

14. Transport

14.1 Issues, Objectives and Policies

14.1.1 Resources, Activities and Values

A well managed transport system needs to:

- be sustainable
- maximise safety
- cater for all modes of transport
- minimise adverse effects
- minimise energy usage
- minimise conflicts with other land uses and amenity values, especially landscape, visual, heritage and pedestrian amenities.

The principal transport resources and activities available in the District are:

- 1 The roading system provided by the Council and Transfund New Zealand in the case of state highways; and
- 2 The airports of Queenstown and Wanaka.

State Highway 6, 6A, 8, 8A and 84 provide linkages within the District.

14.1.2 Issues

i Efficiency

The efficient use of the District's roads and other transport infrastructure, and the efficient use of fossil fuels for transport, can be adversely affected by the inappropriate location, nature and design of land use activities, their access, parking and servicing.

The demand for transport fuel will almost certainly continue to increase medium-term, as independent mobility remains a major component of transportation. This mobility is often necessary simply to ensure a basic level of accessibility, especially in rural areas. An increase in resource development, including the visitor industry, will result in traffic increases. The Council is strongly promoting resource management policies for growth and development based on the consolidation of urban activities and commercial centres. Such policies, in association with transport policies, are in significant part directed at improved energy efficiency and a greater variety of transport options including pedestrian links and public transport.

ii Safety and Accessibility

The safety and convenience of pedestrians, horse riders, cyclists and other road users can be adversely affected by the inappropriate location, nature and design of land use activities, their access, parking and servicing.

To enable people to carry out their existing and likely future activities it is necessary to provide a good level of accessibility throughout the District. Potential conflicts between vehicles and pedestrians exist. Activities located alongside roads have the potential to affect the safety of through traffic. Drivers can be distracted by signs, accessways and activities adjoining main roads, particularly in areas of higher vehicle speeds or vehicle numbers. This can reduce the safety of vehicles, cyclists and pedestrians.

iii Environmental Effects of Transport

Motorised transport can adversely affect the amenities of the District, as a result of noise and emissions, loss of visual amenity, privacy and accessibility.

Motorised transport has obvious advantages to the community in convenience and mobility, however there are adverse effects resulting from the operation of the transport system. Some of these effects include reduced accessibility, noise and fumes.

The efficient use and capacity of a road can be reduced by parked or manoeuvring cars particularly on the main roads where there is a predominance of through traffic. The amenity of an area can also be compromised by both on and off-street parking resulting in a loss of aural privacy and visual appearance.

Road construction can also have significant environmental effects in terms of visual amenity, increased noise and fumes for properties near roads; reduced accessibility for properties cut-off from community facilities by major roads; and loss of natural features. Cultural values have been affected by road construction in the past, with archaeological sites being disturbed by earthmoving equipment and waahi tapu or waahi taoka unearthed.

14.1.3 Objectives and Policies

Objective 1 – Efficiency

Efficient use of the District's existing and future transportation resource and of fossil fuel usage associated with transportation.

Policies:

- 1.1 *To encourage efficiency in the use of motor vehicles.*
- 1.2 *To promote the efficient use of all roads by adopting and applying a road hierarchy with associated access standards based on intended function.*
- 1.3 *To promote the efficient use of roads by ensuring that the nature of activities alongside roads are compatible with road capacity and function.*
- 1.4 *To protect the safety and efficiency of traffic on State Highways and arterial roads, particularly State Highway 6A, by restricting opportunities for additional access points off these roads and by ensuring access to high traffic generating activities is adequately designed and located.*

- 1.5 *To promote the efficient use of fuel for transport purposes, by providing for a District wide policy of consolidated urban areas, townships, retail centres and residential environments.*
- 1.6 *To promote and provide for the consolidation of new areas of residential development and for higher density development within identified areas.*
- 1.7 *Enabling for home occupations within residential areas to reduce travel time and costs between home and work.*
- 1.8 *To consider options for encouraging and developing greater use of public transportation facilities and in particular to continue to investigate the options for alternative transport means.*
- 1.9 *To require off-road parking and loading for most activities to limit congestion and loss of safety and efficiency of adjacent roads and to promote the maintenance and efficiency of those roads.*
- 1.10 *To require access to property to be of a size, location and type to ensure safety and efficiency of road functioning.*

