prohibited on this Rural land under the ODP. The OCB affects almost the entire area of the submitter's land. Therefore, I maintain my view that the MDRZ sought by the submitter is inappropriate for this land.
- 5.45** Ms Millton discusses at paragraph 5.8 that it would be irresponsible of Council to allow an isolated area of Rural land in such close proximity to other commercial areas. I have acknowledged in my s42A report (paragraph 4.26) and above, that the rural zoning of this land may seem as something of an anomaly within the context of the scale and intensity of development planned and occurring in the surrounding area. However, based on consideration of the merits of rezoning this land and its constraints (as discussed in relation to submissions 751, 847, 399, 717, 177, and 408), I consider the Rural zone to be most appropriate.
- 5.46** The Rural zone will not affect the landowner's ability to liaise with Council and the Agency with regard to the future reconfiguration of access between SH6 and Hansen Road. I note that future land use proposals could be addressed appropriately through a resource consent.

MIDDLETON FAMILY TRUST (338) AND OASIS IN THE BASIN (FS1289)

- 5.47** Mr Nicholas Geddes has filed planning evidence on behalf of the Middleton Family Trust who seek to rezone 0.37 ha of land to a

combination of LDRZ and RR. Traffic and servicing evidence has also been filed. The Trust's submission is opposed in part by Oasis in the Basin (FS1289), who has filed planning, landscape, and transport evidence. I discuss both of these submissions together.

5.48 I note that my s42A report omitted the further submission of H.I.L Limited (1372), who oppose submission 338. I have included this further submission within an updated Appendix 2 'Recommendations on submissions' spreadsheet (included in **Attachment C**).

5.49 I also note that a part of the area subject to the Trust's submission is identified within the Wakatipu Basin Land Use Study Area, and the Panel refused a request to transfer the submission to Stream 14.¹² Therefore recommendations are made on this portion of the rezoning submission, and this is also addressed in the rebuttal evidence of Dr Read.

5.50 Mr Goldsmith for Oasis in the Basin has clarified the submitter's position on the rezoning; stating that they are opposed to any rezoning of the 'Middleton land' within the ONL, including the proposed roading link from SH6 extending northwards to service the proposed ONL Development.¹³ Oasis in the Basin however has no concerns about the rezoning proposed on 'Middleton land' located outside the ONL, and if any rezoning is supported under the PDP, seeks provision of a suitable public trail link from the Tucker Beach area through the Middleton land to Lake Johnson. Therefore, the extent of the rezoning **not** opposed by Oasis in the Basin is limited to the areas shown as 'Rural Residential' within Appendix 1 of the evidence of Mr Geddes (for Middleton Family Trust).

5.51 A report on servicing the land has been submitted by Mr Hansen and has been reviewed by Mr Glasner. Mr Glasner in his rebuttal evidence agrees that appropriate solutions are possible to achieve water and stormwater servicing for the development. He notes that upgrades of the water main along Frankton Ladies Mile Highway toward Frankton are currently being considered. Mr Glasner

12 <http://www.qldc.govt.nz/assets/Uploads/Planning/District-Plan/Hearings-Page/Memorandums/Stream-13/General-Request-to-Transfer-Submission-338-17-5-17.pdf>

13 Evidence of Mr Goldsmith.

continues to oppose the rezoning based on wastewater grounds as there is uncertainty with regard to the available capacity within the existing network, and lack of information to demonstrate that the development can be serviced without requiring unplanned upgrades.

5.52 Landscape evidence has not been provided by the Middleton Family Trust, and as stated in my s42A report the areas of LDRZ are opposed by Dr Read due to their likely adverse effects on the values of the ONL. The evidence of Mr Skelton (on behalf of Oasis in the Basin) addresses only the areas of proposed LDRZ within the ONL. Mr Skelton states that "*from the south, the site provides a natural and rural setting for the Frankton township, giving a sense of an open, rural character which frames the urban areas*". With regard to Lake Johnson, he considers that "*its isolated qualities give it a sense of remoteness that, while near an urban environment, can be experienced without the visual interference of built form*". I agree with these statements, and I consider that although the extent of LDRZ sought does not include the margins of Lake Johnson, it would set a precedent for the encroachment of development further within the ONL, and reduce the naturalness of this area. Mr Skelton considers that the proposed LDRZ (inclusive of the proposed new access road) would have 'high' adverse effects on the character and quality of the ONL.

5.53 I acknowledge the amended relief of the Middleton Family Trust discussed in the evidence of Mr Geddes. I consider the proposed 'walking trail' to have significant potential benefits in providing a connection between Frankton to the Tucker Beach reserve, provided that this remains of a 'rural' unsealed character, to address its location within the ONL and qualities of naturalness discussed by Ms Read and Mr Skelton. This walking track would provide for greater recreational enjoyment of Lake Johnson; and also provide access for residents within the Tucker Beach area with relatively convenient access to Frankton (approximately 3km). As it stands, greater certainty is needed about the funding and timing of a walking trail being provided as part of this development in considering what weight should be given to the benefits of this rezoning proposal.

- 5.54** With regard to Mr Geddes' amended LDRZ provisions for the 'Tuckers Beach overlay area', I note that these do not appear to be based on any specific landscape evidence. Based on the evidence of Dr Read and Mr Skelton, I consider that reduced building heights in itself (as compared to a possible 7m-8m under the LDRZ reply version) will not render development within this ONL appropriate, or achieve the intent of Objective 6.3.3 for the protection, maintenance and enhancement of the District's ONL recognising the 'high' adverse effects associated with development in this location. Overall, I maintain my view that the areas identified as LDRZ and within the ONL should remain as Rural.
- 5.55** In relation to the extent of RR zoning sought by the Trust below the ONL boundary adjacent to the Shotover River corridor, I note that Mr Skelton's evidence for Oasis in the Basin does not consider this land. This land below the ONL boundary is within the area considered by the Wakatipu Basin Land Use Planning Study (**WBLUPS**). The report identifies the area as 'Landscape Character Unit 4 – Tucker Beach (Western End)', and at Table 1 (page 3) identifies the area as having "low absorption capability". The WBLUPS report characterises this location as *"relatively open, exposed and undeveloped nature of the western end of the unit, within an extremely high value landscape context dominated by ONL's and including a substantial DOC reserve makes it highly sensitive to landscape change.... Central and eastern portions of the unit sensitive to development creep"*. The recommended planning strategy for this area is the 'Wakatipu Basin Rural amenity zone', having a minimum lot size of 80 ha.
- 5.56** Dr Read considers the proposed RR zoning specifically in her rebuttal evidence, also with regard to the conclusions made by the WBLUPS. Dr Read agrees with the classification of the landscape contained in the WBLUPS, however she disagrees with the conclusion, and it is her opinion that these lower terraces could absorb some development similar to that existing and consented to the east. Dr Read recommends the application of a RL zoning with a minimum 2 ha average.

- 5.57** In my strategic s42A (paragraphs 8.67 to 8.73) I describe the legacy and purpose of the RR and RL zones. I note that new areas of RL zone were identified through the PDP to reflect areas of existing development, and no new RL zones were identified.
- 5.58** While I tend to agree with Dr Read that this location could absorb some level of development, I consider that either of the RR or RL zones would be too intensive, and would not appropriately manage the effects of development on this section 7 landscape. The RL zoning could enable 9 new building platforms on this land (of approximately 18 ha as stated at paragraph 9 of the evidence of Mr Barlett), which would be an obvious creep of development intensity around these lower river terraces, and inconsistent with the decreasing intensity of development which currently occurs from the edge of Quail Rise to this location (recognised within the WBLUPS).
- 5.59** Because I am also of the view that this land could accommodate some level of development, I consider that the density could be somewhere between that of the RL zone, and the minimum 80ha of the WBLUPS. Therefore, contrary to the comments made in paragraph 13.19 of my s42A report, I consider that the Rural zoning provides the opportunity to achieve this. The Rural zone, without an assumed development right, provides for development that is suitable for the land to be considered through a resource consent process, and to enable consideration of the landscape assessment matters.
- 5.60** By comparison, either of the RR or RL zones imply an inherent development right and could enable (within the objectives and policies) inappropriate land use outcomes in this location. I consider that the Rural zoning appropriately balances the findings of Dr Read and that of the WBLUPS; and also reflects the opposition of Mr Glasner regarding uncertainty over servicing this location.
- 5.61** Therefore overall, my recommendation to reject this rezoning in its entirety remains.

KELVIN HEIGHTS

6. MR FROST FOR TRUSTEES OF LAKELAND PARK CHRISTIAN CAMP (FS 1328)

6.1 Mr Frost has submitted evidence on behalf of the Trustees of Lakeland Park Christian Camp who opposes the Balmoral Drive MDRZ sought by Bonisch Consultants (425), which I have recommended be accepted. The Lakeland Park Christian Camp adjoins the recommended MDRZ, and Mr Frost cites concerns about the potential for reverse sensitivity effects that may constrain future activities on the site. If the MDRZ is to be accepted, Mr Frost requests a number of possible mitigation measures to protect the privacy and amenity of the camp site.

6.2 Firstly, I note that the land is currently zoned LDRZ and could be developed at a low residential intensity. However, the recommended MDRZ has the potential to increase the scale and intensity of built form and numbers of people within the site. While I am cognisant of the concerns expressed by Mr Frost and the fact that additional site specific rules could be established, I believe that for the most part, the provisions of the MDRZ and Chapter 27 (Subdivision and Development) will enable adequate consideration of the effects of development on the adjoining camp. In particular:

- (a) Objective 8.2.2 and 8.2.3 **[CB8]** (including the policies that implement these objectives) include specific consideration to achieving quality urban design solutions that respond to the site, neighbourhood and wider context;
- (b) development of 4 or more units will require an RD resource consent under Rule 8.4.11 and specifies the following matters of discretion:
 - (i) *"location, external appearance, site layout and design and how the development addresses its context and contributes positively to residential character and amenity of the area";*
 - (ii) *"visual privacy of adjoining properties";*
 - (iii) *"building dominance on neighbouring properties";*

- (iv) "design and integration of landscaping"; and
- (c) subdivision within the MDRZ will require RD resource consent, and under the purpose statement of Chapter 27 and Policy 27.2.1.2 [CB18] will require consideration to the QLDC Subdivision Design Guidelines 2015.

6.3 I consider that these provisions within the MDRZ and Chapter 27 will ensure that effects on the adjoining Lakeland Christian Camp can be appropriately considered and addressed at the time in which development is proposed on this land.

6.4 In terms of providing a buffer between the camp site and the recommended LDRZ, I note that the ODP LDRZ contains no such specific provision for landscaping, mounding or increased setbacks in this location, and development could occur as of right up to 2m from the site boundary. While the MDRZ will increase the intensity of development within the site, the difference between the LDRZ and MDRZ is unlikely to be significantly higher (a potential yield of 56 units under the MDRZ versus 31 lots under the notified LDRZ); and there is no certainty that reverse sensitivity issues would occur as a result of the additional units. It does appear however that the primary submitter (Bonisch Consultants) did give consideration to providing a buffer between the MDRZ and the LDRZ to the east in the form of a building restriction area, which is indicated in their submission. I consider that a similar approach could be applied at the boundary adjoining the camp; however in my view it is more relevant for this building restriction area to be applied adjacent to a community use such as the camp, as opposed to between residential uses.



Kimberley Banks

7 July 2017

APPENDIX A
Revised Chapter 9 High Density Residential

HIGH DENSITY RESIDENTIAL 9

Key:

The provisions that the Hearings Panel deferred to the Queenstown Mapping hearing from the Residential hearing and specifically from Chapter 8 Medium Density Residential, are shown in orange underlined text with recommended changes shown in blue underlined text for additions and ~~blue strike through~~ text for deletions, Appendix 1 to s42A Group 1B dated 25 May 2017.

Recommended changes shown in green underlined text for additions and ~~green strike through~~ text for deletions, Attachment A of the Rebuttal Evidence for 1B Queenstown Urban Frankton and South dated 7 July 2017.

Recommended changes to notified chapter are shown in red underlined text for additions and ~~red strike through~~ text for deletions, Appendix 1 to Right of Reply, dated 11 November 2016.

Recommended changes to notified chapter are shown in underlined text for additions and ~~strike through~~ text for deletions. Appendix 1 to section 42A report, dated 14 September 2016.

Note: The provisions relating to Visitor Accommodation, which were withdrawn from the PDP by resolution of Council on 23 October 2015, are not shown in this Revised Chapter.

9 High Density Residential

9.1 Zone Purpose

The High Density Residential Zone will provide for more intensive use of land within close proximity to town centres that is easily accessible by public transport, cycle and walk ways. In conjunction with the Medium Density Residential Zone, the zone will play a key planning role in minimising urban sprawl and consolidating growth in existing urban areas.

In Queenstown, ~~buildings greater than two storeys in height are anticipated~~ the High Density Residential Zone enables higher profile buildings than the other Residential Zones, subject to high design quality and environmental performance. In Wanaka, ~~buildings of two storeys in height~~ lower building heights are anticipated, accounting for its less urban character, however relatively high densities are achievable. Such development will result in a greater diversity of housing supply, help support the function and vibrancy of town centres, and reduce reliance on private transport.

Comment [KB1]: 410, FS1059, FS1331, NZIA (238), FS1260 - Consequential amendment as a result of changes to Redrafted rule 9.5.1

Development in the zone will facilitate good non-vehicular connections and access to high quality public open space.

Development controls will provide some degree of protection for existing amenity values. However given the focus on intensification, over time some private and public views and amenities will be affected to varying degrees as the character of this area changes and evolves into one that is more urban.

Small scale commercial activity will be enabled, either to support larger residential developments, or to provide low impact local services.

Community facilities are anticipated, given the need for community activities within residential areas. However, large scale community facilities will need to be carefully scrutinised to ensure they are compatible with the residential environment they are locating within.

9.2 Objectives and Policies

9.2.1 Objective – High-density housing development will occur in urban areas close to town centres, to provide greater housing diversity and respond to strong projected growth in visitor numbers.

HIGH DENSITY RESIDENTIAL 9

Policies

- 9.2.1.1 Provide sufficient high density zoned land ~~with the potential to be developed to greater than two storeys in Queenstown and two storeys in Wanaka to that~~ enables diverse housing supply close to town centres.
- 9.2.2 **Objective - High-density residential development will provides a positive contribution to the environment through quality urban design that demonstrates strong urban design principles and seeks to maximiseing environmental performance.**

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

Comment [KB3]: 238

Policies

- 9.2.2.1 Buildings shall address ~~streets and other~~ public ~~spaces~~ places and public roads (including service lanes, accessways, and right of ways) with active edges ~~with and~~ limited presentation of blank and unarticulated walls or facades.
- 9.2.2.2 ~~Street edges~~ Road boundary/boundaries shall not be dominated by garaging, parking and accessways.
- 9.2.2.3 Where ~~street activation compliance with Policies 9.2.2.1 and 9.2.2.2~~ is not practical due to considerations or constraints such as slope, multiple road frontages, solar orientation, aspect and privacy, as a minimum buildings shall provide some form of visual connection with the street (such as through the inclusion of windows, outdoor living areas, low profile fencing or landscaping).
- 9.2.2.4 The mass of buildings shall be broken down through variation in facades and roof form, building separation or other techniques to reduce dominance impacts on streets, parks and neighbouring properties, as well as creating interesting building forms.
- 9.2.2.5 Ensure well designed landscaped areas are integrated into the design of developments and add meaningfully to the amenity of the development for residents, neighbours and the wider public.
- 9.2.2.6 Ensure buildings are designed and located to respond positively to site context through methods to maximise solar gain and limit energy costs.
- 9.2.2.7 ~~Incentivise greater building height where development is Breaches to the permitted maximum building heights may be appropriate where development is of quality urban design, designed to achieves a high environmental performance, and effects can be avoided, remedied or mitigated.~~
- 9.2.3 **Objective – A reasonable degree of protection of amenity values will be provided, within the context of an increasingly intensified and urban zone where character is changing.**

Comment [KB4]: Officer recommendations, for clarification

Comment [KB5]: #208

Comment [KB6]: #238

Comment [KB7]: #208

Policies

- 9.2.3.1 Apply recession plane, building height, ~~floor area ratio,~~ yard setback and site coverage controls as the primary means of limiting overly intensive development and ensuring reasonable protection of neighbours' outlook, sunshine and light access, and privacy.
- 9.2.3.2 ~~Ensure that w~~where development standards are breached, impacts on the amenity values of neighbouring properties, and on public views (especially towards lakes and mountains), are ~~no more than minor relative to a complying development scenario, adequately mitigated.~~
- 9.2.3.3 ~~Ensure built form achieves an acceptable level of privacy for the subject site and neighbouring residential units through the application of setbacks, offsetting of habitable windows, screening or other means.~~
- 9.2.4 **Objective – Provide for eCommunity facilities and activities are provided for where they that are generally best located in a residential environment close to residents.**

Comment [KB8]: #208

Comment [KB9]: #520

Comment [KB10]: #383

Comment [KB11]: Fourth Procedural Minute

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

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Policies

9.2.4.1 Enable the establishment of community facilities and activities where adverse effects on residential amenity values such as noise, traffic and visual impact can be avoided or mitigated.

