

## 12.19 Frankton Flats Special Zone (B)

### 12.19.1 Resources and Values

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

Frankton Flats Special Zone (B) is adjacent to an international airport and as such is a strategic asset for the District, its importance to the economy is acknowledged and its functioning is supported by this Zone.

### 12.19.2 Resource Management Issues

#### (i) Visual Amenity

Frankton Flats is located in a wider area of high landscape value. Development of Frankton Flats must enhance the amenity of the approach to Queenstown as well as accommodating the Frankton community. The operational needs of the airport, the future needs of the events centre, and the projected land use requirements of the wider community are very important and should be facilitated through this zone.

#### Explanation

The Frankton Flats area is located within the foreground to Queenstown iconic mountain range, the Remarkables. It is also the foreground to Peninsula Hill and Walter and Cecil Peaks. Views from within the site also include the Crown

Range and Ferry Hill. These land features are all regarded as having outstanding natural qualities in terms of Section 6(a) of the Resource Management Act and it is important that any development at this location is considered in relation to these qualities. It is important that development within the Frankton Flats Zone appears subservient to the landscape. Iconic views from within the development should be protected and enhanced through urban design, placement of roads and reserve areas.

#### (ii) Sustainable Development

The primary goal of the Frankton Flats Special Zone (B) is to enhance the sustainable development of Queenstown. To ensure the resulting development meets this goal a comprehensive structure plan for the zone will guide future development. Development of this zone will require noise mitigation to protect users of the zone from the effects of air noise.

#### Explanation

Frankton Flats is located adjacent to key transport links – the airport and State Highway 6. Any development within this area needs to recognise the importance of maintaining their functions into the future while allowing the development of a Frankton Flats area as a mixed use zone.

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

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

## (iii) High Quality Urban Environment

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

- compact residential neighbourhoods containing a mix of housing types and sizes, adequate open space, affordable housing and ready access to public transportation
- commercial districts with shops for residents and visitors
- business and industrial areas to provide employment for locals
- educational facilities
- a range of visitor accommodation facilities that add to the life of the community but do not intrude into residential neighbourhoods.

### Explanation and Principal Reasons for Adoption

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

## (iv) Integrating land use with transportation

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

## (v) Transport Networks

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

### Explanation

Frankton Flats is located adjacent to key transport links – the airport and State Highway 6. Any development within this area needs to recognise the importance of maintaining their functions into the future while allowing the

development of a Frankton Flats area as a mixed-use zone. The primary road transportation system beyond the site is nearing capacity and any improvements for private vehicle traffic are likely to be focused on safety rather than providing additional road space. In planning for the development of the zone and for all modes of travel there is a need to ensure that there are good connections within the site, to the wider Frankton Flats area, to Queenstown and the remainder of the District.

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

## 12.19.3 Objectives and Policies

### Objective 1

#### *Connection to the Surrounding Landscape.*

#### Policies

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

### Explanation and Principal Reasons for Adoption

Frankton Flats Special Zone (B) is located at the entrance to Queenstown, and as such provide a first impression of the Queenstown urban environment. The Frankton Flats area also adjoins the airport, the events centre, the

Frankton Flats Special Zone, the industrial zone and, to the south of the airport runway, the Remarkables Park Zone and land to the north of Sate Highway 6.

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

To mitigate adverse effects on the amenities of the Frankton Flats, it is necessary to retain some areas of open space free from structures so that landscaping and tree planting can soften the views of the Frankton Flats Special Zone (B) development.