Implementation Methods

Objective 1 and associated policies will be implemented through a number of methods:

(i) District Plan

- (a) Define a roading hierarchy with associated design and access standards.
- (b) Control the nature, scale, design and location of activities and associated access onto State Highways and arterial roads.
- (c) Set performance standards for property access, parking and loading.

- (d) Consolidation of existing and new urban developments through the clear definition of the extent of the existing towns and policy direction on the form and location of new urban areas.

(ii) Other Methods

- (a) Monitor and investigate the needs and opportunities for greater use of public transport.
- (b) Development of a transportation strategy.

Explanation and Principal Reasons for Adoption

Present motor vehicle transportation is based on non-renewable fossil fuels and the use of these fuels is unlikely to be sustainable in the long term. Maximising the opportunities for alternatives to the use of the private motor vehicle and increasing the use of other modes of transport will promote a reduction in the rate of traffic growth, congestion and encourage the more efficient use of motor vehicles. This policy will be augmented by policies promoting consolidated urban growth areas and increased opportunities for other transport modes.

The Council has adopted a hierarchy of roads in which each road is generally classified with respect to its planned traffic function. The hierarchy is contained within Appendix 6. The highest classified roads provide for the greatest level of through movement, with a minimum access function, that is for pedestrians, servicing and parking. Local roads provide for little through movement, but more priority is given to access. In this way the road network provides for the efficient and safe movement of people and goods and reduces the conflicts which arise between traffic requirements and the surrounding land use environments and activities. The function of the roads in the hierarchy is as follows:

Arterial Roads

All State Highways are (major) arterial roads. Other (minor) arterial roads have similar characteristics, being dominant elements of the network connecting the major settlements in the District with the District. Arterial roads will be managed to minimise their local access function.

Collector Roads

Collector roads provide for the distribution and circulation of traffic between or within local areas and to and from the arterial road network. Collector roads also provide access to private properties fronting the road, however, the main function is to provide access to local roads. In many instances they provide a direct link between two arterial roads. Through traffic makes up a high proportion of the traffic flow.

Local Roads

Local roads make up the balance of the District's roads. These function almost entirely as accessways to properties and are not intended to act as through routes for vehicles. These also serve other functions in terms of pedestrian access, cycle ways and may function as pedestrian malls or parking precincts.

Service Lanes

Service lanes are used when there is a need to load and unload vehicles on adjoining sites and are encouraged where they can provide a multi-user function.

The efficiency and safety of the road network, particularly arterial roads, requires minimising conflicts between various road users. Important in this respect is the need to provide for adequate parking and for queuing and manoeuvring space for vehicles entering and leaving sites. Access control can take a variety of forms including well designed entrances to parking areas or by restricting access to roads which are not predominantly residential or urban in character.

The Council will continue to promote policies which increase efficiency and convenience through the greater use of public transport, urban consolidation and opportunity for people to undertake work at home.

Objective 2 - Safety and Accessibility

Maintenance and improvement of access, ease and safety of pedestrian and vehicle movement throughout the District.

Policies:

- 2.1 To maintain and improve safety and accessibility by adopting and applying a road hierarchy with associated design, parking and access standards based on the intended function.
- 2.2 To ensure the intensity and nature of activities along particular roads is compatible with road capacity and function, to ensure both vehicle and pedestrian safety.
- 2.3 To ensure access and movement throughout the District, and more particularly the urban areas, for people with disabilities is not unreasonably restricted.
- 2.4 To encourage the development of pedestrian and cycle accessways, within the main townships.
- 2.5 To maintain and upgrade, where appropriate, the existing roads and provide for new roads and related facilities where these are important for providing access. In particular, to investigate and/or make provision for:
- a new road link from Man Street to the One Mile roundabout.
 - a new road linking Queenstown and Frankton on the northern side of SH6A above Frankton Arm.
 - a long term roading network for the Frankton flats area to protect the through route function of State Highways and provide access to residential, commercial and recreational activities.
- 2.6 To ensure intersections and accessways are designed and located so:
- good visibility is provided.
 - they can accommodate vehicle manoeuvres.
 - they prevent reverse manoeuvring onto arterial roads; and