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

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

Comment [KB14]: Fourth Procedural Minute

Policies

9.2.5.1 Ensure any commercial development is low scale, is of limited intensity, and generates small volumes of traffic.

9.2.5.2 Ensure any commercial development is of a design, scale and appearance compatible with its context.

9.2.6 **Objective - High-density residential development will efficiently utilise existing infrastructure and minimise impacts on infrastructure and existing transport networks, including services for active and public transport.**

Comment [KB15]: 798, 719

Comment [KB16]: 798

Policies

9.2.6.1 Promote high-density development close to town centres to reduce private vehicle movements, maximise walking, cycling and public transport patronage and reduce the need for capital expenditure on infrastructure.

9.2.6.2 Development supports active living through providing or enhancing connections to public places, public transport and active transport networks (walkways, trails and cycleways).

Comment [KB17]: 798

9.2.6.3 Development provides facilities to encourage walking and cycling, such as provision of bicycle parking spaces and, where appropriate for the scale of activity, end-of-trip facilities (shower cubicles and lockers).

9.2.6.4 Ensure access and parking is located and designed to optimise the connectivity, efficiency and safety of the transport network.

Comment [KB18]: 719

9.2.6.5 Enable development to provide a lower provision of on-site parking than would otherwise be anticipated, where the activity has characteristics that justify this, or travel plans can adequately demonstrate approaches that mitigate a lower parking provision.

9.2.6.6 Site layout and design provides low impact approaches to storm water management through providing permeable surface on site and the use of a variety of stormwater management measures.

9.2.6.7 A reduction in parking requirements may be considered in Queenstown and Wanaka where a site is located within 400 m of a bus stop or the edge of a town centre zone.

9.2.7 **Objective – development within noise affected environments is located and designed to mitigate noise and reverse sensitivity effects.**

9.2.7.1 All new and altered buildings for residential and other Activities Sensitive to Road Noise located within 80 m of the State Highway shall be designed to achieve an Indoor Design Sound Level of 40 dB LAeq(24h).

Comment [KB19]: 719

9.2.8 **Objective - The development of land fronting State Highway 6 (between Hansen Road and Ferry Hill Drive) provides a high quality residential environment which is sensitive to its location at the entrance to Queenstown, minimises traffic impacts to the State Highway network, and is appropriately serviced.**

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

HIGH DENSITY RESIDENTIAL 9

Policies

9.2.8.1 Encourage low impact stormwater design that utilises on-site treatment and storage / dispersal approaches, and avoids impacts on the State Highway network.

9.2.8.2 Provide or retain a planting buffer along the road frontage to soften the view of buildings from the State Highway network.

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

9.2.8.3 Provide for safe and legible transport connections ~~are provided~~ that avoid any new access to the State Highway, and integrates with the road network and public transport routes on the southern side of State Highway 6.

Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) prior to determining an internal and external road network design under this policy.

Note: Attention is drawn to the need to obtain a Section 93 notice from the NZ Transport Agency for all subdivisions on State Highways which are declared Limited Access Roads. The NZ Transport Agency should be consulted and a request made for a notice under Section 93 of the Government Roadway Powers Act 1989.

9.2.8.4 Require that the design of any road or vehicular access within individual properties is of a form and standard that accounts for long term traffic demands for the area between Hansen Road and Ferry Hill Drive, and does not require the need for subsequent retrofitting or upgrade.

9.2.8.5 Provide a safe and legible walking and cycle environment that links to other internal and external pedestrian and cycling networks and destinations on the southern side of State Highway 6 along the safest, most direct and convenient routes and is of a form and layout that encourages walking and cycling.

Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) prior to determining walking and cycling network design under this policy.

Comment [KB22]: 719 - Queenstown Mapping (Stream 13) Rebuttal.

9.2.8.6 Provide an internal road network that ensures road frontages are not dominated by vehicular access and parking.

9.2.XXX Promote coordinated, efficient and well designed development by requiring, prior to, or as part of subdivision and development, construction of the following to appropriate Council standards:

Comment [SG23]: 847. Queenstown Hearing (Stream 13)

- a 'fourth leg' off the ~~eastern access roundabout (EAR)~~ Hawthorne Drive roundabout;
- a legal internal road access between Hansen Road and Ferry Hill Drive; and
- new and safe pedestrian connections between the ~~Eastern Access Roundabout Hawthorne Drive~~ and Ferry Hill Drive.

Comment [KB24]: 719 - Queenstown Mapping (Stream 13) Rebuttal.

Comment [KB25]: 719 - Queenstown Mapping (Stream 13) Rebuttal.

9.3 Other Provisions and Rules

9.3.1 District Wide

Attention is drawn to the following District Wide chapters. All provisions referred to are within Stage 1 of the Proposed District Plan, unless marked as Operative ~~District Plan (ODP)~~.

1 Introduction	2 Definitions	3 Strategic Direction
4 Urban Development	5 Tangata Whenua	6 Landscapes

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

9.3.2 Clarification

Advice notes

- (a) A permitted activity must comply with all the rules listed in the activity and standards tables, and any relevant district wide rules.
- (b) Where an activity does not comply with a Standard listed in the Standards table, the activity status identified by the 'Non-Compliance Status' column shall apply. Where an activity breaches more than one Standard, the most restrictive status shall apply to the Activity.
- (c) The following abbreviations are used within this Chapter.

Comment [KB26]: Clarification amendment

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

9.4 Rules - Activities

	Activities located in the High Density Residential Zone	Activity status
9.4.1	Activities which are not listed in this table	NC
9.4.2	Building Restriction Area Where a building restriction area is shown on the District Plan Maps, no building shall be located within the restricted area	NC
9.4.3	Dwelling, Residential Unit, Residential Flat comprising three (3) or less per site <i>Note – Additional rates and development contributions may apply for multiple units located on one site.</i>	P
9.4.4	Dwelling, Residential Unit, Residential Flat comprising four (4) or more per site Discretion is restricted to all the following: <ul style="list-style-type: none"> • The location, external appearance and design of buildings • The extent to which the development positively addresses the street 	RD

Comment [KB27]: Officer recommendation for consistency with recommended changes made through the LDRZ s42A

Comment [KB28]: 383

Comment [KB29]: Officer recommendation for consistency with recommended changes made through the LDRZ s42A

Comment [KB30]: 383

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	Activities located in the High Density Residential Zone	Activity status
	<ul style="list-style-type: none"> • The extent to which building mass is broken down and articulated in order to reduce impacts on neighbouring properties (including <u>sunshine and light access</u>) and the public realm • Parking and access arrangements: safety and efficiency • The extent to which landscaped areas are well integrated into the design of the development and contribute meaningfully to the amenity of the development • <u>Maintenance of the visual privacy of adjoining properties</u> • Where a site is subject to any nNatural hazards and where the proposal results in an increase in gross floor area: an assessment by a suitably qualified person is provided that addresses <ul style="list-style-type: none"> <u>Assessment matters relating to natural hazards:</u> <ul style="list-style-type: none"> ◦ the nature and degree of risk the hazard(s) pose to people and property, ◦ whether the proposal will alter the risk to any site, and ◦ the extent to which whether such risk can be avoided or sufficiently mitigated[†] <u>reduced</u>. • <u>For land fronting State Highway 6 between Hansen Road and the Shotover River: Ferry Hill Drive</u> <ul style="list-style-type: none"> ◦ <u>safety and effective functioning of the State Highway network;</u> ◦ <u>Integration with other access points through the zone to link up to Hansen Road, the Eastern Access Road Hawthorne Drive Roundabout and/or Ferry Hill Drive;</u> ◦ <u>Integration with public transport networks</u> ◦ <u>Integration with pedestrian and cycling networks, including to those across the State Highway</u> <p><i>Note – Additional rates and development contributions may apply for multiple units located on one site.</i></p>	
9.4.4A	<u>Residential Unit, comprising four (4) or more per site for the land fronting State Highway 6 between Hansen Road and Ferry Hill Drive</u>	D
9.4.5	Home occupation	P

Comment [KB31]: 208

Comment [KB32]: 383

Comment [KB33]: Officer recommendation for consistency as detailed in the Right of Reply for the ARHMZ

Comment [RL34]: Transferred from Chapter 8 MDR, Hearing Stream 6

Comment [JB35]: Clarification amendment. Queenstown Hearing (Stream 13)

Comment [KB36]: 719 - - Queenstown Mapping (Stream 13) Rebuttal.

Comment [KB37]: 847. Queenstown Hearing (Stream 13)

[†] ~~Policies that guide the assessment of proposals on land affected by natural hazards are located in Chapter 28.~~

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	Activities located in the High Density Residential Zone	Activity status
9.4.6	Commercial activities comprising no more than 100m ² of gross floor area, integrated within a residential development comprising at least 20 dwelling <u>residential units</u> .	P
9.4.7	Commercial Activities not otherwise identified	NC
9.4.148	Commercial recreation	D
9.4.159	Community facilities and / or activities	D
9.4.1610	Retirement village	D
9.4.1711	Panel beating, spray painting, motor vehicle repair or dismantling, fibre glassing, sheet metal work, bottle or scrap storage, motor body building.	PR
9.4.1812	Manufacturing and/or product assembling activities	PR
9.4.1913	Mining	PR
9.4.2014	Factory Farming	PR
9.4.2115	Fish or meat processing	PR
9.4.2216	Flood Risk The construction or relocation of buildings with a gross floor area greater than 20m ² and having a ground floor level less than: 9.4.22.1 RL 312.0m above sea level (412.0m Otago Datum) at Queenstown and Frankton. 9.4.22.2 RL 281.9m above sea level (381.9m Otago Datum) Wanaka	PR
9.4.2317	Forestry	PR
9.4.2418	Any activity requiring an Offensive Trade Licence under the Health Act 1956	PR
9.4.2519	Airports other than the use of land and water for emergency landings, rescues and fire fighting	PR
9.4.2620	Bulk material <u>Outdoor storage</u>	PR

Comment [KB38]: Officer recommendation for consistency with recommended changes made through the LDRZ s42A

Comment [SG39]: Renumbering result of withdrawal of Visitor Accommodation provisions.

Comment [KB40]: Officer recommendation for consistency with recommended changes made through the LDRZ s42A

9.5 Rules - Standards

	Standards for activities located in the High Density Residential Zone	Non-compliance status
9.5.1	Building Height – Flat Sites (Queenstown)	NC
9.5.1.1	Queenstown: 3 storeys within a Δ maximum height of 12 metres; or 4 storeys within a maximum height of 15 metres	RD (buildings)

Comment [KB41]: 410, FS1059, FS1331, NZIA (238), FS1260 - Consequential amendment as a result of changes to Redrafted rule 9.5.1

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	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<p>where a residential apartment building can achieve certification to a minimum 6 star level using the New Zealand Green Building Council Homestar™ Tool, or where a visitor accommodation building can achieve a Green Star Rating of at least 4 stars</p> <p>Except: The permitted maximum height for buildings in the High Density Residential Zone located immediately west of the Kawarau Falls Bridge shall be 10 metres and in addition no building shall protrude through a horizontal line drawn due north commencing at 7 metres above any given point along the required boundary setbacks at the southern zone boundary</p> <p>Except: Within the area identified on the planning maps, No building or building element on the south side of Frankton Road (SH6A) shall rise above the nearest point of the roadway centreline.</p> <p>Where a proposed building exceeds this permitted height and does not exceed 15 metres (4 storeys), a Restricted Discretionary activity consent shall be required with discretion restricted to all of the following:</p> <ul style="list-style-type: none"> • The extent to which the infringement provides for greater the design and quality of the building, including: <ul style="list-style-type: none"> ◦ articulation of rooflines and visual interest ◦ material use and quality ◦ the avoidance of large monolithic buildings ◦ the impact on the street scene ◦ active street frontages and the treatment of corner sites ◦ Crime Prevention Through Environmental Design (CPTED) considerations ◦ integration of landscaping ◦ how the development addresses its context and contributes positively to character and amenity ◦ environmental performance. • The extent to which the infringement adversely affects the amenity values of neighbouring properties, relative to a complying proposal, with particular reference to dominance impacts, views and outlook, and sunlight access to adjacent properties. <ul style="list-style-type: none"> • The extent to which the infringement adversely affects the aAmenity of views and outlook from SH6A. • Where a site is subject to any nNatural hazards and where the proposal results in an increase in gross floor area: an assessment by a suitably qualified person is provided that addresses <p>Assessment matters relating to natural hazards:</p> <ul style="list-style-type: none"> ◦ the nature and degree of risk the hazard(s) pose to people and property, ◦ whether the proposal will alter the risk to any site, and 	<p>with maximum height up to 15m)</p> <p>NC (for buildings with a maximum height over 15m)</p>

Comment [KB42]: 238

Comment [KB53]: Clarification, consequence of deletion of 9.5.3

Comment [KB43]: 529

Comment [KB44]: Officer recommendation, for clarification

Comment [KB45]: 208, 520

Comment [KB46]: 410, FS1059, FS1331, NZIA (238), FS1260 - Consequential amendment as a result of changes to Redrafted rule 9.5.1

Comment [KB47]: Consequential amendment. 410, FS1059, FS1331, NZIA (238), FS1260.

Comment [KB48]: Consequential amendment for 238

Comment [KB49]: 410, FS1059, FS1331, NZIA (238), FS1260.

Comment [KB50]: Consequential amendment, 208, 520

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	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<p style="text-align: center;">° the extent to which whether such risk can be avoided or sufficiently mitigated² reduced.</p> <p>9.5.1.2 Wanaka: A maximum height of 8 metres.</p> <p>Notes:</p> <ul style="list-style-type: none"> Refer to Definition for interpretation of building height. Ground slope in relation to building height shall be determined by measurement over the extremities of each building elevation. Flat sites are where the ground slope is equal to or less than 6 degrees (i.e equal to or less than 1 in 9.5). 	
9.5.2	<p>Building Height – Flat Sites (Wanaka)</p> <p><u>A maximum height of 8 metres.</u></p> <p><u>Where a proposed building exceeds this permitted height and does not exceed 10 metres a Restricted Discretionary activity consent shall be required with discretion restricted to all of the following:</u></p> <ul style="list-style-type: none"> <u>the design and quality of the building, including:</u> <ul style="list-style-type: none"> <u>° articulation of rooflines and visual interest</u> <u>° material use and quality</u> <u>° the avoidance of large monolithic buildings</u> <u>° the impact on the street scene</u> <u>° active street frontages and the treatment of corner sites</u> <u>° Crime Prevention Through Environmental Design (CPTED) considerations</u> <u>° integration of landscaping</u> <u>° how the development addresses its context and contributes positively to character and amenity</u> <u>° environmental performance.</u> <u>° The extent to which the infringement adversely affects the amenity values of neighbouring properties, relative to a complying proposal, with particularly reference to dominance impacts, views and outlook, and sunlight access to adjacent properties.</u> <p>Notes:</p> <ul style="list-style-type: none"> Refer to Definition for interpretation of building height. 	<p><u>RD (buildings with a maximum height up to 10m)</u></p> <p><u>NC (buildings with a maximum height over 10m)</u></p>

Comment [KB51]: Officer recommendation for consistency as detailed in the Right of Reply for the ARHMZ

Comment [KB52]: Consequential amendment to 166

Comment [KB55]: 238

Comment [KB56]: Clarification and consequential amendment resulting from deletion of Homestar/Green star provisions and creation of new RD status for buildings in Queenstown to 15m in height.

Comment [KB57]: 238

Comment [KB54]: 238

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

HIGH DENSITY RESIDENTIAL 9

	Standards for activities located in the High Density Residential Zone	Non-compliance status
<p>9.5.23</p>	<p>Building Height – Sloping sites</p> <p>The permitted height shall be 7 metres</p> <p>Except: The permitted maximum height for buildings in the High Density Residential Zone located immediately west of the Kawarau Falls Bridge shall be 10 metres and in addition no building shall protrude through a horizontal line drawn due north commencing at 7 metres above any given point along the required boundary setbacks at the southern zone boundary..</p> <p>Except: Within the area identified on the planning maps, No building or building element on the south side of Frankton Road (SH6A) shall rise above the nearest point of the roadway centreline.</p> <p>Where a proposed building exceeds this permitted height and does not exceed 10 metres, a Restricted Discretionary activity consent shall be required with discretion restricted to all of the following:</p> <ul style="list-style-type: none"> • The extent to which the infringement provides for greater the design and quality of the building, including: <ul style="list-style-type: none"> ◦ articulation of rooflines and visual interest ◦ material use and quality ◦ the avoidance of large monolithic buildings ◦ the impact on the street scene ◦ active street frontages and the treatment of corner sites ◦ Crime Prevention Through Environmental Design (CPTED) considerations ◦ integration of landscaping ◦ how the development addresses its context and contributes positively to character and amenity ◦ environmental performance. • The extent to which the infringement adversely affects the amenity values of neighbouring properties, relative to a complying proposal, with particularly reference to dominance impacts, views and outlook, and sunlight access to adjacent properties. <ul style="list-style-type: none"> • The extent to which the infringement adversely affects the Aamenity of views and outlook from SH6A. • Where a site is subject to any nNatural hazards and where the proposal results in an increase in gross floor area: an assessment by a suitably-qualified person is provided that addresses <p>Assessment matters relating to natural hazards:</p> <ul style="list-style-type: none"> ◦ the nature and degree of risk the hazard(s) pose to people and property, ◦ whether the proposal will alter the risk to any site, and ◦ the extent to which whether such risk can be avoided or 	<p>RD (buildings with maximum height up to 10m)</p> <p>NC (for buildings with a maximum height over 10m)</p>

Comment [KB58]: 529

Comment [KB59]: Officer recommendation, for clarification

Comment [KB60]: 208, 520

Comment [KB66]: Clarification, consequence of deletion of 9.5.3

Comment [KB61]: Consequential amendment for consistency with Redrafted rule 9.5.1.