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

## Objective 2

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

## Policies

2.1 To ensure that development to be undertaken in accordance with a Structure Plan so that a wide range of urban activities can be accommodated within the Zone while ensuring that incompatible uses are located so that they can function without causing reverse sensitivity issues;

- 2.2 To enable a range of residential housing with an emphasis on relatively high amenity and high density living environments;
- 2.3 To provide for a mixture of residential dwelling types and densities including affordable community housing;
- 2.4 To provide for a suitable range of local services and business activities including retailing, visitor accommodation, residential, tertiary education and associated commercial and short term residential uses, affordable housing, mixed live/work units, business, and both light and heavier industrial uses which provides for projected land use requirements;
- 2.5 To ensure that the Zone remains predominantly commercial and educational uses with clear separation between residential and visitor accommodation and the services supporting and complementing these primary uses;
- 2.6 To require in building and site design, compliance with performance standards to achieve specified acoustic and vibration insulation;
- 2.7 To ensure that development is complementary to the operational capability of Queenstown Airport;
- 2.8 To establish a buffer between the airport and noise-sensitive activities in the Frankton Flats Special Zone (B);
- 2.9 To establish a buffer and set backs between the state highway and noise sensitive activities in the Frankton Flats Special Zone (B);
- 2.10 To ensure that commercial signage avoids adverse effects of visual clutter on the State Highway and traffic safety is not compromised.
- 2.11 To require all development to adopt energy efficient design

## Explanation and Principle Reasons for Adoption

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

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

## Objective 3

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

## Policies

- 3.1 *To provide for a landscaped road carriageway along the arterial routes shown on the structure plan that is effective in maintaining an attractive amenity and streetscape, mitigating the effects of the industrial activities on that street;*
- 3.2 *To require that the open space alongside State Highway 6 is developed prior to any construction within the Zone;*
- 3.3 *To ensure the establishment of a network of well located and well-designed open spaces and connections within and between Activity Areas that complement surrounding activities, support pedestrian activity that facilitates physical and visual connections through the Zone. In particular, good visual connections should be provided through different parts of the Zone to the Events Centre;*
- 3.4 *To provide a movement network which is highly permeable and provides a choice of routes and transport modes.*

- 3.5 *To provide cycle and pedestrian routes that provide linkages within Frankton Flats Special Zones, and between the Frankton Flats and Remarkables Park Zone, Queenstown, Kelvin Heights, Arrowtown and the Wakatipu Basin;*
- 3.6 *To require the establishment of landscaping, open space and recreation activities where required in any of the Activity Areas;*
- 3.7 *To secure reserve contributions in land, money or a combination of land and money to fund the development of reserves;*
- 3.8 *To ensure that reserves of quality, quantity, and function are provided in convenient locations to meet the active and passive recreational needs of the resident, working, and visiting community;*
- 3.9 *To require that a mix of open spaces, reserves, community facilities, and recreational facilities be developed in a staged manner that keeps pace with development.*

## Explanation and Principle Reasons for Adoption

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

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

## Objective 4

**To achieve a high quality urban environment.**

### Policies

- 4.1 *To ensure a high standard of building design, urban planning, and landscape treatment by requiring an urban design review of proposed development;*
- 4.2 *To encourage variations in building height in order to create interesting streetscapes and variety in form, scale and height of buildings;*
- 4.3 *To encourage underground car parking in order to contribute to the visual amenity of the zone;*
- 4.4 *To ensure that subdivision design and the location of buildings on the sites is undertaken to maximise views, solar aspect and enhance street frontage, street presence, and amenity;*
- 4.5 *To encourage the use of colours and materials that are complementary to the surrounding landscape character;*
- 4.6 *To ensure that crime prevention techniques are incorporated in the design of buildings (including parking areas), public and semi-public spaces, landscaping, and in the location of compatible uses;*
- 4.7 *To ensure that in building and site design, that there is compliance with performance standards to achieve specified acoustic and vibration insulation.*
- 4.8 *To attain benchmark energy efficiency goals throughout the entire development*
- 4.9 *To design for flexible reuse of buildings and spaces*
- 4.10 *To provide for a range of public outdoor activities to occur in open spaces, including places to meet, to shelter, to sit and to rest.*