- are separated so as not to adversely affect the free flow of traffic on arterial roads.

- 2.7 To ensure vegetation plantings, are sited and/or controlled so as to maintain adequate visibility and clearance at road intersections and property access and to prevent the icing of roads during winter months, except and unless that vegetation is important to the visual amenity of the District or is protected as part of the Heritage Provisions.

Implementation Methods

Objective 2 and associated policies will be implemented through a number of methods:

(i) District Plan

- (a) As for Objective 1.
- (b) The inclusion of rules specifying performance standards for road construction, based on the road's intended function within the roading hierarchy.
- (c) To investigate a new road link from Man Street to the Fernhill roundabout.

(ii) Other Methods

- (a) To continue to maintain and progressively upgrade the roading network to improve traffic safety, efficiency and accessibility.
- (b) Investigate the need for and, where appropriate, develop additional pedestrian areas, walkways and cycle ways within the District's main towns.
- (c) To investigate a revised roading network for the Frankton Flats.

Explanation and Principal Reasons for Adoption

The safety and efficiency of the road network can be adversely affected by parking, access and pedestrian movement associated with a particular activity. The siting of appropriate activities alongside the appropriate

elements of the road hierarchy and network will result in benefits of fewer accidents and greater efficiency.

People will be encouraged to walk rather than use motorised transport if they are provided with a safe and pleasant environment. The creation of pedestrian and cycle links can be an important part of increasing safety and access. These links need to be planned in conjunction with the road network to enable the transport network to be developed in an integrated fashion.

People with impaired mobility include the elderly and people confined to wheelchairs. These people have particular requirements for ease of movement and the Council can assist in allowing easy, unrestricted access for all people to important and essential activity areas by adopting appropriate management and design solutions.

A number of activities including buildings, trees and advertising signs can impair visibility at intersections and adversely affect the safety of the road network. In order to maintain road safety it is important that the elements on sites adjoining the network do not affect driver and pedestrian safety.

The Council supports the development and construction of new roads where these can be demonstrated to have significant environmental benefits as well as improve traffic movement and safety. Extension of Man Street will significantly improve the flow of vehicles through and around the Queenstown Town Centre. This will greatly enhance the pedestrian amenity within the town and reduce congestion on Shotover Street.

The Council is committed to investigating the opportunity for new roads to serve the future development of the Frankton Flats. This will not only make the area more accessible to the wider community but will reduce the impact of development on State Highway No. 6 and improve access to the airport and other activities.

Objective 3 - Environmental Effects of Transportation

Minimal adverse effects on the surrounding environment as a result of road construction and road traffic.

Policies:

- 3.1 *To protect the amenities of specified areas, particularly residential and pedestrian orientated town centres from the adverse effects of transportation activities.*
- 3.2 *To discourage traffic in areas where it would have adverse environmental effects.*
- 3.3 *To support the development of pedestrian and similar links within and between settlements and the surrounding rural areas, in order to improve the amenity of the settlements and their rural environs.*
- 3.4 *To ensure new roads and vehicle accessways are designed to visually complement the surrounding area and to mitigate visual impact on the landscape.*
- 3.5 *To maintain and enhance the visual appearance and safety of arterial roads which are gateways to the main urban centres.*
- 3.6 *To incorporate vegetation within roading improvements, subject to the constraints of road safety and operational requirements, and the maintenance of views from the roads.*
- 3.7 *To implement appropriate procedures, in conjunction with the takata whenua and Historic Places Trust, should any waahi tapu or waahi taonga be unearthed during roading construction. (see Section 4.3 Objective 1 Policy 1 for consultation procedures with takata whenua).*
- 3.8 *To set areas aside for staff car parking in Business and Industrial Zones.*

Implementation Methods

Objective 3 and associated policies will be implemented through a number of methods including:

- (i) **District Plan**
 - (a) As for Objectives 1 and 2.