Comment [KB62]: Consequential amendment for 238

Comment [KB63]: Consequential amendment, 208, 520

HIGH DENSITY RESIDENTIAL 9

	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<p style="text-align: center;">sufficiently mitigated³ reduced.</p> <p>Notes:</p> <ul style="list-style-type: none"> Refer to Definition for interpretation of building height. Ground slope in relation to building height shall be determined by measurement over the extremities of each building elevation. Sloping sites are where the ground slope is greater than 6 degrees (i.e greater than 1 in 9.5). 	
9.5.3	<p>Maximum Building Height – Sloping Sites</p> <p>The maximum building height shall be 10 metres.</p> <p>Notes:</p> <ul style="list-style-type: none"> Refer to the Definitions for interpretation of building height. Ground slope in relation to building height shall be determined by measurement over the extremities of each building elevation. Sloping sites are where the ground slope is greater than 6 degrees (i.e greater than 1 in 9.5). 	NC
9.5.4	<p>Building Coverage</p> <p>9.5.4.1 Flat Sites a maximum of 70% site coverage</p> <p>9.5.4.2 Sloping Sites a maximum of 65% site coverage</p> <p>Building coverage does not include any veranda over public space and does not apply to underground structures, which are not visible from ground level.</p> <p>Note:</p> <ul style="list-style-type: none"> Ground slope in relation to building height shall be determined by measurement over the extremities of each building elevation. Sloping sites are where the ground slope is greater than 6 degrees (i.e greater than 1 in 9.5). Flat sites are where the ground slope is equal to or less than 6 degrees (i.e equal to or less than 1 in 9.5). 	NC
9.5.5	<p>Floor Area Ratio – Flat sites only</p> <p>Gross floor area on a site shall not exceed a Floor Area Ratio of 2.0.</p> <p>Note:</p> <ul style="list-style-type: none"> Ground slope in relation to building height shall be determined by measurement over the extremities of each building elevation. Flat sites are where the ground slope is equal to or less than 6 degrees (i.e equal to or less than 1 in 9.5). 	NC
9.5.6 ⁵	<p>Recession plane (applicable to all buildings, including accessory buildings)</p> <p>9.5.6.1 For Flat Sites from 2.5 metres above ground level a 45 degree</p>	NC

Comment [KB64]: Officer recommendation for consistency as detailed in the Right of Reply for the ARHMZ

Comment [KB65]: Consequential amendment to 166

Comment [KB68]: Clarification amendment, this rule was confusing in a table with permitted activity standards, and suggests 10m is a permitted standard.

Comment [KB67]: Consequential amendment to 166

Comment [KB69]: #551, #612 (supported by FS1271, FS1331)

Comment [KB70]: 166

Comment [KB72]: 208

Comment [KB71]: Consequential amendment to 166

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

HIGH DENSITY RESIDENTIAL 9

	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<p>recession plane applies to all boundaries, other than the northern boundary of the site where a 55 degree recession plane applies.</p> <p>9.5.6.2 No recession plane for sloping sites</p> <p>9.5.6.3 Gable end roofs may penetrate the building recession plane by no more than one third of the gable height</p> <p>9.5.6.4 Recession planes do not apply to site boundaries adjoining a Town Centre or Business Mixed Use Zone, fronting the road, or adjoining a park or reserve.</p> <p>Note - Refer to the Definitions for detail of the interpretation of recession planes</p>	
9.5.76	<p>Landscaped permeable surface coverage</p> <p>At least 20% of site area shall comprise landscaped (permeable) surface.</p>	NC
9.5.87	<p>Continuous Building Length</p> <p>The continuous length of any building facade above one storey <u>ground floor level</u> shall not exceed 30m.</p> <p>Where a proposal exceeds this length, a Restricted Discretionary activity consent shall be required with discretion restricted to all of the following:</p> <ul style="list-style-type: none"> • <u>Building dominance</u> • <u>Building design, materials and appearance</u> • The extent to which variation in the form of the building including the use of projections and recessed building elements, varied roof form, and varied materials and textures, reduces the potential dominance of the building • The extent to which topography or landscaping mitigates any dominance impacts • The extent to which the height of the building influences the dominance of the building in association with the continuous building length. • Where a site is subject to any n Natural hazards and where the proposal results in an increase in gross floor area: an assessment by a suitably qualified person is provided that addresses <ul style="list-style-type: none"> <u>Assessment matters relating to natural hazards:</u> <ul style="list-style-type: none"> ◦ the nature and degree of risk the hazard(s) pose to people and property, 	RD

Comment [KB73]: 238

Comment [KB74]: Officer recommendation for consistency with recommended changes made through the MDRZ s42A

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	Standards for activities located in the High Density Residential Zone	Non-compliance status
	<ul style="list-style-type: none"> ◦ whether the proposal will alter the risk to any site, and ◦ the extent to which whether such risk can be avoided or sufficiently mitigated⁴ reduced. 	
9.5.98	<p>Minimum Boundary Setbacks</p> <p>9.5.9.1 All boundaries 2 metres <u>except for state highway boundaries where the setback shall be 4.5m</u></p> <p>9.5.9.2 Exceptions to side and rear boundary setbacks:</p> <p>Accessory buildings for residential activities may be located within the <u>side and rear</u> setback distances, where they do not exceed 7.5m in length, there are no windows or openings (other than for carports) along any walls within 1.5m of an internal boundary, and comply with rules for Building Height and Recession Plane.</p> <p><u>Setbacks for land on the northern side of SH6 at Frankton:</u></p> <ul style="list-style-type: none"> • <u>at the property boundary fronting SH6: a minimum of 50m</u> • <u>at the boundary fronting Ferry Hill Drive: 6m</u> 	D
9.5.409	<p>Waste and Recycling Storage Space</p> <p>9.5.409.1 Residential activities <u>three units or less</u> shall provide, as a minimum, space for a 120 litre residential wheelie bin and 240 litres recycling wheelie bin per unit.</p> <p>9.5.409.2 All developments shall screen waste and recycling storage space from neighbours, a road or public place, in keeping with the building development or, provide space within the development that can be easily accessed by waste and recycling collections.</p>	NC
9.5.4410	<p>Glare</p> <p>9.5.44.1 All exterior lighting shall be directed away from the adjacent sites and roads, and so as to limit the effects on the night sky; and</p> <p>9.5.44.2 No activity on any site shall result in greater than a 3.0 lux spill (horizontal or vertical) of lights onto any other site measured at any point inside the boundary of the other site</p>	NC
9.5.11	<p><u>Sound insulation and mechanical ventilation</u></p> <p><u>All new and altered buildings for residential and other Activities Sensitive to Road Noise, located within 80m of the State highway, shall be designed to</u></p>	NC

Comment [KB75]: Officer recommendation for consistency as detailed in the Right of Reply for the ARHMZ

Comment [KB76]: 719

Comment [KB77]: Officer recommendation for consistency with MDRZ and LDRZ

Comment [JB78]: Consequential amendment to 847 and 717. Also 380. Queenstown Hearing (Stream 13)

Comment [KB79]: 392

Comment [KB80]: 719

⁴ ~~Policies that guide the assessment of proposals on land affected by natural hazards are located in Chapter 28.~~

HIGH DENSITY RESIDENTIAL 9

	Standards for activities located in the High Density Residential Zone	Non-compliance status
	achieve an Indoor Design Sound Level of 40 dB LAeq(24h).	
9.5.12	<p>Home Occupation</p> <p>9.5.12.1 No more than one full time equivalent person from outside the household shall be employed in the home occupation activity.</p> <p>9.5.12.2 The maximum number of vehicle trips* shall be:</p> <ol style="list-style-type: none"> Heavy Vehicles: none permitted other vehicles: 10 per day. <p>9.5.12.3 Maximum net floor area of 60m².</p> <p>9.5.12.4 Activities and the storage of materials shall be indoors.</p> <p>*A vehicle trip is two movements, generally to and from a site.</p>	D
9.5.13	<p>Development on land fronting State Highway 6 between Hansen Road and Ferry Hill Drive shall provide the following:</p> <p>9.5.13.1 Transport, parking and access</p> <p>Access and parking is designed and constructed so that:</p> <ol style="list-style-type: none"> connections to the State Highway network are only via Hansen Road, the Eastern Access Road Hawthorne Drive Roundabout, and/or Ferry Hill Drive there is no new vehicular access directly to the State Highway Network. pedestrian connections across the State Highway are provided <p>9.5.13.2 Landscaping which provides or retains a planting buffer fronting State Highway 6 as follows:</p> <ol style="list-style-type: none"> A density of two plants per square metre located within 4m of the State Highway 6 road boundary selected from the following species: <ul style="list-style-type: none"> • Ribbonwood (Plagianthus regius) • Corokia cotoneaster • Pittosporum tenuifolium • Grisilinea • Coprosma propinqua • Olearia dartonii Once planted these plants are to be maintained in perpetuity. 	NC
9.5.14	<p>Setbacks from electricity transmission infrastructure</p> <p>National Grid Sensitive Activities are located outside of the National Grid Yard</p>	NC

Comment [KB81]: Consistency with LDRZ Right of Reply recommended changes

Comment [RL84]: Transferred from Chapter 8 MDR, Hearing Stream 6

Comment [KB82]: 719 - - Queenstown Mapping (Stream 13) Rebuttal.

Comment [SG83]: 847. Queenstown Hearing (Stream 13)

Comment [SG85]: 847. Queenstown Hearing (Stream 13)

HIGH DENSITY RESIDENTIAL 9

9.6 Rules - Non-Notification of Applications

9.6.1 Applications for Controlled activities shall not require the written consent of other persons and shall not be notified or limited-notified, ~~except where **direct-vehicle crossing or right of way** access on to or off a State Highway is sought where New Zealand Transport Agency will be notified an affected party.~~

Comment [KB86]: 719 – consistency change as detailed in the Right of Reply for the LDRZ

9.6.2 The following Restricted Discretionary activities shall not require the written consent of other persons and shall not be notified or limited-notified, ~~except where **direct-vehicle crossing or right of way** access on to or off a State Highway is sought where New Zealand Transport Agency will be notified an affected party.~~

Comment [KB87]: 719

Comment [KB88]: 719 -- consistency change as detailed in the Right of Reply for the LDRZ

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

Comment [KB89]: 719 -- consistency change as detailed in the Right of Reply for the LDRZ

9.6.3 The following ~~Restricted Discretionary~~ activities will not be publicly notified but notice will be served on those persons considered to be adversely affected if those persons have not given their written approval:

Comment [KB90]: 719 -- consistency change as detailed in the Right of Reply for the LDRZ

Comment [KB91]: 719

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

Comment [KB92]: Officer recommendation for consistency with recommended changes made through the LDRZ s42A

9.6.3.2 Boundary setback breaches up to 0.6m.

Comment [KB93]: 520, 166

Comment [KB94]: Consequential amendment to #238 and deletion of Homestar/Green star incentive, and creation of new RD height limit for flat sites of 15m

Comment [KB95]: 520, 166

HIGH DENSITY RESIDENTIAL 9

DEFINITIONS

Activity Sensitive To Aircraft Noise (ASAN)/Activities sensitive to road noise - Means any residential activity, visitor accommodation activity, community activity and day care facility activity as defined in this District Plan including all outdoor spaces associated with any educational facility, but excludes activity in police stations, fire stations, courthouses, probation and detention centres, government and local government offices.

Comment [KB96]: Consequential amendment to 719

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

Comment [KB97]: #208

NEW DEFINITIONS:

Flat site – A flat site is where the ground slope is equal to or less than 6 degrees (i.e equal to or less than 1 in 9.5). Ground slope in relation to building height shall be determined by measurement over the extremities of each building elevation. Where all elevations indicate a ground slope of less than 6 degrees (i.e equal to or less than 1 in 9.5), rules applicable to flat sites will apply.

Comment [KB98]: Consequential amendment to 166

Comment [KB99]: 238

Sloping site – A sloping site is where the ground slope is greater than 6 degrees (i.e greater than 1 in 9.5). Ground slope in relation to building height shall be determined by measurement over the extremities of each building elevation. Where any elevation indicates a ground slope of greater than 6 degrees (i.e greater than 1 in 9.5), rules applicable to sloping sites will apply.

Comment [KB100]: Consequential amendment to 166

Comment [KB101]: 238

APPENDIX B
Section 32AA Evaluation

Appendix B
Section 32AA Evaluation

Chapter 9: High Density Residential
Recommended amendment to advice note: Policy 8.2.9.4 (now Policy 9.2.8.5).

Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) ~~to determine compliance with this policy~~ prior to determining walking and cycling network design under this policy.

Costs	Benefits	Effectiveness and efficiency
Advice notes of this nature are non statutory and therefore have no weight. Inclusion in the plan adds to plan length.	Phrases the note under this policy in a similar manner to the note under Policy 9.2.8.3. Highlights the need to consult with NZTA for any development proposal in this location. Will assist with plan implementation.	I consider inclusion of this note, and the recommended amendment to it will be efficient and effective in assisting plan users with the matters to be considered for development of this land, particularly the need to consult with NZTA regarding walking and cycling network design. While the note is non statutory, it is partly relevant to matters of discretion for Chapter 9 and Chapter 27.

Chapter 9: High Density Residential
Recommended amendment to change reference to the 'Eastern Access Road' to 'Hawthorne Drive' throughout the chapter.

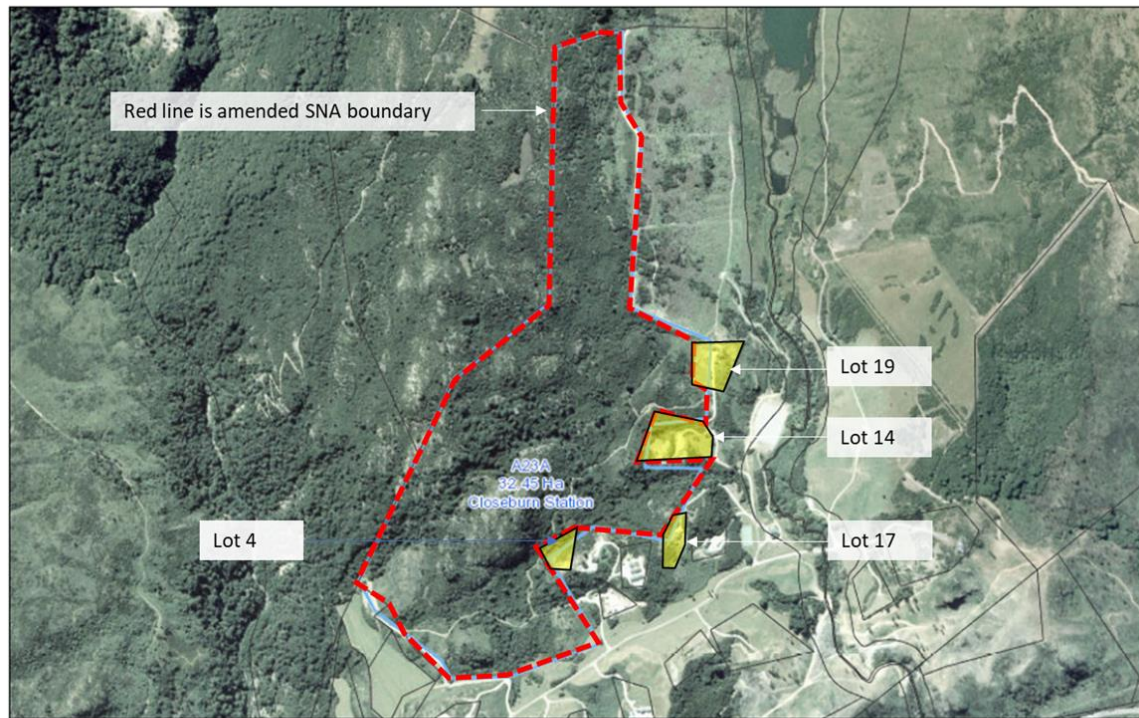
Costs	Benefits	Effectiveness and efficiency
Removes terminology which some plan users may be familiar with.	Ensures terminology used in the PDP reflects accurate legal road descriptions.	The recommended amendments are minor in nature (they are non-substantive) and are considered efficient and effective in ensuring the accuracy of terminology used in the PDP and assisting with correct application of the provisions.

Jed Frost (323)

Exclusion of Lots 4, 14, 17 and 19 DP 26634 from SNA A23A

Recommended Amended Boundary (shown in red) of SNA A23A (blue line indicates the notified SNA).

Figure 1: The area of potential significance - Closeburn SNA A - A23A.



October 3, 2014

- Proposed Significant Natural Area
- Parcels
- Proposed Significant Natural Area

1:8,000
0 0.05 0.1 0.2 mi
0 0.1 0.2 0.4 km

Please note the red line is indicative and only for reference purposes.