## Explanation and Principle Reasons for Adoption

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

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

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

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

### Policies

- 5.1 *To provide a safe and pleasant street environment for residents and other users of adjoining properties;*
- 5.2 *To provide safe, sustainable and integrated connections to and from the State Highway in two locations agreed to with Transit New Zealand;*
- 5.2 *To encourage the majority of the heavy traffic entering the site to utilise Glenda Drive instead of Grants Road by traffic design measures.*
- 5.3 *To minimise the visual impact of carriageways on residents while accommodating public utility services and drainage systems;*
- 5.4 *To ensure that the design of the relevant street environment takes into account the operational requirements of providing for public transport infrastructure.*
- 5.5 *To promote an effective connection between Frankton Flats Special Zones and the Remarkables Park Special Zone.*
- 5.6 *To ensure that carparking is only of a number necessary to service the development and the reasonable needs of future residents.*

- 5.7 *To require the provision of landscaping as an integral part of street network design;*
- 5.8 *To design street layout in order to retain important views;*
- 5.9 *To provide for a transport node/terminal, which can provide a linkage for private and public transport between rural areas, Frankton and Queenstown;*
- 5.10 *To provide suitable and convenient, safe and accessible areas for car parking on site rather than on the street;*
- 5.11 *To ensure businesses provide safe and functional loading zones on site to ensure the effects of trucks unloading do not compromise the effective functioning of the road network;*
- 5.12 *To provide a network of streets and accessways, appropriately orientated and integrated with the State Highway with physical distinctions between each, based on function, convenience, traffic volumes, vehicle speeds, public safety and amenity.*
- 5.13 *To ensure through appropriate road network design, that the impact of commercial traffic on other activity areas within the Zone is minimised.*

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

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

border lining this street will be attractive and mitigate the effects of these activities on the amenity of the area.

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

## **Objective 6**

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

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

## **Policies**

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

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

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

## Objective 7

### **Activity Area B – Limited Development Buffer**

*To create an area of limited development between the State Highway and intensive development within Frankton Flats*

#### **Policies**

- 7.1 *To control development within Activity Area B to provide for a transition zone between the State Highway open space buffer and the high density development beyond.*
- 7.2 *To require landscaping and quality urban design for the limited scale of development allowed within this buffer zone;*
- 7.3 *To ensure that the design, placement, and bulk of any buildings located within the limited development (Activity Area B) buffer is such that effects on the State Highway are avoided, and the amenity of the entrance to Queenstown is enhanced and the short, medium, and long range views of the mountains beyond are not compromised;*
- 7.4 *To require appropriate set back areas and buffer zones from the State Highway that are compatible with the posted speed environment.*

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

Activity Area B occupies the land adjacent to the State Highway, and the Open Space Area Development within this area is required to be very low scale and low density to provide a suitable transition between the open space buffer and the dense built environment within the Zone and to protect views of the outstanding natural landscapes in the background when viewed from the State Highway. Rather than create a hard edge to the built environment, it is envisaged that buildings will punctuate into this Activity Area, creating a transition to the Zone itself. Accordingly the provisions include a setback area, height, coverage and landscape controls.

## Objective 8

*To create an area to act as a village centre comprising commercial, educational and residential and visitor accommodation while providing high amenity and usable and liveable public realm (Activity Area C)*

#### **Policies**

- 8.1 *Within Activity Area C to enable commercial activities of all scales but predominately small to medium format retail, residential, visitor accommodation (above street level) educational activities and offices to provide a relatively high density mixed use “core” for the Zone;*
- 8.2 *To require a cohesive system of public realm spaces (the space between buildings owned by the community), the public realm shall be orientated to capture sun and avoid prevalent southerly winds.*
- 8.3 *Public realm spaces must reinforce the activities of the local community and provide focal elements that encourage a strong sense of identity (i.e libraries, child care centres, fire stations) and are to be located at central points of the Activity Area in highly visible locations.*
- 8.4 *In addition to the public realm spaces referred to in Policy 8.3, a network or neighbourhood reserves commensurate with densities will be required in Activity Area A, and linked by an open space network proving pedestrian and cycle linkages to Activity Areas A, B, D and E and adjacent zonings and the Events Centre.*
- 8.5 *To encourage the area to develop as a “mainstreet” village environment and the design of any large format retail to achieve this;*
- 8.6 *To encourage active street frontages by using windows and entrances to gain interest at ground level;*
- 8.7 *To incorporate landscaping within the streetscape to create a high amenity urban environment;*
- 8.8 *To require facade design of large format retail uses to mitigate its visual effects.*