- (b) The use of zoning provisions to define appropriate areas for different types of activities, in relation to their proximity to major through roads.
- (c) Provision for roading design, pedestrian links and protection of important features to be controlled through the subdivision process.

(ii) Other Methods

- (a) Continue to improve the design and visual appearance of roads especially where they enter towns.
- (b) Monitor traffic movements and, where necessary undertake traffic management measures to discourage traffic in areas where it is having adverse environmental effects.
- (c) To restrict heavy vehicle access and to discourage unnecessary vehicle movements through sensitive urban and rural environments; Queenstown Special Character Area and Arrowtown Town Centre.
- (d) Development of a transportation strategy.

Explanation and Principal Reasons for Adoption

Many parts of the District contain important pedestrian environments, particularly the town centres and residential areas. In these areas priority may have to be given to the needs of pedestrians and cyclists over private vehicles and goods servicing vehicles. The creation of pedestrian-friendly and safe environments in these localities enhances the living, working and leisure activities of the residents. In addition, the Council wishes to enhance the visual approach to the main urban centres through the establishment of attractively landscaped vehicle and road approaches, eg the Kawarau Gorge Road State Highway No. 6 entrance to Frankton.

The development of a transportation strategy would clarify the Council's overall policy for transportation and provide greater direction when it came to review the provisions of the District Plan.

Objective 4 - Town Centre Accessibility and Car Parking

Town centres which are accessible to pedestrians and vehicles, and legible to all persons wishing to access them, commensurate with other town centre objectives and policies.

Policies:

- 4.1 *To achieve a general reduction in the dominance of vehicles and heavy commercial vehicles within each town centre through the on-going establishment of off-street car parks.*
- 4.2 *To manage vehicle movement within the town centres to provide for appropriate levels of accessibility, minimise congestion and promote personal safety.*
- 4.3 *To require all activities and developments to contribute towards the provision of off-street vehicle parking.*
- 4.4 *To provide an integrated and well located off-street car parking resource around the periphery of the town centres.*
- 4.5 *To provide off-street parking within particular areas of the town centres in order to limit and reduce traffic flowing into and through those areas and thereby retain the character of the centres.*
- 4.6 *To require all vehicle accesses to properties and developments to be designed in accordance with a set of specified standards, which ensure vehicle manoeuvring has minimal impact on the safety and efficiency of roads and footpaths and the amenity of any particular area.*
- 4.7 *To encourage on-site parking in association with development and to allow shared off-site parking in close proximity to development in residential areas to ensure the amenity of neighbours and the functioning of streets is maintained.*

Implementation Methods

Objective 4 and associated policies will be implemented through a number of methods including the following:

(i) District Plan

- (a) The use of rules to define areas for off-street parking and provide design controls in respect of access and frontage and limit the hours for goods vehicle servicing.
- (b) To designate areas for new public off-street car parks.

(ii) Other

- (a) To continue to provide adequate public car parking in close proximity to the main commercial centres.
- (b) To levy rates for the provision of car parking within the Town Centre Zones provided that it is recommended to the Council when making and levying rates that proper consideration be applied to giving due credit and allowance for parking actually established on any particular property in the Remarkables Park Zone, as at the time of making and levying rates.