Costs	Benefits	Effectiveness and efficiency
<p>Reduces the extent of SNA A23A, which is subject to greater control over the limits of clearing within Chapter 33 of the PDP.</p>	<p>Aligns the boundary of the SNA with the extent of approved building platforms in which residential activity can be anticipated to occur.</p> <p>Recognises that removing the extent of the SNA that was within the approved building platforms will not undermine the contiguous nature of the regenerating shrubland within the SNA.</p>	<p>I consider this change to be efficient and effective in ensuring practical SNA boundaries which are able to maintain appropriate level of protection to the regenerating shrubland.</p>

APPENDIX C
Updated Submission Table

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
177.8		Universal Developments Limited	Map 31 - Lower Shotover	Support	Confirm the identified medium density zones.	Reject	3. General Submissions in Support/Opposition of the Zone	31	Urban - Frankton
177.8	FS1061.13	Otago Foundation Trust Board	Map 31 - Lower Shotover	Support	That the submission is accepted.	Reject	3. General Submissions in Support/Opposition of the Zone	31	Urban - Frankton
177.8	FS1189.8	Fil Holdings Ltd	Map 31 - Lower Shotover	Not Stated	Support and Oppose. Disallow the relief seeking the medium density residential zone on the land. This zone is not the most appropriate zone for the land and is opposed. Allow the removal of the rural general zone from the land. This is supported providing an appropriate zone is place on the land that provides for a mixed use environment, not solely residential.	Accept in part	3. General Submissions in Support/Opposition of the Zone	31	Urban - Frankton
177.8	FS1195.7	The Jandel Trust	Map 31 - Lower Shotover	Not Stated	Support and Oppose. Disallow the relief seeking the medium density residential zone on the land. This zone is not the most appropriate zone for the land and is opposed. Allow the removal of the rural general zone from the land. This is supported providing an appropriate zone is place on the land that provides for a mixed use environment, not solely residential.	Accept in part	3. General Submissions in Support/Opposition of the Zone	31	Urban - Frankton
177.8	FS1271.12	Hurtell Proprietary Limited and others	Map 31 - Lower Shotover	Support	Supports. Believes that the MDR zone is an appropriate response to the identified need for more intensive and creative housing in the District.. Seeks that local authority approve the areas identified as MDR zone.	Reject	3. General Submissions in Support/Opposition of the Zone	31	Urban - Frankton
768.17		Z Energy Ltd, BP Oil NZ Ltd and Mobil Oil NZ Ltd	Map 31a - Queenstown Airport	Support	Retain the boundary of the Queenstown Airport Mixed Use zone (as shown on Map 31a) without further modification.	Accept	3. General Submissions in Support/Opposition of the Zone	31a	Urban - Airport
24.4		Hayden Tapper	Map 33 - Frankton	Support	Supports Rule as it relates to the submitters property.	Accept	21. McBride Street - General Submissions in Support	33	Urban - Frankton
35.5		Keith Hubber Family Trust No 2	Map 33 - Frankton	Support	supports planning map and air noise boundaries as it relates to the submitters property.	Accept	21. McBride Street - General Submissions in Support	33	Urban - Frankton
36.2		Malcolm, Anna McKellar, Stevenson	Map 33 - Frankton	Support	Adopt (retain) planning map 33 as it relates to 64 McBride Street.	Accept	21. McBride Street - General Submissions in Support	33	Urban - Frankton
36.6		Malcolm, Anna McKellar, Stevenson	Map 33 - Frankton	Support	supports the provision as it relates to the submitters property.	Accept	21. McBride Street - General Submissions in Support	33	Urban - Frankton
43.5		KE & HM, RD Hamlin, Liddell	Map 33 - Frankton	Support	supports the provision as it relates to the submitters property	Accept	21. McBride Street - General Submissions in Support	33	Urban - Frankton
128.2		Russell Marsh	Map 33 - Frankton	Support	<i>Copied from submission point 128.1 (MDR Zone)</i> (a) amend the plan to reinstate the original Frankton - Proposed Medium Density Zoning - per the MACTODD report or (b) amend the plan to include Stewart Street Lake Avenue Burse Street McBride Street into MDR zoning as opposed to LDR or (c) amend the plan to include Frankton district streets into MDR that are currently outside the Air noise Boundary (ANB) - per the Queenstown Airport website	Reject	20. Russell Marsh	33	Urban - Frankton
128.2	FS1077.8	Board of Airline Representatives of New Zealand (BARNZ)	Map 33 - Frankton	Oppose	To the extent that any of this land falls within the Queenstown Airport ANB or OCB BARNZ opposes the change and asks that the land be retained in the proposed zone.	Accept	20. Russell Marsh	33	Urban - Frankton

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
128.2	FS1340.60	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have potentially significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Accept	20. Russell Marsh	33	Urban - Frankton
238.42		NZIA Southern and Architecture + Women Southern	Map 33 - Frankton	Support	Requests consideration of other areas that are currently zoned LDR around Frankton (as demonstrated on the map provided) should also be considered for medium density development.	Reject	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1107.47	Man Street Properties Ltd	Map 33 - Frankton	Oppose	The Submitter opposes this submission. Submission 238 will not promote or give effect to Part 2 of the Act. The matters raised in the submission do not meet section 32 of the Act, and are not the most appropriate method for achieving the objectives of the Proposed District Plan having regard to its efficiency and effectiveness, and taking into account the costs and benefits.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1226.47	Ngai Tahu Property Limited & Ngai Tahu Justice Holdings Limited	Map 33 - Frankton	Oppose	The submitter opposes this submission . Alerts that the submission and matters sought in it will therefore not promote or give effect to Part 2 of the Act. States that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives of the Proposed District Plan having regard to its efficiency and effectiveness, and taking into account the costs and benefits.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1234.47	Shotover Memorial Properties Limited & Horne Water Holdings Limited	Map 33 - Frankton	Oppose	States that submission 238 will not promote or give effect to Part 2 of the Act. Agrees that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1239.47	Skyline Enterprises Limited & O'Connells Pavillion Limited	Map 33 - Frankton	Oppose	Agrees that submission 238 will not promote or give effect to Part 2 of the Act. States that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1241.47	Skyline Enterprises Limited & Accommodation and Booking Agents	Map 33 - Frankton	Oppose	Agrees that submission 238 will not promote or give effect to Part 2 of the Act. States that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1242.70	Antony & Ruth Stokes	Map 33 - Frankton	Oppose	The submitter seeks submission be disallowed as it relates to the expansion of the Business Mixed Use Zone (submission point 238.93) with the High Density Residential Zone on the northern side of Henry Street being retained.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1248.47	Trojan Holdings Limited & Beach Street Holdings Limited	Map 33 - Frankton	Oppose	The submitter opposes this submission . Alerts that the submission and matters sought in it will therefore not promote or give effect to Part 2 of the Act. States that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives of the Proposed District Plan having regard to its efficiency and effectiveness, and taking into account the costs and benefits.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1249.47	Tweed Development Limited	Map 33 - Frankton	Oppose	The submitter opposes this submission . Alerts that the submission and matters sought in it will therefore not promote or give effect to Part 2 of the Act. States that matters raised in the submission do not meet section 32 of the Act. are not the most appropriate method for achieving the objectives of the Proposed District Plan having regard to its efficiency and effectiveness, and taking into account the costs and benefits.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
238.42	FS1340.68	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have potentially significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Accept	18. NZIA Southern and Architecture and Women Southern	33	Urban - Frankton
485.6		Joanne Phelan and Brent Herdson	Map 33 - Frankton	Not Stated	Adopt Planning Map 33 as it relates to the submitters property.	Accept	21. McBride Street - General Submissions in Support	33	Urban - Frankton
555.2		Scott Freeman & Bravo Trustee Company Limited	Map 33 - Frankton	Oppose	Adopt Objective 7.2.10, Rules 7.5.3 and 7.5.4 and Planning Map 33 as it relates to the submitters property.	Accept	21. McBride Street - General Submissions in Support	33	Urban - Frankton