- 8.9 *To encourage educational activities, with associated residential activities and short term (visitor) accommodation in close proximity to the Events Centre, in order to create an integrated sports and education precinct;*
- 8.10 *To enable the development of new education facilities and other associated non-residential activities.*
- 8.11 *To require additional levels of insulation than what is normally required within residential and business zones to avoid the adverse effects of noise generated from industrial activities, the State Highway and the Airport*
- 8.12 *To prevent residential and visitor accommodation activities from occurring within 25 metres of Activity Area D and E as these activities are not compatible with industrial landuses.*
- 8.13 *To control development to avoid the potential adverse effects of noise generating activities (such as industrial activities) on noise sensitive activities*
- 8.14 *To encourage active street frontages by requiring that residential and visitor accommodation are not located at street level.*

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

Activity Area C is intended to be a true mixed use higher density village environment. There is a higher expectation in terms of the quality of design of the buildings and the space between buildings. The building forms proposed for part of this area will secure a number of resource management outcomes including provision for higher density residential, commercial and office activities. This will enable close proximity for a significant number of residents to the village centre and other activities within the wider Frankton locality.

The provisions for Activity Area C enable education facilities (schools and/or a tertiary institution) in the western part of the Zone close to the Events Centre and areas identified for future expansion of the Events Centre. There are considerable synergies in the co-location of these activities. Higher density

residential activities are also enabled in this area given its proximity and walk accessibility to the Events Centre, education facilities and the mixed use residential and shopping precinct.

## **Objective 9**

### **Industrial and Yard based activities**

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

## **Policies**

- 9.1 *To provide specific areas for industrial uses that will be needed to support economic growth within the Queenstown District*
- 9.2 *To ensure that developed industrial and yard based sites are not compromised over time, by requiring appropriate building coverage and large areas for parking, on site manoeuvring and storage of goods*
- 9.3 *To require all parking, loading and turning of vehicles that are based in, or service, industrial areas to be contained internally within each industrial site*
- 9.4 *To promote high quality design and layout of all sites within this activity area.*
- 9.5 *To exclude retailing of goods unless manufactured on site or directly connected to the industrial use of the site*
- 9.6 *To exclude activities (such as residential activities, custodial units and visitor accommodation) that conflict with the activities of the intended uses in the zone.*
- 9.7 *To ensure that the use of business areas is maximised by requiring large minimum lot sizes and excluding further subdivision.*

- 9.8 *To require buildings design to allow for future adaptive reuse and to ensure office spaces are insulated from noise from both industrial activities and the Airport.*
- 9.9 *To ensure land is used for its intended purpose within this activity area, any office space must be minor and directly ancillary to the principal use of the site.*
- 9.10 *To utilise Activity Area D for the promotion of transportation and distribution activities.*

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

The District is extremely short on industrial land and land dedicated to undertake yard based activities. This shortage of land places pressure on existing land resources, pushing up prices and may force some of these activities out of the District. Because of the nature of activities occurring on these sites any form of residential or visitor accommodation zoning is inappropriate. Industrial land makes a good neighbour for the Queenstown airport.