Explanation and Principal Reasons for Adoption

The town centres will continue to be the principal focus for a range of activities and must remain accessible to pedestrians and vehicles. The road networks which bring people and vehicles to each of the town centres do not all have the capacity to cope with foreseeable increases in traffic volumes. In particular, the Frankton Road (SH 6A) is now the subject of investigation in terms of capacity and design. It is not well equipped to cater for significant increases in traffic generation resulting from further major commercial development in Queenstown. As such, alternative modes of transport and other locations are necessary for long term retail growth. There are difficulties coping with vehicle and pedestrian traffic on the street networks within the town centres of Queenstown and Arrowtown where the streets are narrow and pedestrian numbers are expected to increase significantly.

Increasing vehicle numbers will also increase ambient noise levels and air pollution and detract from the amenity values of the town centre environments. At present the worst intrusion arises from the movement of heavy commercial vehicles within the town centres. It is acknowledged

businesses must be serviced but the problem can be overcome either by restricting the hours during which such vehicles have access to the town centres or by a shift on the part of the transport operators to smaller service/delivery vehicles. The other intrusion is by passenger coaches. These vehicles tend to dominate the street scene and, because of the frequency with which they move through the town centres, particularly Queenstown, detracts from the amenity and the experience of those centres.

It is not proposed vehicles be totally removed from the town centres. This would be impracticable and could have the effect of adversely affecting the vitality of these environments. Rather, through street improvement works, the provision of convenient and readily accessible off-street parking areas and the implementation of local area traffic management schemes it is anticipated there will be a reduction in the number of vehicles entering the town centres and there will be greater compatibility between pedestrian and vehicle movements within the same street and carriageway.

The achievement of this reduction will be assisted by restricting off-street parking provision associated with developments within the core areas of the Queenstown and Arrowtown town centres.

While the overall thrust of the objective and policies is to manage the number of vehicles entering and circulating around the town centres, it is acknowledged there is a need for short term on-street car parking which is readily available for use. Such parking is essential for the mobility impaired and can be used to good effect to assist in retaining the vitality of the town centres.

The restraints on off-street parking are directed at long term parking. The provision of such parking in the core areas of the town centres is contrary to the achievement of accessibility, vitality and high standards of amenity. As such the Council is moving to establish car parks on the periphery of town centres and to limit the impact of existing public off-street car parks on town centre amenity.

Objective 5 - Parking and Loading - General

Sufficient accessible parking and loading facilities to cater for the anticipated demands of activities while controlling adverse effects.

Policies:

- 5.1 *To set minimum parking requirements for each activity based on parking demand for each land use while not necessarily accommodating peak parking requirements.*
- 5.2 *To ensure business uses have provision for suitable areas for loading vehicles on-site.*
- 5.3 *To ensure car parking is available, convenient and accessible to users including people with disabilities.*
- 5.4 *To require all off-street parking areas to be designed and landscaped in a manner which will mitigate any adverse visual effect on neighbours, including outlook and privacy.*
- 5.5 *To require the design of parking areas to ensure the safety of pedestrians as well as vehicles.*
- 5.6 *To set areas aside for staff car parking in business and industrial zones.*

Implementation Methods

Objective 5 and associated policies will be implemented through a number of methods:

(i) District Plan

- (a) As for Objectives 1 and 2.
- (b) The inclusion of provisions for cash-in-lieu contributions.
- (c) The designation of new off-street parking areas for the town centres.
- (d) Landscape and design provisions for off-street car parks.

(ii) Other Methods

- (a) To continue to improve the design, and safety, of footpaths.
- (b) To continue to provide adequate public car parking in close proximity to the main commercial centres.
- (c) To levy rates for the provision of car parking within the Town Centre Zones.

Explanation and Principal Reasons for Adoption

All activities generate vehicle trips and therefore parking in close proximity of the site is required to provide accessibility for people and goods. If provision is not made by the owner or developer of a site the only alternative is to carry out manoeuvres on the street thereby adversely affecting the efficiency and safety of the road network.

The amount of parking required for each activity should be adequate for normal demands including staff parking. Some activities have high peak demands but it is not practical to provide for these.

Through setting minimum parking requirements the Council will seek to maintain the traffic function and safety of the road network and the amenity of residential streets and the town centres.