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
586.24		J D Familton and Sons Trust	Part Seven - Maps	Support	Proposed Zoning Maps: Medium Density Residential - Retain medium density zoning over 17 Stewart St, Frankton	Reject	17. J D Familtonand Sons Trust and HR and DA Familton	33	Urban - Frankton
586.25		J D Familton and Sons Trust	Map 33 - Frankton	Other	Oppose in part.See relief sought on Visitor Accommodation Zoning in Frankton by Yewlett St and Lake Avenue See relief sought on Visitor Accommodation Zoning	VA out of scope	Out of Scope	33	Urban - Frankton
775.24		H R & D A Familton	Part Seven - Maps	Support	Proposed Zoning Maps: Medium Density Residential - Retain medium density zoning over 17 Stewart St, Frankton	Reject	17. J D Familtonand Sons Trust and HR and DA Familton	33	Urban - Frankton
775.25		H R & D A Familton	Map 33 - Frankton	Other	Oppose in part. See relief sought on Visitor Accommodation Zoning in Frankton by Yewlett St and Lake Avenue See relief sought on Visitor Accommodation Zoning	VA out of scope	Out of Scope	33	Urban - Frankton
790.10		Queenstown Lakes District Council		Oppose	Rezone Section 35 Blk XXXI TN of Frankton located on Boyes Crescent, Frankton from Rural to low density residential zone.	Accept	Rural Zone	33	Urban - Frankton
803.25		H R Familton	Map 33 - Frankton	Other	Oppose in part.See relief sought on Visitor Accommodation Zoning in Frankton by Yewlett St and Lake Avenue See relief sought on Visitor Accommodation Zoning	VA out of scope	Out of Scope	33	Urban - Frankton
408.6		Otago Foundation Trust Board	Map 31a - Queenstown Airport	Oppose	Include all subject land (Section 130 Blk I Shotover SD, Section 31 Blk Shotover SD, Part of Section 132 Blk I Shotover SD) within the UGB classification area.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Frankton Flats
408.6	FS1167.9	Peter and Margaret Arnott	Map 31a - Queenstown Airport	Oppose	Conditionally opposes. Agrees that no provision has been made within the submitters proposal to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road and the Proposed District Plan states that access should be encouraged. Seeks that the whole of the submission be disallowed unless provision is made to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road.	Accept	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Frankton Flats
408.6	FS1270.35	Hansen Family Partnership	Map 31a - Queenstown Airport	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Frankton Flats
8.1		Stephen Spence	Map 31 - Lower Shotover	Oppose	Remove the proposed medium density zone and retain rural zoning on the land to the between Frankton Ladies Mile Highway and the Quail Rise Zone. Any development should be sympathetic to the style of development of the Quail Rise Zone.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
8.1	FS1029.1	Universal Developments Limited	Map 31 - Lower Shotover	Oppose	Universal seeks that those parts of the submission that seek the removal of the proposed Medium Density Residential Zone and retention of Rural Zoning on land between Frankton Ladies Mile Highway and the Quail Rise Zone. be disallowed.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
8.1	FS1061.1	Otago Foundation Trust Board	Map 31 - Lower Shotover	Oppose	That the submission is rejected	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
8.1	FS1167.1	Peter and Margaret Arnott	Map 31 - Lower Shotover	Oppose	Believes that the land (Lot 1 Deposited Plan 19932 and Section 129 Block I Shotover District) is suitable for Medium Density, Local Shopping Centre or Business Mixed Use zoning to achieve the sustainable management of the land. Seeks that all of the relief sought be declined.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
8.1	FS1189.16	Fil Holdings Ltd	Map 31 - Lower Shotover	Oppose	Disallow relief sought. Opposes retention of rural zoning on the basis of the land not being suitable for rural activities and alternative zonings being more appropriate.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
8.1	FS1195.15	The Jandel Trust	Map 31 - Lower Shotover	Oppose	Disallow relief sought. Opposes retention of rural zoning on the basis of the land not being suitable for rural activities and alternative zonings being more appropriate.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
8.1	FS1270.72	Hansen Family Partnership	Map 31 - Lower Shotover	Oppose	Opposes. Believes that maintaining rural zoning applicable to the land subject to this submission would be inappropriate for a number of reasons, particularly the efficient use and development of land which is suitable for development for activities other than rural activities. Seeks the submission be disallowed.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
140.2		Ian & Dorothy Williamson	Map 31 - Lower Shotover	Oppose	Opposes the potential rezoning of properties at Frankton Road to Medium Density. Requests that the Council retain the operative low density zoning.	Accept	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
140.2	FS1189.3	Fil Holdings Ltd	Map 31 - Lower Shotover	Oppose	Disallow relief sought. There are no traffic grounds that would prevent an alternative zoning of the land.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
140.2	FS1195.2	The Jandel Trust	Map 31 - Lower Shotover	Oppose	Disallow relief sought. There are no traffic grounds that would prevent an alternative zoning of the land.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
380.33		Villa delLago	8.2.11 Objective 11	Other	Site development off State highway 6 should be only perpendicular to the road (like Glenda Drive) and not adjacent to the road, so that large green spaces can still be seen along the road approaches to Queenstown.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
391.10		Sean & Jane McLeod	8.5 Rules - Standards	Oppose	That the area of land opposite Glenda Drive be zoned low density residential instead of medium density due to conflicting with objectives.	Reject	4. Hansen Rd/Frankton-Ladies Mile & 8. Sean and Jane McLeod	31	Urban - Ladies Mile
399.7		Peter and Margaret Arnott	8.5.3.1	Oppose	That Rule 8.5.3.1(a) & (b) should be deleted.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
408.1		Otago Foundation Trust Board		Oppose	Rezone the entire area of the subject site (legally described as Section 130, Blk I Shotover SD, Section 31, Blk Shotover SD, and Part of Section 132, Blk I Shotover SD) as Medium Density Residential. This is the area north of Frankton Junction Roundabout found on Maps 31 and 31a. Refer to full submission for concept layout plan of subject sites.	Reject	11. Otago Foundation Trust Board	31	Urban - Ladies Mile
408.20		Otago Foundation Trust Board		Other	Make amendments as follows: "Dwelling, Residential Unit, Residential Flat RD For land fronting State Highway 6 between Hansen Road and the Shotover River, provision of a Traffic Impact Assessment, Landscaping Plan and Maintenance Program, and extent of compliance with Rule 8.5.3."	Reject	11. Otago Foundation Trust Board	31	Urban - Ladies Mile
408.20	FS1092.9	NZ Transport Agency	8.4.11	Oppose	That the submission 408.20 requesting the deletion of the bullet point "For land fronting State Highway 6 between Hansen Road and Shotover River, provision of a Traffic Impact Assessment....." be disallowed.		11. Otago Foundation Trust Board	31	Urban - Ladies Mile
408.20	FS1167.23	Peter and Margaret Arnott		Oppose	Conditionally opposes. Agrees that no provision has been made within the submitters proposal to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road and the Proposed District Plan states that access should be encouraged. Seeks that the whole of the submission be disallowed unless provision is made to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road.		11. Otago Foundation Trust Board	31	Urban - Ladies Mile
408.20	FS1270.49	Hansen Family Partnership		Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.		11. Otago Foundation Trust Board	31	Urban - Ladies Mile
408.23		Otago Foundation Trust Board		Other	Amendments as follows: "Transport, parking and access design that: (a) Ensure connections to the State Highway network are only via Hansen Road, the Eastern Access Roundabout, and/or Ferry Hill Drive. (b) There is no new vehicular access to the State Highway."		11. Otago Foundation Trust Board	31	Urban - Ladies Mile
408.23	FS1092.10	NZ Transport Agency	8.5.3.1	Oppose	That the submission 408.23 requesting the deletion of Rule 8.5.3.1 be disallowed.		11. Otago Foundation Trust Board	31	Urban - Ladies Mile
408.23	FS1167.26	Peter and Margaret Arnott		Oppose	Conditionally opposes. Agrees that no provision has been made within the submitters proposal to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road and the Proposed District Plan states that access should be encouraged. Seeks that the whole of the submission be disallowed unless provision is made to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road.		11. Otago Foundation Trust Board	31	Urban - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
408.23	FS1270.52	Hansen Family Partnership		Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.		11. Otago Foundation Trust Board	31	Urban - Ladies Mile
408.24		Otago Foundation Trust Board	8.5.3.3	Other	<p>Amend as follows:</p> <p>"A Traffic Impact Assessment which addresses all of the following:</p> <p>(a) Potential traffic effects to the local and State Highway network (including outlines of consultation with the New Zealand Transport Agency (NZTA)</p> <p>(b) Potential effects of entry and egress to the local and State Highway network (including outcomes of consultation with the New Zealand Transport Agency (NZTA)</p> <p>(c) An access network design via Hansen Road, the Eastern Access Roundabout , and/or Ferry Hill Drive, and the avoidance of any access to the Stage Highway Network</p> <p>(d) Integration with existing transport networks and cumulative effects of traffic demand with knowncurrent or future developments</p> <p>(e) Integration with public access networks</p> <p>(f) Methods of Traffic Demand Management</p> <p>A Landscape Plan and Maintenance Program which provides a planting buffer fronting State Highway 6 and shall include all of the following:</p> <p>(a) The retention of exiting vegetation (where practicable)</p> <p>(b) A minimum of 2 tiered planting (inclusive of tall trees and scrubs) made up of species listed as follows:</p> <p>...</p> <p>...</p> <p>...</p> <p>(c) Planting densities and stock sizes which are based on achieving full coverage of the planting areas within 2 years, species locations on the site in order to soften not screen development</p> <p>(d) Use of tree species having a minimum height at maturity of 1.8m</p> <p>(e) Appropriate planting layout which does not limit solar access to new buildings or roads"</p>	Reject	MDR Provisions	31	Urban - Ladies Mile
455.1		W & M Grant W & M Grant		Other	Requests that land on Hansen Road / Frankton-Ladies Mile Highway, Frankton, legally described as Lot 1 DP 355881 Secs 22 27-28 30 BLK XXI & sec 125 BLK I Shotover SD, valuation 2907148703 be rezoned from Rural to either a Medium Density Zone with a Visitor Accommodation Overlay, or a zone to allow for commercial activities.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
455.1	FS1092.16	NZ Transport Agency		Oppose	That the submission 455.1 requesting the subject land to be rezoned be disallowed.	Accept	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
455.1	FS1340.112	Queenstown Airport Corporation		Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Accept	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - Ladies Mile
455.2		W & M Grant W & M Grant	Map 33 - Frankton	Other	<p>Requests that land on Hansen Road / Frankton-Ladies Mile Highway, Frankton, legally described as Lot 1 DP 355881 Secs 22 27-28 30 BLK XXI & sec 125 BLK I Shotover SD, valuation 2907148703 be rezoned from Rural to either a Medium Density Zone with a Visitor Accommodation Overlay, or a zone to allow for commercial activities.</p> <p>Seeks to remove the reference to the protected tree #206 from the planning maps of the PDP</p>	Reject	4. Hansen Rd/Frankton-Ladies Mile	33	Urban - Ladies Mile
455.2	FS1270.3	Hansen Family Partnership	Map 33 - Frankton	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Accept	4. Hansen Rd/Frankton-Ladies Mile	33	Urban - Ladies Mile
455.2	FS1340.113	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Accept	4. Hansen Rd/Frankton-Ladies Mile	33	Urban - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
717.14		The Jandel Trust	8.5.3.1	Oppose	Amend as follows: 8.5.3.1 Transport, parking and access design that: a. Ensures connections to the State Highway network are only via Hansen Road, the Eastern Access Roundabout, and/or Ferry Hill Drive, or existing access locations. b. There is no new vehicular access to the State Highway Network.	Accept in part	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
717.14	FS1092.24	NZ Transport Agency	8.5.3.1	Oppose	That submission 717.14 be disallowed.		MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
717.15		The Jandel Trust	8.5.3.2	Oppose	Delete Rule 8.5.3.2	Reject	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
719.53		NZ Transport Agency	8.4.11.2	Other	Support and Amend Retain Policy 8.4.11.2 with the following amendment to the 7th bullet point: • Parking and access: safety, and efficiency of the roading network, and impacts to on-street parking and neighbours	Accept in part	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
719.58		NZ Transport Agency	8.5.3	Support	Retain Rules - Standard 8.5.3		MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
719.59		NZ Transport Agency	8.5.3.1	Not Stated	Amend Rules - Standard 8.5.3.1a as follows: a Ensures connections to the State highway network are only via Hansen Road, the Eastern Access Road Roundabout, and/or Ferry Hill Drive		MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
719.60		NZ Transport Agency	8.5.3.2	Not Stated	Add another traffic impact assessment matter to Rules - Standard 8.5.3.2 as follows: q Integration with pedestrian and cycling networks, particularly the cross SH6 connections.	Accept in part	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
719.61		NZ Transport Agency	8.5.3.2	Not Stated	Amend Rules - Standard 8.5.3.2c as follows: c. An access network design via Hansen Road, the Eastern Access Road Roundabout, and/or Ferry Hill Drive, and the avoidance of any new access to the State highway network		MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
719.61	FS1167.35	Peter and Margaret Arnott	8.5.3.2	Oppose	Opposes in part. Agrees that it may be impossible for some land owners to comply or obtain access through adjoining properties to such roads and access points. Seeks that the relief sought be disallowed.		MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - Ladies Mile
8.2		Stephen Spence		Oppose	Remove the proposed medium density zone and retain rural zoning on the land to the between Frankton Ladies Mile Highway and the Quail Rise Zone. Any development should be sympathetic to the style of development of the Quail Rise Zone.	Accept in part	10. Stephen Spence	31	Urban - UGB Rural - Ladies Mile
8.2	FS1029.2	Universal Developments Limited		Oppose	Universal seeks that those parts of the submission that seek the removal of the proposed Medium Density Residential Zone and retention of Rural Zoning on land between Frankton Ladies Mile Highway and the Quail Rise Zone. be disallowed.	Accept in part	10. Stephen Spence	31	Urban - UGB Rural - Ladies Mile
8.2	FS1061.2	Otago Foundation Trust Board		Oppose	OFTB opposes the submission as it seeks Rural General Zoning, for the reasons set out in submissions 408.1 - 408.28	Accept in part	10. Stephen Spence	31	Urban - UGB Rural - Ladies Mile
8.2	FS1167.2	Peter and Margaret Arnott		Oppose	Believes that the land (Lot 1 Deposited Plan 19932 and Section 129 Block 1 Shotover District) is suitable for Medium Density, Local Shopping Centre or Business Mixed Use zoning to achieve the sustainable management of the land. Seeks that all of the relief sought be declined.	Accept in part	10. Stephen Spence	31	Urban - UGB Rural - Ladies Mile
8.2	FS1189.17	Fil Holdings Ltd		Oppose	Disallow relief sought. Opposes retention of rural zoning on the basis of the land not being suitable for rural activities and alternative zonings being more appropriate.	Accept in part	10. Stephen Spence	31	Urban - UGB Rural - Ladies Mile
8.2	FS1195.16	The Jandel Trust		Oppose	Disallow relief sought. Opposes retention of rural zoning on the basis of the land not being suitable for rural activities and alternative zonings being more appropriate.	Accept in part	10. Stephen Spence	31	Urban - UGB Rural - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
8.2	FS1270.73	Hansen Family Partnership		Oppose	Opposes. Believes that maintaining rural zoning applicable to the land subject to this submission would be inappropriate for a number of reasons, particularly the efficient use and development of land which is suitable for development for activities other than rural activities. Seeks the submission be disallowed.	Accept in part	10. Stephen Spence	31	Urban - UGB Rural - Ladies Mile
177.1		Universal Developments Limited	8.2.11.1	Oppose	Delete policy.	Reject	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
177.1	FS1061.6	Otago Foundation Trust Board	8.2.11.1	Support	That the submission is accepted.	Reject	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
408.11		Otago Foundation Trust Board	8.2.11 Objective 11	Other	Make amendments as follows: The development of land fronting State Highway 6 (between Hansen Road and Ferry Hill Drive) provides a high quality residential environment, with supporting community facilities which is sensitive to the its location at the entrance to Queenstown, minimises traffic impacts to the State Highway network and is appropriately serviced.	Reject	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
408.11	FS1167.14	Peter and Margaret Arnott	8.2.11 Objective 11	Oppose	Conditionally opposes. Agrees that no provision has been made within the submitters proposal to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road and the Proposed District Plan states that access should be encouraged. Seeks that the whole of the submission be disallowed unless provision is made to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road.		MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
408.11	FS1270.40	Hansen Family Partnership	8.2.11 Objective 11	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Reject	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
408.25		Otago Foundation Trust Board	8.5.8	Other	If the Rural Zoning (within the Outer Control Boundary) is retained, support an exception to the minimum boundary setback rule so an additional 1.5 m of land is not lost from the development potential for the site (i.e. Section 130 Blk I Shotover SD, Section 31 Blk Shotover SD, Part of Section 132 Blk I Shotover SD).	Reject	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
408.25	1167.28	Peter and Margaret Arnott	8.5.8	Oppose	Conditionally opposes. Agrees that no provision has been made within the submitters proposal to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road and the Proposed District Plan states that access should be encouraged. Seeks that the whole of the submission be disallowed unless provision is made to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road.	Accept	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
408.25	1270.54	Hansen Family Partnership	8.5.8	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Reject	MDR Provisions - Hansen Road/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
408.4		Otago Foundation Trust Board	Map 31a - Queenstown Airport	Other	Rezone the entire area of the subject site (legally described as Section 130, Blk I Shotover SD, Section 31, Blk Shotover SD, and Part of Section 132, Blk I Shotover SD) as Medium Density Residential. This is the area north of Frankton Junction Roundabout found on Maps 31 and 31a. Refer to full submission for concept layout plan of subject sites. Copied from submission point 408.2.	Reject	11. Otago Foundation Trust Board	31a	Urban - UGB Rural - Ladies Mile
408.4	FS1167.7	Peter and Margaret Arnott	Map 31a - Queenstown Airport	Oppose	Conditionally opposes. Agrees that no provision has been made within the submitters proposal to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road and the Proposed District Plan states that access should be encouraged. Seeks that the whole of the submission be disallowed unless provision is made to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road.	Accept	11. Otago Foundation Trust Board	31a	Urban - UGB Rural - Ladies Mile
408.4	FS1270.33	Hansen Family Partnership	Map 31a - Queenstown Airport	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Reject	11. Otago Foundation Trust Board	31a	Urban - UGB Rural - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
408.4	FS1340.106	Queenstown Airport Corporation	Map 31a - Queenstown Airport	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have potentially significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Accept	11. Otago Foundation Trust Board	31a	Urban - UGB Rural - Ladies Mile
408.5		Otago Foundation Trust Board	Map 31a - Queenstown Airport	Oppose	Exclude subject land (Section 130 Blk I Shotover SD, Section 31 Blk Shotover SD, Part of Section 132 Blk I Shotover SD) from ONL classification area	Reject	11. Otago Foundation Trust Board	31a	Urban - UGB Rural - Ladies Mile
408.5	FS1167.8	Peter and Margaret Arnott	Map 31a - Queenstown Airport	Oppose	Conditionally opposes. Agrees that no provision has been made within the submitters proposal to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road and the Proposed District Plan states that access should be encouraged. Seeks that the whole of the submission be disallowed unless provision is made to enable access through the site from the submitters land to the roundabout on the Eastern Arterial Road.	Accept	11. Otago Foundation Trust Board	31a	Urban - UGB Rural - Ladies Mile
408.5	FS1270.34	Hansen Family Partnership	Map 31a - Queenstown Airport	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Reject	11. Otago Foundation Trust Board	31a	Urban - UGB Rural - Ladies Mile
717.10		The Jandel Trust	8.2.11 Objective 11	Not Stated	Amend as follows: 8.2.11 Objective - The development of land fronting State Highway 6 (between Hansen Road and Ferry Hill Drive) provides a high quality residential mixed use environment which some is sensitive to its location at the entrance to Queenstown, minimises traffic impacts to the State Highway network, and is appropriately serviced.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.10	FS1270.116	Hansen Family Partnership	8.2.11 Objective 11	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.10	FS1092.23	NZ Transport Agency	8.2.11 Objective 11	Oppose	That submission 717.10 be disallowed.	Accept	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.10	FS1029.16	Universal Developments Limited	8.2.11 Objective 11	Oppose	Universal seeks that the entire submission be disallowed	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.9		The Jandel Trust	8.2.11.6	Not Stated	Amend as follows: 8.2.11.6 A safe and legible walking and cycle environment is provided that: • links to the external network and pedestrian and cyclist destinations on the southern side of State Highway 6 (such as public transport stations, schools, open space, and commercial areas) along the safest, most direct and convenient routes • is of a form and layout that encourages walking and cycling • provides a safe and convenient waiting area adjacent to the State Highway, which provides shelter from weather • provides a direct and legible network. Note: Attention is drawn to the need to consult with the New Zealand Transport Agency (NZTA) to determine compliance with this policy.	Accept	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.9	FS1029.15	Universal Developments Limited	8.2.11.6	Oppose	Universal seeks that the entire submission be disallowed	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.9	FS1092.22	NZ Transport Agency	8.2.11.6	Oppose	That submission 717.9 be disallowed.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.9	FS1270.115	Hansen Family Partnership	8.2.11.6	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Accept	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
719.46		NZ Transport Agency	8.2.11 Objective 11	Support	If this area of land is to be re-zoned Medium Density Residential then this policy should be retained as proposed.	Accept	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
719.46	FS1061.53	Otago Foundation Trust Board	8.2.11 Objective 11	Oppose	That the submission is rejected	Reject	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
751.3		Hansen Family Partnership	Map 33 - Frankton	Oppose	Amend the location of the ONL line shown on Planning Maps 31, 31a and 33, to the location shown on the plan contained within Appendix 1 attached to this submission.	Reject	9. Hansen Family Partnership	33	Urban - UGB Rural - Ladies Mile
847.13		FII Holdings Limited	8.5.3.1	Oppose	Amend as follows: 8.5.3.1 Transport, parking and access design that: a. Ensures connections to the State Highway network are only via Hansen Road, the Eastern Access Roundabout, and/or Ferry Hill Drive, or existing access locations. b. There is no new vehicular access to the State Highway Network.	Reject	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
847.14		FII Holdings Limited	8.5.3.2	Oppose	Delete rule 8.5.3.2	Accept in Part		31	Urban - UGB Rural - Ladies Mile
338.4		Middleton Family Trust		Other	Rezone the land on planning map 31 generally located between Lake Johnson and the Shotover River (as shown in Attachment B to the submission and legally described as secs 21, 24, 40, 41, 44, 61 Blk XXI Shotover SD, Sec 93 Blk II Shotover SD, Secs 43- 45, 52-55, 60 Blk II Shotover SD, Pt Sec 47 Blk II Shotover SD, Pt sec 123 & 124 Blk I Shotover SD, and Secs 130-132 Blk I Shotover SD) from Rural to part Low Density Residential and part Rural Residential with provision made to protect escarpment areas. NB: Attachment B shall take precedence over the legal descriptions cited above as it is unclear whether all these sites are affected by the rezoning (copied from Submission Point 338.2); AND Apply an urban growth boundary to the land zoned low density residential, as defined by Attachment B to the submission.	Reject	13. Middleton Family Trust		UGB line Ferry Hill
338.4	FS1270.77	Hansen Family Partnership		Support	Supports in part. Leave is reserved to alter this position, and seek changes to the proposed provisions, after review of further information from the submitter. Seeks conditional support for allowing the submission, subject to the review of further information that will be required to advance the submission.	Reject	13. Middleton Family Trust		UGB line Ferry Hill
338.4	FS1289.26	Oasis In The Basin Association		Oppose	The whole of the submission be allowed.	Accept	13. Middleton Family Trust		UGB line Ferry Hill
338.4	FS1340.81	Queenstown Airport Corporation		Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	13. Middleton Family Trust		UGB line Ferry Hill
425.2		Bonisch Consultants	Map 37 - Kelvin Peninsula	Oppose	That the area identified on the attached Structure Plans be re-zoned as indicated to Medium Density, Local Shopping Centre or Low Density as indicated.	Accept in part	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.3		Bonisch Consultants	Map 37 - Kelvin Peninsula	Oppose	That the area identified on the attached Structure Plans be re-zoned as indicated to Medium Density, Local Shopping Centre or Low Density as indicated.	Accept in part	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.4		Bonisch Consultants	Map 37 - Kelvin Peninsula	Oppose	That the area identified on the attached Structure Plans be re-zoned as indicated to Medium Density, Local Shopping Centre or Low Density as indicated.	Accept in part	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1039.1	Lakeland Park Christian Camp	Map 37 - Kelvin Peninsula	Oppose	Some mitigation of the effects of this proposal on the existing use rights of LPC would be achieved by providing a substantial buffer zone between LPC and the development including the following: - Substantial embankment (bundling) to reduce noise impacts on neighbours - Substantial planting to reduce visual aspects and provide privacy for both neighbours and campers - Substantial fencing to secure the properties of both neighbours and the LPC site.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1168.2	Ainslie Byars	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1169.2	Diane Margaret Cade	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1171.2	Dean Rennie Carleton	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
425.2	FS1173.2	Gerard Bligh	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1174.2	Valerie Carter	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1175.2	AE & CJ Brazier	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1176.2	William and Jill Clissold	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1178.2	Trevor Burton	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1180.2	Lyndon Thomas	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1181.2	Donald Byars	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1184.1	Peth & James Gillingham & Berry	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1185.2	Virginie Vandenhove	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1187.2	Margurite Beverley Henderson	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1188.2	Jan Marten Kingma	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1190.2	Jan Nelson	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1194.2	Christine McIntosh	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1196.2	Roger Mcrae	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1199.2	Alan Stuart Nelson	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1201.2	Hilary O'Hagan	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1204.2	Suzanne Shaw	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1205.2	Sharron Payne	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1213.2	Geoffrey Leslie Matthews	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1230.2	James O'Hagan	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1233.2	Jason Payne	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1240.2	Warwick and Angela Lange	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
425.2	FS1243.2	Pascale Lorre	Map 37 - Kelvin Peninsula	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1269.2	Henley Downs Land Holdings Limited	Map 37 - Kelvin Peninsula	Support	Supports the proposed new areas of low and medium density residential zone on the basis the residential zone boundary follows natural topographic features rather than cadastral boundaries, including to extend south of the southern boundary. Seeks that the submission be allowed to the extent it is consistent with the reasons set out within this further submission.	Accept	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1277.125	Jacks Point Residents and Owners Association	Map 37 - Kelvin Peninsula	Oppose	Opposes in part. Believes that the proposal will may result in adverse effects on the amenity values for residents within Jacks Point,including from light spill. Seeks this submission be disallowed unless adverse effects on amenity values for Jacks Point Residents, including from light spill onto neighbouring land can be avoided.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1328.2	Lakeland Park Christian Camp Trustees	Map 37 - Kelvin Peninsula	Oppose	Opposes. Agrees that some mitigation of the effects of this proposal on the existing use rights of LPC would be achieved by providing a substantial buffer zone between LPC and the development including substantial embankmentto reduce noise impacts on neighbours, substantial planting to reduce visual aspects and provide privacy for both neighbours and campers and substantial fencing to secure the properties of both neighbours and the LPC site.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.2	FS1340.108	Queenstown Airport Corporation	Map 37 - Kelvin Peninsula	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Reject	28. Bonisch Consultants	37	Urban - Kelvin Heights
425.1		Bonisch Consultants	Map 33 - Frankton	Oppose	That those areas identified on the attached Structure Plans be re-zoned as Medium Density Residential, Local Shopping Centre or Low Density as specified.	Accept in part	28. Bonisch Consultants	33	Urban - UGB Rural - Kelvin Heights
425.1	FS1078.3	Kelvin Peninsula Community Association	Map 33 - Frankton	Oppose	We request that a dairy or something of similar size be approved, not a shopping precinct and that all required upgrade of infrastructure be paid for by the developer	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1168.1	Ainslie Byars	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1169.1	Diane Margaret Cade	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1171.1	Dean Rennie Carleton	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1173.1	Gerard Bligh	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1174.1	Valerie Carter	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1175.1	AE & CJ Brazier	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1176.1	William and Jill Clissold	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1178.1	Trevor Burton	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1180.1	Lyndon Thomas	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1181.1	Donald Byars	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1184.2	Peth & James Gillingham & Berry	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
425.1	FS1185.1	Virginie Vandenhove	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1187.1	Margurite Beverley Henderson	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1188.1	Jan Marten Kingma	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1190.1	Jan Nelson	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1194.1	Christine McIntosh	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1196.1	Roger Mcrae	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1199.1	Alan Stuart Nelson	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1201.1	Hilary O'Hagan	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1204.1	Suzanne Shaw	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1205.1	Sharron Payne	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1213.1	Geoffrey Leslie Matthews	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1230.1	James O'Hagan	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1233.1	Jason Payne	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1240.1	Warwick and Angela Lange	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1243.1	Pascale Lorre	Map 33 - Frankton	Oppose	Seek the whole submission be disallowed specifically that the structure plan submitted be rejected and that the zoning within the operative plan be retained.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1269.1	Henley Downs Land Holdings Limited	Map 33 - Frankton	Support	Supports the proposed new areas of low and medium density residential zone on the basis the residential zone boundary follows natural topographic features rather than cadastral boundaries, including to extend south of the southern boundary. Seeks that the submission be allowed to the extent it is consistent with the reasons set out within this further submission.	Accept in part	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1277.124	Jacks Point Residents and Owners Association	Map 33 - Frankton	Oppose	Opposes in part. Believes that the proposal will may result in adverse effects on the amenity values for residents within Jacks Point,including from light spill. Seeks this submission be disallowed unless adverse effects on amenity values for Jacks Point Residents, including from light spill onto neighbouring land can be avoided.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
425.1	FS1328.1	Lakeland Park Christian Camp Trustees	Map 33 - Frankton	Oppose	Opposes. Agrees that some mitigation of the effects of this proposal on the existing use rights of LPC would be achieved by providing a substantial buffer zone between LPC and the development including substantial embankmentto reduce noise impacts on neighbours, substantial planting to reduce visual aspects and provide privacy for both neighbours and campers and substantial fencing to secure the properties of both neighbours and the LPC site.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
425.1	FS1340.107	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Reject	28. Bonisch Consultants	37	Urban - UGB Rural - Kelvin Heights
429.1		F.S Mee Developments Co Ltd	Map 33 - Frankton	Oppose	That the area identified on the attached Structure Plan be rezoned from Low Density Residential to High Density Residential	Reject	26. F S Mee Developments Co Ltd	33	Urban - UGB Rural - Kelvin Heights
429.1	FS1007.1	Barry Thomas	Map 33 - Frankton	Oppose	I seek that part of the residential application be approved, but not the shopping.	Accept	26. F S Mee Developments Co Ltd	33	Urban - UGB Rural - Kelvin Heights
429.1	FS1078.2	Kelvin Peninsula Community Association	Map 33 - Frankton	Support	Allowed but with all required upgrades be at the cost of the developer	Reject	26. F S Mee Developments Co Ltd	33	Urban - UGB Rural - Kelvin Heights
429.1	FS1340.109	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	26. F S Mee Developments Co Ltd	33	Urban - UGB Rural - Kelvin Heights
429.1	FS1352.13	Kawarau Village Holdings Limited	Map 33 - Frankton	Oppose	Disallow relief sought	Accept	26. F S Mee Developments Co Ltd	33	Urban - UGB Rural - Kelvin Heights
533.1		Winton Partners Funds Management No. 2 Limited	Map 33 - Frankton	Oppose	Amend Map 33 as follows: Relocate the boundary of the ONL dividing the Kawarau Falls Station HDR Zone from the Subject Land Rural Zone so as to align with the current UGB line on the eastern edge of the Subject Land. Ensure that this relocation coincides with the road boundaries so as to not partially capture one title within two landscape classifications	Reject	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.1	FS1036.1	Sharpe Family Trust	Map 33 - Frankton	Oppose	Seek that the Outstanding Natural Landscape status of this land be revoked. Seek that Rural Zoning be kept on this land and that it be maintained and kept as a reserve, as the property legal description refers to it as "reserve". Oppose amending Map 33 to be re-zoned as High Density Residential or Medium Density Residential or Low Density Residential or as Business Mixed Use. There should be a geological report done of the land directly across from the eastern side of our boundary at No 48 Peninsula Road, and to the eastern boundary of the subject site. The reason for this being that when Frank Mee applied to subdivide three sections across the road, only two were permitted. A report done by Canterbury University showed old rock falls on the eastern side and the Council at the time disallowed the third eastern site. It could well be that the eastern part of the subject land is not suitable for subdivision due to instability.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.1	FS1352.7	Kawarau Village Holdings Limited	Map 33 - Frankton	Oppose	Disallow relief sought or alternatively consider a different zone than that sought by the submitter	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.2		Winton Partners Funds Management No. 2 Limited	Map 33 - Frankton	Oppose	Amend Map 33 to re-zone the area of land hatched on the map attached to this submission from rural to High Density Residential. the land is generally located between Kingston Road SH6 and Peninsula Road.	Reject	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
533.2	FS1036.2	Sharpe Family Trust	Map 33 - Frankton	Oppose	Seek that the Outstanding Natural Landscape status of this land be revoked. Seek that Rural Zoning be kept on this land and that it be maintained and kept as a reserve, as the property legal description refers to it as "reserve". Oppose amending Map 33 to be re-zoned as High Density Residential or Medium Density Residential or Low Density Residential or as Business Mixed Use. There should be a geological report done of the land directly across from the eastern side of our boundary at No 48 Peninsula Road, and to the eastern boundary of the subject site. The reason for this being that when Frank Mee applied to subdivide three sections across the road, only two were permitted. A report done by Canterbury University showed old rock falls on the eastern side and the Council at the time disallowed the third eastern site. It could well be that the eastern part of the subject land is not suitable for subdivision due to instability.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.2	FS1078.1	Kelvin Peninsula Community Association	Map 33 - Frankton	Not Stated	The submission should be disallowed due to us not wanting the rezoning of the site to Business Mixed Use	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.2	FS1340.124	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.2	FS1352.8	Kawarau Village Holdings Limited	Map 33 - Frankton	Oppose	Disallow relief sought or alternatively consider a different zone than that sought by the submitter	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.3		Winton Partners Funds Management No. 2 Limited	Map 33 - Frankton	Not Stated	In the alternative to submission point 533.2, re-zone the area of land hatched on the map attached to this submission as Medium Density Residential.	Reject	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.3	FS1036.3	Sharpe Family Trust	Map 33 - Frankton	Oppose	Seek that the Outstanding Natural Landscape status of this land be revoked. Seek that Rural Zoning be kept on this land and that it be maintained and kept as a reserve, as the property legal description refers to it as "reserve". Oppose amending Map 33 to be re-zoned as High Density Residential or Medium Density Residential or Low Density Residential or as Business Mixed Use. There should be a geological report done of the land directly across from the eastern side of our boundary at No 48 Peninsula Road, and to the eastern boundary of the subject site. The reason for this being that when Frank Mee applied to subdivide three sections across the road, only two were permitted. A report done by Canterbury University showed old rock falls on the eastern side and the Council at the time disallowed the third eastern site. It could well be that the eastern part of the subject land is not suitable for subdivision due to instability.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.3	FS1340.125	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.3	FS1352.9	Kawarau Village Holdings Limited	Map 33 - Frankton	Oppose	Disallow relief sought or alternatively consider a different zone than that sought by the submitter	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.4		Winton Partners Funds Management No. 2 Limited	Map 33 - Frankton	Oppose	In the alternative to submission point 533.3, re-zone the area of land hatched on map attached to this submission as Low Density Residential.	Reject	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
533.4	FS1036.4	Sharpe Family Trust	Map 33 - Frankton	Oppose	Seek that the Outstanding Natural Landscape status of this land be revoked. Seek that Rural Zoning be kept on this land and that it be maintained and kept as a reserve, as the property legal description refers to it as "reserve". Oppose amending Map 33 to be re-zoned as High Density Residential or Medium Density Residential or Low Density Residential or as Business Mixed Use. There should be a geological report done of the land directly across from the eastern side of our boundary at No 48 Peninsula Road, and to the eastern boundary of the subject site. The reason for this being that when Frank Mee applied to subdivide three sections across the road, only two were permitted. A report done by Canterbury University showed old rock falls on the eastern side and the Council at the time disallowed the third eastern site. It could well be that the eastern part of the subject land is not suitable for subdivision due to instability.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.4	FS1340.126	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.4	FS1352.10	Kawarau Village Holdings Limited	Map 33 - Frankton	Oppose	Disallow relief sought or alternatively consider a different zone than that sought by the submitter	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.5		Winton Partners Funds Management No. 2 Limited	Map 33 - Frankton	Not Stated	In the alternative to submission point 533.3, re-zone the area of land hatched on the map attached to this submission as Business Mixed Use;	Reject	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.5	FS1036.5	Sharpe Family Trust	Map 33 - Frankton	Oppose	Seek that the Outstanding Natural Landscape status of this land be revoked. Seek that Rural Zoning be kept on this land and that it be maintained and kept as a reserve, as the property legal description refers to it as "reserve". Oppose amending Map 33 to be re-zoned as High Density Residential or Medium Density Residential or Low Density Residential or as Business Mixed Use. There should be a geological report done of the land directly across from the eastern side of our boundary at No 48 Peninsula Road, and to the eastern boundary of the subject site. The reason for this being that when Frank Mee applied to subdivide three sections across the road, only two were permitted. A report done by Canterbury University showed old rock falls on the eastern side and the Council at the time disallowed the third eastern site. It could well be that the eastern part of the subject land is not suitable for subdivision due to instability.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.5	FS1340.128	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.5	FS1352.11	Kawarau Village Holdings Limited	Map 33 - Frankton	Oppose	Disallow relief sought or alternatively consider a different zone than that sought by the submitter	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.6		Winton Partners Funds Management No. 2 Limited	Map 33 - Frankton	Oppose	In the alternative to submission point 533.3, re-zone the area of land hatched on the map attached to this submission as any alternative zoning/ sub-zoning, or overlay which will achieve the same outcomes as listed in the reasons column and which would achieve appropriate use and development of this Subject Land.	Reject	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
533.6	FS1036.6	Sharpe Family Trust	Map 33 - Frankton	Support	Seek that the Outstanding Natural Landscape status of this land be revoked. Seek that Rural Zoning be kept on this land and that it be maintained and kept as a reserve, as the property legal description refers to it as "reserve". Oppose amending Map 33 to be re-zoned as High Density Residential or Medium Density Residential or Low Density Residential or as Business Mixed Use. There should be a geological report done of the land directly across from the eastern side of our boundary at No 48 Peninsula Road, and to the eastern boundary of the subject site. The reason for this being that when Frank Mee applied to subdivide three sections across the road, only two were permitted. A report done by Canterbury University showed old rock falls on the eastern side and the Council at the time disallowed the third eastern site. It could well be that the eastern part of the subject land is not suitable for subdivision due to instability.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.6	FS1340.127	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
533.6	FS1352.12	Kawarau Village Holdings Limited	Map 33 - Frankton	Oppose	Disallow relief sought or alternatively consider a different zone than that sought by the submitter	Accept	24. Winton Partners	33	Urban - UGB Rural - Kelvin Heights
661.3		Land Information New Zealand	Map 31a - Queenstown Airport	Oppose	That the Outstanding Natural Landscape line as shown on Proposed Planning Maps 31a and 33 is adjusted to align with the Urban Growth Boundary, excluding the land at Section 2 Survey Office Plan 448337, described by the submitters as the Peninsula Road site, from the Outstanding Natural Landscape.	Reject	25. Land Information New Zealand	31a	Urban - UGB Rural - Kelvin Heights
661.3	FS1036.8	Sharpe Family Trust	Map 31a - Queenstown Airport	Oppose	Seek that the Outstanding Natural Landscape status of this land be revoked. Seek that Rural zoning be retained on this land and that it be maintained and kept as a reserve as the property description refers to it as "reserve". Oppose amending the map to be rezoned as Low Density Residential. There should be a geological report done of the land directly across from the eastern side of our boundary at No 48 Peninsula Road, and to the eastern boundary of the subject site. The reason for this being that when Frank Mee applied to subdivide three sections across the road, only two were permitted. A report done by Canterbury University showed old rock falls on the eastern side and the Council at the time disallowed the third eastern site. It could well be that the eastern part of the subject land is not suitable for subdivision due to instability.	Accept	25. Land Information New Zealand	31a	Urban - UGB Rural - Kelvin Heights
661.4		Land Information New Zealand	Map 33 - Frankton	Oppose	That the Outstanding Natural Landscape line as shown on Proposed Planning Maps 31a and 33 is adjusted to align with the Urban Growth Boundary, excluding the land at Section 2 Survey Office Plan 448337, described by the submitters as the Peninsula Road site, from the Outstanding Natural Landscape.	Reject	25. Land Information New Zealand	33	Urban - UGB Rural - Kelvin Heights
661.4	FS1036.9	Sharpe Family Trust	Map 33 - Frankton	Oppose	Seek that the Outstanding Natural Landscape status of this land be revoked. Seek that Rural zoning be retained on this land and that it be maintained and kept as a reserve as the property description refers to it as "reserve". Oppose amending the map to be rezoned as Low Density Residential. There should be a geological report done of the land directly across from the eastern side of our boundary at No 48 Peninsula Road, and to the eastern boundary of the subject site. The reason for this being that when Frank Mee applied to subdivide three sections across the road, only two were permitted. A report done by Canterbury University showed old rock falls on the eastern side and the Council at the time disallowed the third eastern site. It could well be that the eastern part of the subject land is not suitable for subdivision due to instability.	Accept	25. Land Information New Zealand	33	Urban - UGB Rural - Kelvin Heights
661.6		Land Information New Zealand	Map 31a - Queenstown Airport	Oppose	That the land at Section 2 Survey Office Plan 448337 as shown on Proposed Planning Maps 31a and 33, described by the submitters as the Peninsula Road site, is zoned Low Density Residential rather than Rural and that Planning Maps 31a and 33 are amended accordingly.	Reject	25. Land Information New Zealand	31a	Urban - UGB Rural - Kelvin Heights
661.6	FS1077.57	Board of Airline Representatives of New Zealand (BARNZ)	Map 31a - Queenstown Airport	Oppose	To the extent that any of this land falls within the Queenstown Airport ANB or OCB BARNZ opposes the change and asks that the land be retained in its rural zone.	Accept	25. Land Information New Zealand	31a	Urban - UGB Rural - Kelvin Heights