### **Objective 10**

#### ***Amenity within Industrial and Yard Based Activity Area E***

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

#### ***Policies***

- 10.1 *To enhance the industrial areas by minimising the adverse effects created by activities as a result of street appearance, noise, glare, traffic and dust within the activity area*
- 10.2 *By ensuring sites for industrial activity provide an attractive frontage to streets, public places and neighbours.*

- 10.3 *To ensure provision is made for adequate road access and on-site loading zones, for heavy vehicles and ensure that there is always sufficient area within all sites for large vehicles (truck and trailer) units to exit the site forwards.*
- 10.4 *To promote high quality design and layout of new business areas (consistent with the principles of comprehensive development) in a manner that is sensitive to the amenity of neighbouring activities.*
- 10.5 *To have regard to visual amenity (design and landscaping) of industrial sites which are within the Frankton Flats Special Zone (B).*
- 10.6 *To promote high quality design and layout of new business areas to ensure the adequate provision of public/employee car parking for all of the future uses within the Zone.*
- 10.7 *To promote pedestrian connections into adjacent activity areas and reserve areas*

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

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

## Objective 11

**To create additional industrial zoning for light industry within the Frankton Flats Special Zone (B) (Activity Area E)**

### Policies

- 11.1 *To enable predominantly industrial and trade service activities within Activity Area E;*
- 11.2 *To enable the establishment of light industrial, showroom and service activities as well as low intensity commercial activities that require extensive land areas, such as bulk goods retailing*
- 11.3 *To provide for additional business zoned land in areas that will not adversely affect existing business activities, consistent with maintaining the standard of amenities in the area.*
- 11.4 *To ensure provision is made for adequate road access and on-site loading zones, particularly for heavy vehicles.*
- 11.5 *By ensuring sites for business activity, provide an attractive frontage to streets, public places and neighbours.*
- 11.6 *To exclude activities (such as residential activities and visitor accommodation) that conflict with the activities of the intended uses in the Zone.*
- 11.7 *To ensure that the use of business areas is maximised by ensuring adequate minimum lot sizes and building design to allow for future adaptive reuse.*
- 11.8 *To ensure provision is made for adequate employee and public car parking in the Business and Industrial Zones in the design and layout of new business areas as well as at the time of development.*
- 11.9 *To promote high quality design and layout of new business areas (consistent with the principles of comprehensive development) sensitive to the amenity of neighbouring activities.*

- 11.10 *To ensure the provision of adequate loading zones in the design and layout of new business areas as well as on site loading at the time of development.*

### Explanation and Principal reasons for Adoption

This activity area adjoins the Industrial Zone to the east, the airport to the south and is located to the south of other activity areas so that visibility of industrial buildings and activities from the State Highway is minimal. This activity area will contain industrial and service activities that are generally of lesser amenity in terms of building design, noise and activities, and are appropriately located in closer proximity to the airport. However, in order to provide for a reasonable standard of amenity within the Zone and in particular in relation to the eastern access arterial road linking to the Remarkables Park shopping centre and resort facilities, the rules provide for building setbacks, landscaping, building design and the separation of heavy industrial uses from other uses.

## Objective 12.

**To enable comprehensive mixed use development within the Zone while providing for restraint on single occupancy private car use.**

### Policies

- 12.1 *To provide a movement network which is highly permeable and provides a choice of routes and transport modes.*
- 12.2 *To ensure the layout of the Zone and urban blocks that make up the zone are attractive, landscaped and facilitate walking and cycling.*
- 12.3 *To promote and develop physical opportunities for better public transport within the development and between the development and Queenstown Town Centre.*
- 12.4 *To provide a safe, convenient network of transport routes.*
- 12.5 *To accommodate efficient and economic public utility services which are unobtrusive, and integrate with adjoining sites and development.*

12.6 *To provide for convenient and well located park and ride facilities for visitors to Queenstown.*

12.7 *To ensure that carparking is available consistent with a reduced reliance on the private car for travel.*

12.8 *To provide for methods of influencing travel behaviour change through non-infrastructure measures.*

## Explanation and reasons for adoption

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

## Objective 13

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

## Policies

13.1 *To provide for a landscaped road carriageway for the Eastern Arterial route through the development that is effective in maintaining an attractive amenity and streetscape, mitigating the effects of the industrial activities on that street;*