Some sites can be small and restrictive to development and in some locations pedestrian access, convenience and other amenity values would be adversely affected by on-site parking. In circumstances, where car parking cannot be provided to meet the demand, it is a more practical alternative for the Council to levy rates for the provision of car parking. Such funds will be used to develop an integrated and convenient network of car parks. This will lead to improved quality of development and amenity, especially in the town centres.

The siting of parking areas needs to be made obvious to potential users by either good siting or signage. Car parking which is both accessible and convenient minimises the amount of on-street parking which protects the traffic function of the road network and the amenity values of the town centres and residential neighbourhoods.

Objective 6 - Pedestrian and Cycle Transport

Recognise, encourage and provide for the safe movement of cyclists and pedestrians in a pleasant environment within the District.

Policies

- 6.1 To develop and support the development of pedestrian and cycling links in both urban and rural areas.
- 6.2 To require the inclusion of safe pedestrian and cycle links where appropriate in new subdivisions and developments.
- 6.3. To provide convenient and safe cycle parking in public areas.

Implementation Methods

Objective 6 and associated policies will be implemented through a number of methods:

- (i) **District Plan** Assessment of pedestrian and cycle links through the subdivision consent process.
- (ii) **Other Methods**
 - (a) Development of a network of rural walkways.
 - (b) Development of pedestrian links and pedestrianised areas, Queenstown Mall, Athol Street.
 - (c) Development of walkways through public open space.
 - (d) Provision of convenient and safe cycle parking in public areas.
 - (e) Development of cycle routes and associated facilities.

Explanation and Principal Reasons for Adoption

Walking and cycling are non-polluting methods of transport and should be encouraged by providing high standard facilities. Pedestrian and cycle links need to be safe for people to use by providing open well lit linkages. The

subdivision and development process provides the opportunity to extend and add to the transport network in a manner which will improve the convenience, safety and amenity of the network.

Cyclists require parking facilities located close to their destination. The facilities need to provide for the ability to secure cycles adequately to prevent theft. If sufficient, safe parking is provided in and around the town centres, it may promote the use of the bicycle as an alternative means of transport to the private motor car, thereby reducing road congestion.

Objective 7 - Public and Visitor Transport

Recognition of public transport needs of people and provision for meeting those needs.

Policies:

- 7.1 To plan and encourage an efficient pattern of public transport.
- 7.2 To investigate opportunities for public transport as an alternative to, or in association with, changes or extensions to the major road network.
- 7.3 To promote and investigate opportunities for a public transport link between Queenstown and Frankton.
- 7.4 To support the development and operation of various types of tourist transport.
- 7.5 To liaise with the Otago Regional Council and public transport operators to ensure the public transport needs of the District are met.

Implementation Methods

Objective 7 and associated policies will be implemented through a number of methods:

- (i) **District Plan**

- (a) Policy support for public transport initiatives and in particular, opportunities to investigate and implement a public transport link between Frankton and Queenstown.
- (b) District Plan provisions which support the consolidation of visitor accommodation close to the main traffic routes.
- (c) District Plan provisions which support areas of consolidated urban development.

(ii) Other Methods

- (a) Co-ordination and liaison with the Otago Regional Council and Transit NZ and Transfund NZ regarding the operation and financing of public transport systems.
- (b) Support for feasibility studies to implement public transport systems.
- (c) Investigation of public transport alternatives to new roading infrastructure.
- (d) Encourage establishment and use of public transport, particularly between Frankton and Queenstown.

Explanation and Principal Reasons for Adoption

The Council is committed to investigating and supporting initiatives for alternative transport modes, particularly public transport where this can be developed in an environmentally sensitive form, to reduce vehicle flows, and to provide a viable alternative for people. The Council is strongly supportive of options for a viable, environmentally sensitive and efficient public transport link between Queenstown and the Frankton localities, starting generally in the vicinity of the One Mile, and linking with future growth opportunities in Frankton. Such a system is seen as having important resource management benefits in terms of energy efficiency, providing an alternative option to major road works, supporting the general urban consolidation policies and bringing significant environmental benefits in

terms of reducing the number of private cars entering Queenstown and using the road network.