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
661.6	FS1340.132	Queenstown Airport Corporation	Map 31a - Queenstown Airport	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	25. Land Information New Zealand	31a	Urban - UGB Rural - Kelvin Heights
661.7		Land Information New Zealand	Map 33 - Frankton	Oppose	That the land at Section 2 Survey Office Plan 448337 as shown on Proposed Planning Maps 31a and 33, described by the submitters as the Peninsula Road site, from the Outstanding Natural Landscape is zoned Low Density Residential rather than Rural and that Planning Maps 31a and 33 are amended accordingly.	Reject	25. Land Information New Zealand	33	Urban - UGB Rural - Kelvin Heights
661.7	FS1340.133	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	25. Land Information New Zealand	33	Urban - UGB Rural - Kelvin Heights
177.9		Universal Developments Limited	Map 34 - Fernhill and Sunshine Bay	Support	Confirm the identified medium density zones.	Reject	3. General Submissions in Support/Opposition of the Zone	34	Urban - Fernhill
177.9	FS1061.14	Otago Foundation Trust Board	Map 34 - Fernhill and Sunshine Bay	Support	That the submission is accepted.	Accept	3. General Submissions in Support/Opposition of the Zone	34	Urban - Fernhill
177.9	FS1189.9	Fil Holdings Ltd	Map 34 - Fernhill and Sunshine Bay	Not Stated	Support and Oppose. Disallow the relief seeking the medium density residential zone on the land. This zone is not the most appropriate zone for the land and is opposed. Allow the removal of the rural general zone from the land. This is supported providing an appropriate zone is place on the land that provides for a mixed use environment, not solely residential.	Accept	3. General Submissions in Support/Opposition of the Zone	34	Urban - Fernhill
177.9	FS1195.8	The Jandel Trust	Map 34 - Fernhill and Sunshine Bay	Not Stated	Support and Oppose. Disallow the relief seeking the medium density residential zone on the land. This zone is not the most appropriate zone for the land and is opposed. Allow the removal of the rural general zone from the land. This is supported providing an appropriate zone is place on the land that provides for a mixed use environment, not solely residential.	Accept	3. General Submissions in Support/Opposition of the Zone	34	Urban - Fernhill
177.9	FS1271.13	Hurtell Proprietary Limited and others	Map 34 - Fernhill and Sunshine Bay	Support	Supports. Believes that the MDR zone is an appropriate response to the identified need for more intensive and creative housing in the District.. Seeks that local authority approve the areas identified as MDR zone.	Reject	3. General Submissions in Support/Opposition of the Zone	34	Urban - Fernhill
751.2		Hansen Family Partnership	Map 31a - Queenstown Airport	Oppose	Amend the location of the ONL line shown on Planning Maps 31, 31a and 33, to the location shown on the plan contained within Appendix 1 attached to this submission.	Reject	9. Hansen Family Partnership	31a	Rural - EDGE OF UGB - Ladies Mile
318.1		Bruce Grant	Map 31 - Lower Shotover	Other	Rezoned from rural to low density residential and include the land within the urban growth boundary. Support the outstanding natural landscape line as proposed.	Accept in part (landscape line)	23. Bruce Grant	31	Rural - EDGE OF UGB - Frankton Road
318.1	FS1340.72	Queenstown Airport Corporation	Map 31 - Lower Shotover	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	23. Bruce Grant	31	Rural - EDGE OF UGB - Frankton Road

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
434.2		Bruce Grant	Map 31 - Lower Shotover	Other	Seeks to amend the Frankton – Queenstown Urban Growth Boundary line so as to include the subject land legally described as Lot 6 DP 345807 (valuation 2910326713) Lot 7 DP 345807 (valuation 2910326714), and Lot 10 DP 345807 (valuation 2910326712). Seeks modify the PDP to rezone the subject land from Rural Zone to Low Density Residential Zone. SUPPORTS the inclusion of the subject land within the Outstanding Natural Landscape, Landscape Classification ("ONL").	Accept in part (landscape line)	23. Bruce Grant	31	Rural - EDGE OF UGB - Frankton Road
434.2	FS1340.110	Queenstown Airport Corporation	Map 31 - Lower Shotover	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	23. Bruce Grant	31	Rural - EDGE OF UGB - Frankton Road
434.4		Bruce Grant		Support	SUPPORTS the inclusion of the subject land legally described as Lot 6 DP 345807 (valuation 2910326713) Lot 7 DP 345807 (valuation 2910326714), and Lot 10 DP 345807 (valuation 2910326712) as shown on Map 31 within the Outstanding Natural Landscape, Landscape Classification ("ONL").	Accept	23. Bruce Grant	33	Rural - EDGE OF UGB - Frankton Road
48.3		Kerr Ritchie Architects	Map 33 - Frankton	Other	Rezone the land at 48 and 50 Peninsula Road, Kelvin Heights from Rural as shown on planning map 33 to Low Density Residential.	Reject	27. Kerr Ritchie Architects	33	Rural - EDGE OF UGB - Kelvin Heights
48.3	FS1340.54	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	27. Kerr Ritchie Architects	33	Rural - EDGE OF UGB - Kelvin Heights
338.4	FS1372	H.I.L Limited		Oppose	All of the relief sought be declined. The land the subject of the submission is not suitable for the zoning proposed given its location and characteristics."	Accept	13. Middleton Family Trust		UGB line Ferry Hill
338.2		Middleton Family Trust	Map 31 - Lower Shotover	Oppose	Rezone the land on planning map 31 generally located between Lake Johnson and the Shotover River (as shown in Attachment B to the submission and legally described as secs 21, 24, 40, 41, 44, 61 Blk XXI Shotover SD, Sec 93 Blk II Shotover SD, Secs 43- 45, 52-55, 60 Blk II Shotover SD, Pt Sec 47 Blk II Shotover SD, Pt sec 123 & 124 Blk I Shotover SD, and Secs 130-132 Blk I Shotover SD) from Rural to part Low Density Residential and part Rural Residential with provision made to protect escarpment areas. NB Attachment B shall take precedence over the legal descriptions cited above as it is unclear whether all these sites are affected by the rezoning.	Reject	13. Middleton Family Trust	31	Rural - EDGE OF UGB - Frankton Road
338.2	FS1117.45	Remarkables Park Limited	Map 31 - Lower Shotover	Support	Support the proposed rezoning; the land is capable of providing a long term location for airport facilities.	Reject	13. Middleton Family Trust	31	Rural - EDGE OF UGB - Frankton Road
338.2	FS1270.75	Hansen Family Partnership	Map 31 - Lower Shotover	Support	Supports in part. Leave is reserved to alter this position, and seek changes to the proposed provisions, after review of further information from the submitter. Seeks conditional support for allowing the submission, subject to the review of further information that will be required to advance the submission.	Reject	13. Middleton Family Trust	31	Rural - EDGE OF UGB - Frankton Road
338.2	FS1289.24	Oasis In The Basin Association	Map 31 - Lower Shotover	Oppose	The whole of the submission be allowed.	Reject	13. Middleton Family Trust	31	Rural - EDGE OF UGB - Frankton Road
338.2	FS1340.79	Queenstown Airport Corporation	Map 31 - Lower Shotover	Oppose	QAC is concerned rezoning requests that will result in the intensification of ASAN establishing within close proximity to Queenstown Airport. The proposed rezoning is a significant departure from the nature, scale and intensity of ASAN development currently anticipated at this site and may potentially result in adverse effects on QAC over the longer term. The proposed rezoning request should not be accepted.	Accept	13. Middleton Family Trust	31	Rural - EDGE OF UGB - Frankton Road