Objective 8 - Air Transport

Effective and controlled airports for the District, which are able to be properly managed as a valuable community asset in the long term.

Policies:

- 8.1 *To provide for appropriate growth and demand for air services for Queenstown.*
- 8.2 *To avoid or mitigate any adverse environmental effects from airports on surrounding activities.*
- 8.3 *To establish an Air Noise Boundary and Outer Control Boundary for Queenstown and Wanaka airports.*
- 8.4 *To advocate a noise management regime at Queenstown airport to help manage the environmental effects of aircraft noise through means available to the Queenstown Airport Corporation but not available through the District Plan.*
- 8.5 *To provide for appropriate recreational airport facilities at Wanaka.*
- 8.6 *To ensure buildings at both airports have regard for and are sympathetic to the surrounding activities, and landscape and amenity values by way of external appearance of buildings and setback from neighbouring boundaries.*
- 8.7 *To ensure noise monitoring regimes are established for the District's airports by the respective requiring authorities.*
- 8.8 *To manage noise sensitive activities in areas with existing urban development surrounding the airport, while ensuring future noise sensitive activities in areas currently undeveloped and adjacent to airports are restricted.*

Implementation Methods

Objective 8 and associated policies will be implemented through a number of methods including:

(i) District Plan

- (a) Identification of the Air Noise Boundary (65 L_{dn}) and Outer Control Boundary (55 L_{dn}) locations and implementation of controls relating to these in order to manage aircraft activity at the airports.
- (b) Provisions managing noise sensitive activities in areas with existing noise sensitive development.
- (c) Provisions prohibiting further intensive development, particularly noise sensitive development from areas adjacent to airports which have not been recognised for noise sensitive activities in former Plans or have not been developed for these activities.
- (d) District Plan provisions, particularly policies, to encourage the retention of existing Rural Zones within areas affected by airport noise, in order to provide a buffer for noise and safety reasons between airports and other land use activities.

(ii) Other Methods

- (a) Provision for designations which may include designations on aerodrome activities, Air Noise Boundaries and approach/takeoff flight paths including conditions 1-25 of Queenstown Airport Designation D2 (Aerodrome Purposes).
- (b) The operation of a liaison committee between the Queenstown Airport Corporation, the Council and local residents in respect of both airports.

- (c) Liaison with Transit New Zealand regarding access to and from airports.
- (d) Implementation of a noise management plan strategy by the Queenstown Airport Corporation to ensure management of the noise environment at both Queenstown and Wanaka airports. With respect to Queenstown Airport the Noise Management Plan will be in accordance with Conditions 22 to 25 of Designation D2 setting out the required contents of such a plan.

Explanation and Principal Reasons for Adoption

The Queenstown and Wanaka airports are important physical resources, important to the social and economic well being of the community. Queenstown Airport's main function is for domestic, and international, passenger movements and freight and tourist operations. The Queenstown Airport is an important factor in the rate of growth in the District. In comparison, Wanaka Airport's main function is providing recreational and tourist air services, including aviation museums.

The District's airports must be able to operate effectively and in a manner which provides for the District's well being. At the same time any adverse effects on the community, particularly the resident community, must be mitigated. The Council is of the view that the operation of Queenstown Airport should not preclude opportunities for further development of activities in close proximity, provided that appropriate controls are implemented.

The Council supports a noise regime which provides the opportunity for growth in airport activity, but also sets in place controls to mitigate and reduce any noise impact on the residential and other noise sensitive activities. While aircraft are likely to become less noisy in the future, more aircraft movements are expected to occur. Projections and noise investigations have determined noise contours on which to implement controls. As a result of these, residential and other noise sensitive activities will not be allowed to occur within the Air Noise Boundary (65 L_{dn} contour) of any airport.

Within the Outer Control Boundary (55 L_{dn} contour) the provisions relating to Queenstown and Wanaka Airports are different due to differing situations. Within the Outer Control Boundary for Queenstown Airport where the land has not been zoned for noise sensitive activities under an operative plan and has no existing development for this purpose, such development will be prohibited. Within the Outer Control Boundary where there is existing noise sensitive development, any new noise sensitive development will be controlled, subject to acoustic insulation.

In relation to Wanaka Airport, activities within the Outer Control Boundary will require a resource consent for a controlled activity. The consent will be subject to adequate acoustic insulation. The insulation requirements will be in accordance with the NZ Standards.

The Council is also of the view that rezoning land as a Residential Zone, or classifying new noise sensitive activities as permitted, controlled, discretionary or non-complying adjacent to an airport, gives a false impression that the land is suitable for noise sensitive activities.

The result of these controls will be to protect airports from future incompatible adjacent land uses, while recognising that current adjacent activities must be protected and provided for.

The controls are intended to either prohibit, or require acoustic insulation (as appropriate), for the full range of noise sensitive activities. Reference is made to “community activities” in each of the relevant rules is defined in the district plan. The rules are intended to be inclusive; and to cover all activities which fall within the broad definition of community activity, whether or not such activities are separately defined.

Objective 9

In the Three Parks Zone, an urban structure, well-considered building design, and other initiatives which, together, help to reduce car use and provide practical alternatives.

Policies (Three Parks Zone)

- 9.1 *To require that the urban structure (including road layout, cycle and walking networks, land use densities, and block sizes) is well-connected and specifically designed to:

 - 9.1.1 *Enable public transport to efficiently service the area, now or in the future (which may, in the future, also include the provision of a significant transport hub/inter-change); and*
 - 9.1.2 *Ensure that on-street carparking is provided; and*
 - 9.1.3 *Reduce travel distances through well-connected streets; and*
 - 9.1.4 *Provide safe, attractive, and practical routes for walking and cycling, which are well-linked to existing or proposed passenger transport and local facilities and amenities within the zone, and which are well-connected to other areas beyond the zone, particularly the Wanaka Town Centre.**
- 9.2 *To require applications for Outline Development Plans, Comprehensive Development Plans, and larger scale commercial developments to show how they will help reduce private car travel and encourage realistic alternative modes of transport, including through avoiding the excessive provision of car parking*
- 9.3 *To recognise that constraining the provision of car parks may be one appropriate method of managing single occupancy car trips, particularly in later stages of development as the Commercial Core becomes more established*
- 9.4 *To encourage large scale developments (i.e. those with at least 150 employees) to prepare voluntary travel plans through the Council providing advocacy and assistance, and considering reductions in parking requirements where travel plans are proposed.*

Refer to Council guidelines relating to Travel Plans.

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14.1.4 Environmental Results Anticipated

Implementation of the policies and methods in relation to Transport will result in:

- (i) Improved accessibility District wide for all modes of transport, particularly walkways and public transport.
- (ii) A safe and efficient transport system and a reduction in conflicts between land uses and road functions.
- (iii) Minimising the adverse effects of the transport system on the environment in respect of air pollution, noise and safety.
- (iv) Improved access and safety for pedestrians moving throughout the town centres and residential areas.
- (v) Improving the amenity of local streets and enhanced visual amenity along main transport routes.
- (vi) Decrease in the emission of greenhouse gases and use of fossil fuels.
- (vii) Enhanced visual and pedestrian amenity.
- (viii) A safe, efficient and a more visually attractive roading network.
- (ix) Mitigation of potential adverse effects such as icing, light overspill and conflicts between users.
- (x) The effective and efficient operation of the airports.
- (xi) The protection for the amenity of land uses surrounding major transport facilities and vehicles generating activities.
- (xii) Greater use of public transport and more rigorous assessment of public transport alternatives.
- (xiii) Ease of access for people with mobility problems.

- (xiv) Reinforcement of the landscape values of the District's natural resources.