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
338.2	FS1372	H.I.L Limited		Oppose	All of the relief sought be declined. The land the subject of the submission is not suitable for the zoning proposed given its location and characteristics."	Accept	13. Middleton Family Trust		UGB line Ferry Hill
338.5		Middleton Family Trust		Oppose	Oppose the landscape line and request the landscape line boundary be amended to reflect that approved by Environment Court decision C169/2000.	Reject	13. Middleton Family Trust	31	Rural - EDGE OF UGB - Frankton Road
501.4	FS1097.150	Queenstown Park Limited		Support	Support for the reasons outlined in QPL's primary submission.	Reject	13. Middleton Family Trust	31	Rural - EDGE OF UGB - Frankton Road
501.4		Woodlot Properties Limited	Map 31 - Lower Shotover	Not Stated	opposes the proposed current positioning of the ONL line as it extends across the southeastern side of Ferry Hill, west of Trench Hill Road, as identified on Planning Map 31 – Lower Shotover. Requests that the proposed ONL line be amended to the higher position along the southeastern side of Ferry Hill, specifically as shown on the attached map to submission 501. Seeks that the Urban Growth Boundary (UGB) line be shifted to south to align with the ONL line in order to restrict further development of this area and protect the landscape value of Ferry Hill.	Reject	12. Woodlot Properties	31	
501.4	FS1102.4	Bob and Justine Cranfield	Map 31 - Lower Shotover	Oppose	Oppose whole submission. The ONL line was clarified and confirmed in its present position in the Environment Court Judgement (HIL v QLDC) and should not be rezoned as rural residential or rural lifestyle.	Accept	12. Woodlot Properties	31	
501.4	FS1289.4	Oasis In The Basin Association	Map 31 - Lower Shotover	Oppose	The whole of the submission be allowed.	Accept	12. Woodlot Properties	31	
501.4	FS1189.11	Fil Holdings Ltd	Map 31 - Lower Shotover	Oppose	Disallow relief sought. Oppose the ONL boundary in this location as it is not appropriate given the zoning and landscape characteristics.	Accept	12. Woodlot Properties	31	
501.4	FS1195.10	The Jandel Trust	Map 31 - Lower Shotover	Oppose	Disallow relief sought. Oppose the ONL boundary in this location as it is not appropriate given the zoning and landscape characteristics.	Accept	12. Woodlot Properties	31	
501.4	FS1270.84	Hansen Family Partnership	Map 31 - Lower Shotover	Support	Supports in part. Leave is reserved to alter this position, and seek changes to the proposed provisions, after review of further information from the submitter. Seeks conditional support for allowing the submission, subject to the review of further information that will be required to advance the submission.	Reject	12. Woodlot Properties	31	
501.17	FS1195.10	The Jandel Trust	Map 31 - Lower Shotover	Oppose	Disallow relief sought. Oppose the ONL boundary in this location as it is not appropriate given the zoning and landscape characteristics.	Accept	12. Woodlot Properties	31	Rural - EDGE OF UGB - Frankton Road
501.17		Woodlot Properties Limited	Map 31 - Lower Shotover	Other	Opposes the proposed rural zoning of land identified on Planning Map 31 and is within close proximity to other rural living/residential area. Seeks that land identified within the hatched area on the map attached to submission 501 (generally located adjacent to Hansen Road and east of Quail Rise) be zoned as Rural Residential and/or Rural Lifestyle. Requests that Proposed Planning Map 31 is amended to change the zoning of the area identified on the attached map (generally located adjacent to Hansen Road and east of Quail Rise) to Rural Residential and/or Rural Lifestyle.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
501.17	FS1112.1	Middleton Family Trust (Arnold Andrew Middletonm Isabella Gladys Middletonm Webb Farry Nominees Ltd & Steward Parker	Map 31 - Lower Shotover	Oppose	That the part of the submission that relates to land outlined in yellow on the plan contained in Attachment C to submission 501 be disallowed.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
501.17	FS1270.97	Hansen Family Partnership	Map 31 - Lower Shotover	Support	Supports in part. Leave is reserved to alter this position, and seek changes to the proposed provisions, after review of further information from the submitter. Seeks conditional support for allowing the submission, subject to the review of further information that will be required to advance the submission.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
310.3	FS1289.17	Oasis In The Basin Association	Map 31 - Lower Shotover	Oppose	The whole of the submission be allowed.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
310.4		Jon Waterston	Map 13 - Gibbston Valley, Cecil Peak and Wye Creek (Insets)	Other	Submitter seeks an extension to the Rural Residential zoning (see attached map - including the eastern portions of lots Proposed Lots 9 and 10 of Proposed Lot 1 DP 366504 and other portions of the subject land, being LOT 20 DP 464459 HAVING 3/11 SH IN LOTS 18-19 DP 430336) beyond the existing Ferry Hills Sub-Zone to resolve minor split zonings across lots and to enable additional rural residential development on an area of land which is difficult to farm productively.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		13	Rural - EDGE OF UGB - Frankton Road
310.1		Jon Waterston	Map 13 - Gibbston Valley, Cecil Peak and Wye Creek (Insets)	Support	Submitter supports the landscape classification line location where it crosses the subject land.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		13	Rural - EDGE OF UGB - Frankton Road
310.2		Jon Waterston	Map 31 - Lower Shotover	Other	Submitter seeks an extension to the Rural Residential zoning (see attached map - including the eastern portions of lots Proposed Lots 9 and 10 of Proposed Lot 1 DP 366504 and other portions of the subject land, being LOT 20 DP 464459 HAVING 3/11 SH IN LOTS 18-19 DP 430336) beyond the existing Ferry Hills Sub-Zone to resolve minor split zonings across lots and to enable additional rural residential development on an area of land which is difficult to farm productively.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
396.4		Jon Waterston	Map 31 - Lower Shotover	Support	Submitter supports the landscape classification line location where it crosses the subject land (being LOT 20 DP 464459 HAVING 3/11 SH IN LOTS 18-19 DP 430336).	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
467.1		James Canning Muspratt		Oppose	Submitter opposes the zoning of part of the submitter's land (legally described as Lot 1 and 2 DP 486552) being that part of the land west and north of the Outstanding Natural Landscape line shown in proposed planning Map 31 and submits it is rezoned to Rural Residential. Copied from points 396.2 and 396.3.	Accept in part	14. James Canning Muspratt	31	Rural - EDGE OF UGB - Frankton Road
500.1		Mr Scott Conway	Map 31 - Lower Shotover	Not Stated	Submitter owns land on Tucker Beach Road, Lower Shotover, which adjoins the Quail Rise Zone to the east and south east, shown on the Proposed District Plan Map 31 - Lower Shotover. Opposes the proposed Rural Zoning of the subject land identified in the submission. Seeks that land identified on the map attached to the submission be rezoned as Rural Residential. Requests Planning Map 31 be amended to reflect this.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
473.1		Mr David Broomfield	Map 31 - Lower Shotover	Other	Submitter owns land on Tucker Beach Road, Lower Shotover, which adjoins the Quail Rise Zone to the east and south east (including Lot 1 DP 473899, Lot 3 DP 473899, and Lot 10 473899). Opposes the proposed zoning of the submitters properties (and those adjoining my properties identified in Attachment 1) as Rural zone and Ferry Hill rural Residential Subzone identified on Planning Map 31 – Lower Shotover. Requests that proposed Planning Map 31 – Lower Shotover is amended to change the zoning of the specific area identified within 'Attachment 1: Proposed Rural Residential Zone Location Map' to Rural Residential.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
473.4		Mr Richard Hanson	Map 31 - Lower Shotover	Not Stated	Submitter owns land on Tucker Beach Road, Lower Shotover, which adjoins the Quail Rise Zone to the east and south east, shown on the Proposed District Plan Map 31 - Lower Shotover. Opposes the proposed Rural Zoning of the subject land identified in the submission. Seeks that land identified on the map attached to the submission be rezoned as Rural Residential. Requests Planning Map 31 be amended to reflect this.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
473.5		Mr Richard Hanson		Not Stated	Adopt the Rural Residential Proposed provisions within Chapter 22 as they relate to the area identified in the attached map "Proposed Rural Residential Zone Location Map".	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
473.2		Mr Richard Hanson		Not Stated	Adopt the Rural Residential Proposed provisions within Chapter 27 as they relate to the area identified in the attached map "Proposed Rural Residential Zone Location Map".	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
476.2		Mr Richard Hanson		Not Stated	Submitter owns land on Tucker Beach Road, Lower Shotover, which adjoins the Quail Rise Zone to the east and south east, shown on the Proposed District Plan Map 31 - Lower Shotover. Opposes the proposed Rural Zoning of the subject land identified in the submission. Seeks that land identified on the map attached to the submission be rezoned as Rural Residential.	Transferred to hearing stream 14 (Wakatipu Basin Mapping)		31	Rural - EDGE OF UGB - Frankton Road
751.1		Keith Hindle & Dayle Wright	Map 31 - Lower Shotover	Other	Opposes the proposed zoning of the submitters property at Tucker Beach Road, Lower Shotover (Lot 13 DP 351483 and Lot 1 DP 454484) (and those adjoining properties as identified in Attachment 1 of the submission) as Rural and Rural Lifestyle identified on Planning Map 31 – Lower Shotover. Requests that this land be re-zoned to Rural Residential zone with a minimum lot size of 3000m2. Amend proposed Planning Map 31 – Lower Shotover to identify the specific area identified within Attachment 1: Proposed Rural Residential Zone Location Map	Accept in part	15. Keith Hindle and Dayle Wright	31	Rural - EDGE OF UGB - Frankton Road
751.1		Hansen Family Partnership	Map 31 - Lower Shotover	Oppose	Amend the location of the ONL line shown on Planning Maps 31, 31a and 33, to the location shown on the plan contained within Appendix 1 attached to this submission.	Reject	9. Hansen Family Partnership	31	Rural - EDGE OF UGB - Frankton Road
399.4	FS1061.18	Otago Foundation Trust Board	Map 31 - Lower Shotover	Support	That the submission is accepted.	Reject	9. Hansen Family Partnership	31	Rural - EDGE OF UGB - Frankton Road
399.4		Peter and Margaret Arnott	Map 31a - Queenstown Airport	Oppose	That the part of the submitters' land (legally described as Lot 1 DP 19932 and Section 129 Block 1 Shotover Survey District) shown on Planning Map 31a currently proposed to be zoned Rural General be rezoned Local Shopping Centre and/or Business Zone.	Reject	7. Peter and Margaret Arnott	31a	Urban - UGB Rural - Ladies Mile
399.4	FS1077.15	Board of Airline Representatives of New Zealand (BARNZ)	Map 31a - Queenstown Airport	Oppose	To the extent that any of this land falls within the Queenstown Airport ANB or OCB BARNZ opposes the change and asks that the land be retained in its proposed zone.	Accept in part	7. Peter and Margaret Arnott	31a	Urban - UGB Rural - Ladies Mile
399.4	FS1270.61	Hansen Family Partnership	Map 31a - Queenstown Airport	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Reject	7. Peter and Margaret Arnott	31a	Urban - UGB Rural - Ladies Mile
399.6	FS1340.98	Queenstown Airport Corporation	Map 31a - Queenstown Airport	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have potentially significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Accept	7. Peter and Margaret Arnott	31a	Urban - UGB Rural - Ladies Mile
399.6		Peter and Margaret Arnott	Map 31a - Queenstown Airport	Oppose	That the Outstanding Natural Landscape line be moved in a northerly direction to the northern boundary of the submitters' land (legally described as Lot 1 DP 19932 and Section 129 Block 1 Shotover Survey District) shown on Planning Map 31a.	Reject	7. Peter and Margaret Arnott	31a	Urban - UGB Rural - Ladies Mile
399.6	FS1061.63	Otago Foundation Trust Board	Map 31a - Queenstown Airport	Support	That the submission is accepted.	Reject	7. Peter and Margaret Arnott	31a	Urban - UGB Rural - Ladies Mile
717.1	FS1270.63	Hansen Family Partnership	Map 31a - Queenstown Airport	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Reject	7. Peter and Margaret Arnott	31a	Urban - UGB Rural - Ladies Mile
717.1		The Jandel Trust		Not Stated	The rezoning of the 179 Frankton-Ladies Miles Highway and wider area to Business Mixed Use zone or Industrial zone as shown on the map attached to this submission.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.1	FS1061.41	Otago Foundation Trust Board		Oppose	That the submission is rejected.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.1	FS1062.1	Ross Copland		Oppose	The submission be deferred until Stage 2 of the review is publicly notified. Alternatively, the submission be disallowed.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
717.22	FS1189.1	Fil Holdings Ltd		Support	Allow relief sought. Support mixed use zoning of the land.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
717.22		The Jandel Trust	Map 31a - Queenstown Airport	Not Stated	The rezoning of the 179 Frankton-Ladies Miles Highway and wider area to Business Mixed Use zone or Industrial zone as shown on the map attached to this submission.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
717.22	FS1029.28	Universal Developments Limited	Map 31a - Queenstown Airport	Oppose	Universal seeks that the entire submission be disallowed	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
717.22	FS1077.59	Board of Airline Representatives of New Zealand (BARNZ)	Map 31a - Queenstown Airport	Oppose	To the extent that any of this land falls within the Queenstown Airport ANB or OCB BARNZ opposes the change and asks that the land be retained in its proposed zone.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
717.22	FS1167.33	Peter and Margaret Arnott	Map 31a - Queenstown Airport	Support	Supports in part. Agrees that the land (Lot 1 Deposited Plan 19932 and Section 129 Block I Shotover District) is suitable for Medium Density, Local Shopping Centre or Business Mixed Use zoning to achieve the sustainable management. Seeks that this land to be rezoned as Medium Density, Local Shopping Centre or Business Mixed Use zones.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
751.4	FS1270.128	Hansen Family Partnership	Map 31a - Queenstown Airport	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
751.4		Hansen Family Partnership	Map 31 - Lower Shotover	Oppose	1. Remove the area of rural zone shown on Planning Maps 31, 31a and 33, along the northern side of State Highway 6 between Hansen Road and the Eastern Access Road and below the Queenstown Airport Outer Control Boundary and within the Queenstown Urban Growth Boundary; and 2. Rezone the former rural land and part of the Medium Density Residential Zone on the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road, below the Urban Growth Boundary as Industrial; or alternatively 3. Rezone the area of Rural Zone and part Medium Density Residential Zone on the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road, and within the Queenstown Urban Growth Boundary as any mix of Low, Medium or High Density Residential, Industrial, Business Mixed Use or Local Shopping Centre Zones.	Reject	9. Hansen Family Partnership	31.00	Urban - UGB Rural - Ladies Mile
751.4	FS1061.19	Otago Foundation Trust Board	Map 31 - Lower Shotover	Not Stated	That the part of the submission seeking industrial zoning is rejected, while the parts seeking medium and high density residential zoning be accepted.	Reject	9. Hansen Family Partnership	31	Urban - UGB Rural - Ladies Mile
751.4	FS1092.26	NZ Transport Agency	Map 31 - Lower Shotover	Oppose	That submissions 751.4, 751.5 and 751.6 be disallowed.	Accept	9. Hansen Family Partnership	31	Urban - UGB Rural - Ladies Mile
751.4	FS1167.36	Peter and Margaret Arnott	Map 31 - Lower Shotover	Support	Supports in part. Believes that the land (Lot 1 Deposited Plan 19932 and Section 129 Block I Shotover District) is suitable for Medium Density, Local Shopping Centre or Business Mixed Use zoning to achieve the sustainable management. Seeks that the land to the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road be rezoned to Medium Density, Business Mixed Use, or Local Shopping Centre zones.	Reject	9. Hansen Family Partnership	31	Urban - UGB Rural - Ladies Mile
751.4	FS1189.13	Fil Holdings Ltd	Map 31 - Lower Shotover	Support	Allow relief sought and update zonings along Frankton Highway-Ladies Miles to reflect mixed use activities. Supports that these properties are suitable for non-residential uses on the basis that the land along Frankton Highway-Ladies Miles, including the Fil land, is zoned for mixed use activities. Supports concern regarding reverse sensitivity issues and believes that an alternative zone to Medium Density Residential would be the most appropriate method to address such issues.	Reject	9. Hansen Family Partnership	31	Urban - UGB Rural - Ladies Mile
751.4	FS1195.12	The Jandel Trust	Map 31 - Lower Shotover	Support	Allow relief sought and update zonings along Frankton Highway-Ladies Miles to reflect mixed use activities. Supports that these properties are suitable for non-residential uses on the basis that the land along Frankton Highway-Ladies Miles, including the Fil land, is zoned for mixed use activities. Supports concern regarding reverse sensitivity issues and believes that an alternative zone to Medium Density Residential would be the most appropriate method to address such issues.	Reject	9. Hansen Family Partnership	31	Urban - UGB Rural - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
751.5	FS1340.141	Queenstown Airport Corporation	Map 31 - Lower Shotover	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Accept	9. Hansen Family Partnership	31	Urban - UGB Rural - Ladies Mile
751.5		Hansen Family Partnership	Map 31a - Queenstown Airport	Oppose	1. Remove the area of rural zone shown on Planning Maps 31, 31a and 33, along the northern side of State Highway 6 between Hansen Road and the Eastern Access Road and below the Queenstown Airport Outer Control Boundary and within the Queenstown Urban Growth Boundary; and 2. Rezone the former rural land and part of the Medium Density Residential Zone on the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road, below the Urban Growth Boundary as Industrial; or alternatively 3. Rezone the area of Rural Zone and part Medium Density Residential Zone on the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road, and within the Queenstown Urban Growth Boundary as any mix of Low, Medium or High Density Residential, Industrial, Business Mixed Use or Local Shopping Centre Zones.	Reject	9. Hansen Family Partnership	31a	Urban - UGB Rural - Ladies Mile
751.5	FS1061.20	Otago Foundation Trust Board	Map 31a - Queenstown Airport	Not Stated	That the part of the submission seeking industrial zoning is rejected, while the parts seeking medium and high density residential zoning be accepted.	Reject	9. Hansen Family Partnership	31a	Urban - UGB Rural - Ladies Mile
751.5	FS1077.62	Board of Airline Representatives of New Zealand (BARNZ)	Map 31a - Queenstown Airport	Oppose	To the extent that any of this land falls within the Queenstown Airport OCB BARNZ opposes the change and asks that the land be retained in its rural zone.	Accept	9. Hansen Family Partnership	31a	Urban - UGB Rural - Ladies Mile
751.5	FS1167.37	Peter and Margaret Arnott	Map 31a - Queenstown Airport	Support	Supports in part. Believes that the land (Lot 1 Deposited Plan 19932 and Section 129 Block I Shotover District) is suitable for Medium Density, Local Shopping Centre or Business Mixed Use zoning to achieve the sustainable management. Seeks that the land to the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road be rezoned to Medium Density, Business Mixed Use, or Local Shopping Centre zones.	Reject	9. Hansen Family Partnership	31a	Urban - UGB Rural - Ladies Mile
751.5	FS1189.14	Fil Holdings Ltd	Map 31a - Queenstown Airport	Support	Allow relief sought and update zonings along Frankton Highway-Ladies Miles to reflect mixed use activities. Supports that these properties are suitable for non-residential uses on the basis that the land along Frankton Highway-Ladies Miles, including the Fil land, is zoned for mixed use activities. Supports concern regarding reverse sensitivity issues and believes that an alternative zone to Medium Density Residential would be the most appropriate method to address such issues.	Reject	9. Hansen Family Partnership	31a	Urban - UGB Rural - Ladies Mile
751.5	FS1195.13	The Jandel Trust	Map 31a - Queenstown Airport	Support	Allow relief sought and update zonings along Frankton Highway-Ladies Miles to reflect mixed use activities. Supports that these properties are suitable for non-residential uses on the basis that the land along Frankton Highway-Ladies Miles, including the Fil land, is zoned for mixed use activities. Supports concern regarding reverse sensitivity issues and believes that an alternative zone to Medium Density Residential would be the most appropriate method to address such issues.	Reject	9. Hansen Family Partnership	31a	Urban - UGB Rural - Ladies Mile
751.6	FS1340.142	Queenstown Airport Corporation	Map 31a - Queenstown Airport	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Accept	9. Hansen Family Partnership	31a	Urban - UGB Rural - Ladies Mile
751.6		Hansen Family Partnership	Map 33 - Frankton	Oppose	1. Remove the area of rural zone shown on Planning Maps 31, 31a and 33, along the northern side of State Highway 6 between Hansen Road and the Eastern Access Road and below the Queenstown Airport Outer Control Boundary and within the Queenstown Urban Growth Boundary; and 2. Rezone the former rural land and part of the Medium Density Residential Zone on the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road, below the Urban Growth Boundary as Industrial; or alternatively 3. Rezone the area of Rural Zone and part Medium Density Residential Zone on the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road, and within the Queenstown Urban Growth Boundary as any mix of Low, Medium or High Density Residential, Industrial, Business Mixed Use or Local Shopping Centre Zones.	Reject	9. Hansen Family Partnership		Urban - UGB Rural - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
751.6	FS1061.21	Otago Foundation Trust Board	Map 33 - Frankton	Not Stated	That the part of the submission seeking industrial zoning is rejected, while the parts seeking medium and high density residential zoning be accepted.	Reject	9. Hansen Family Partnership	33	Urban - UGB Rural - Ladies Mile
751.6	FS1092.27	NZ Transport Agency	Map 33 - Frankton	Oppose	That submissions 751.4, 751.5 and 751.6 be disallowed.	Accept	9. Hansen Family Partnership	33	Urban - UGB Rural - Ladies Mile
751.6	FS1092.28	NZ Transport Agency	Map 33 - Frankton	Oppose	That submissions 751.4, 751.5 and 751.6 be disallowed.	Accept	9. Hansen Family Partnership	33	Urban - UGB Rural - Ladies Mile
751.6	FS1167.38	Peter and Margaret Arnott	Map 33 - Frankton	Support	Supports in part. Believes that the land (Lot 1 Deposited Plan 19932 and Section 129 Block I Shotover District) is suitable for Medium Density, Local Shopping Centre or Business Mixed Use zoning to achieve the sustainable management. Seeks that the land to the northern side of State Highway 6 located between Hansen Road and the Eastern Access Road be rezoned to Medium Density, Business Mixed Use, or Local Shopping Centre zones.	Reject	9. Hansen Family Partnership	33	Urban - UGB Rural - Ladies Mile
751.6	FS1189.15	Fil Holdings Ltd	Map 33 - Frankton	Support	Allow relief sought and update zonings along Frankton Highway-Ladies Miles to reflect mixed use activities. Supports that these properties are suitable for non-residential uses on the basis that the land along Frankton Highway-Ladies Miles, including the Fil land, is zoned for mixed use activities. Supports concern regarding reverse sensitivity issues and believes that an alternative zone to Medium Density Residential would be the most appropriate method to address such issues.	Reject	9. Hansen Family Partnership	33	Urban - UGB Rural - Ladies Mile
751.6	FS1195.14	The Jandel Trust	Map 33 - Frankton	Support	Allow relief sought and update zonings along Frankton Highway-Ladies Miles to reflect mixed use activities. Supports that these properties are suitable for non-residential uses on the basis that the land along Frankton Highway-Ladies Miles, including the Fil land, is zoned for mixed use activities. Supports concern regarding reverse sensitivity issues and believes that an alternative zone to Medium Density Residential would be the most appropriate method to address such issues.	Reject	9. Hansen Family Partnership	33	Urban - UGB Rural - Ladies Mile
847.21	FS1340.143	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC opposes the proposed rezoning of this land and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.	Accept	9. Hansen Family Partnership	33	Urban - UGB Rural - Ladies Mile
847.21		Fil Holdings Limited	Map 31a - Queenstown Airport	Not Stated	Amend the zone as sought in this submission. The submitter seeks the rezoning of the site (145 Frankton - Ladies Mile Highway) and wider area to Business Mixed Use zone or Industrial zone; or amending the Medium Density Residential zone provisions.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
847.21	FS1077.74	Board of Airline Representatives of New Zealand (BARNZ)	Map 31a - Queenstown Airport	Oppose	To the extent that any of this land falls within the Queenstown Airport ANB or OCB BARNZ opposes the change and asks that the land be retained in its proposed zone.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
847.21	FS1195.17	The Jandel Trust	Map 31a - Queenstown Airport	Support	Allow relief sought. Supports the removal of the rural general zoning on the land, a more appropriate zone would be a mixed used zone that provides for residential and lighter industrial/commercial uses. Supports the removal of the ONL boundary through the submitter's property.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
847.22	FS1270.27	Hansen Family Partnership	Map 31a - Queenstown Airport	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31a	Urban - UGB Rural - Ladies Mile
847.22		Fil Holdings Limited		Oppose	Amend the zone as sought in the submission. The submitter seeks the rezoning of the site (145 Frankton - Ladies Mile Highway) and wider area to Business Mixed Use zone or Industrial zone; or amending the Medium Density Residential zone provisions.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
847.8	FS1195.18	The Jandel Trust		Support	Allow relief sought. Supports the removal of the rural general zoning on the land, a more appropriate zone would be a mixed used zone that provides for residential and lighter industrial/commercial uses. Supports the removal of the ONL boundary through the submitter's property.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile

Area 1B

Original Point No	Further Submission No	Submitter	Lowest Clause	Submitter Position	Submission Summary	Planner Recommendation	Issue Reference	Map no	Sub-group
847.8		Fil Holdings Limited	8.2.11 Objective 11	Other	Amend as follows: 8.2.11 Objective - The development of land fronting State Highway 6 (between Hansen Road and Ferry Hill Drive) provides a high quality residential mixed use environment which some is sensitive to its location at the entrance to Queenstown, minimises traffic impacts to the State Highway network, and is appropriately serviced.	Accept in part	4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
790.17	FS1270.14	Hansen Family Partnership	8.2.11 Objective 11	Support	Supports. Seeks the submission be allowed, subject to a consistent zoning regime being applied to the land north of and adjoining State Highway 6 between Hansen Road and Ferry Road.		4. Hansen Rd/Frankton-Ladies Mile	31	Urban - UGB Rural - Ladies Mile
790.17		Queenstown Lakes District Council	Map 33 - Frankton	Oppose	Rezone Section 35 Blk XXXI TN of Frankton located on Boyes Crescent, Frankton from Rural to low density residential zone.	Accept	22. Queenstown Lakes District Council	33	Urban - Frankton
828.1	FS1340.169	Queenstown Airport Corporation	Map 33 - Frankton	Oppose	QAC submits that the proposed rezoning of this land is counter to the land use management regime established under PC35. Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act. QAC submits that the rezoning request be disallowed.	Accept in part	22. Queenstown Lakes District Council	33	Urban - Frankton
828.1		Brett Giddens	Map 31a - Queenstown Airport	Not Stated	Rezone the land bound by McBride Street, Birse Street, Grey Street and State Highway 6 from Low Density Residential to <u>Local Shopping Centre Zone</u> or as a secondary option, a more appropriate higher density zone such as: •High Density Residential; •Medium Density Residential; or •Another zone or amended zone that will achieve the outcomes sought in the submission. Any additional or consequential relief of the proposed plan as a result of this submission.	Reject	19. Brett Giddens	31a	Urban - UGB Rural - Ladies Mile
828.1	FS1077.72	Board of Airline Representatives of New Zealand (BARNZ)	Map 31a - Queenstown Airport	Oppose	To the extent that any of this land falls within the Queenstown Airport ANB or OCB BARNZ opposes the change and asks that the land be retained in its proposed zone.	Reject	19. Brett Giddens	31a	Urban - UGB Rural - Ladies Mile
338.5	FS1372	H.I.L Limited		Oppose	All of the relief sought be declined. The land the subject of the submission is not suitable for the zoning proposed given its location and characteristics."	Accept	13. Middleton Family Trust	31	UGB line Ferry Hill
	FS1340.153	Queenstown Airport Corporation	Map 31a - Queenstown Airport	Not Stated	Oppose in part/Support in part - QAC remains neutral with respect to the rezoning of this area to Local Shopping Centre zone provided it does not result in the intensification of ASAN in this area. Subsequent amendments to the relevant zone chapter may be required to ensure that the occurrence of ASAN does not intensify at this site above the currently permitted levels set out in the Operative Plan (i.e. the levels prescribed in the Low Density Residential Zone). QAC opposes the proposed rezoning of this land to medium or high density residential and submits that it is counter to the land use management regime established under PC35. Rezoning the land would have significant adverse effects on QAC that have not been appropriately assessed in terms of section 32 of the Act.		19. Brett Giddens	31a	Urban - UGB Rural - Ladies Mile