13.2 *To require that the open space alongside State Highway 6 (Activity Area A) in front of Activity Area C is developed prior to any construction within the Zone;*

13.3 *To require that safe and effective connections to the site from State Highway 6 are in place prior to any construction within the Zone.*

13.4 *To ensure the establishment of a network of well located and well-designed open spaces and connections within and between Activity Areas that complement surrounding activities, support pedestrian*

*activity that facilitates physical and visual connections through the zone. In particular, good visual connections should be provided through different parts of the Zone to the Events Centre where possible;*

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

13.6 *To ensure that that an eastern road arterial connecting to the Remarkables Park Zone is provided for within the site.*

13.7 *To encourage the establishment of landscaping, open space and recreation activities where required in any of the Activity Areas;*

13.8 *To secure reserve contributions in land, money or a combination of land and money to fund the development of reserves;*

13.9 *To secure appropriate contributions for the upgrade of infrastructure required as a result of development;*

13.10 *To secure contributions for the establishment and operation of non infrastructural demand management measures;*

13.14 *To ensure that reserves of quality, quantity, and function are provided in convenient locations to meet the active and passive recreational needs of the resident, working, and visiting community;*

13.15 *To require that a mix of open spaces, reserves, community facilities, and recreational facilities be developed in a staged manner that keeps pace with development.*

13.16 *To ensure through appropriate road network design, that the impact of commercial traffic on other activity areas within the Zone is minimised.*

## Explanation and Principle Reasons for Adoption

There is significant opportunity to secure appropriate reserve land for public open space and recreation, providing amenity to those living and working

within the Zone, and protecting and enhancing the views and landscape both from within and outside of the Zone.

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

## Objective 14

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

## Policies

14.1 *To ensure that noise sensitive activities such as residential, visitor accommodation, community facilities, live/work units and educational establishments are located within Activity Area C.*

14.2 *To ensure that buildings standards are high and protect against the effects of aircraft noise.*

14.3 *To ensure outdoor open space areas are designed in such a way as to mitigate users from the effects of aircraft noise.*

## Implementation Methods

The Objectives and Policies will be implemented through:

## District Plan

- (a) Rules, including the use of an Outline Development Plan to be submitted and granted before individual resource consents are applied for
- (b) Assessment Matters

## Other

- The Urban Design Panel shall be used to evaluate proposals for development exceeding the specified height limits (site standard) against the relevant assessment criteria, prior to lodgement of a resource consent application. The Outline Development Plans and all buildings within Activity Areas B and C will all be the subject to assessment by the Urban Design Panel. The structure and protocol of the Urban Design Panel will be determined by the Council. Liaison with the Urban Design Panel is encouraged early in the design process;
- Design guidelines;
- The Queenstown Entrances Study 2002;
- Council's Reserve's Management Plan and Reserve's Plan;
- Council's development contributions policy under the Local Government Act 2002 for the provision of reserves and community infrastructure.
- Southern Light – Lighting Strategy for the Queenstown Lakes District Council
- Travel Demand management measures including but not limited to the implementation of a travel demand management plan, as described in the definitions.

## 12.19.4 Environmental Results Anticipated

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

- (i) An urban environment which has a strong village core that is interesting, convenient, and attractive for the community's use and enjoyment;
- (ii) A high quality of urban design throughout the Zone;

- (iii) A range of building types and forms that are flexible to changes in use over time and which will promote social and cultural diversity;
- (iv) High quality reserves throughout the Zone to meet the needs of its residents, workers and visitors to the area;
- (v) Compatible mixed use, live work environment, which does not result in reverse sensitivity issues within the Zone nor with the airport, or State Highway;
- (vi) To ensure a high quality living and working environment is achieved despite the presence of the airport, because suitable insulation standards and other design methodologies are employed to ensure that amenity values on the site are not impinged by noise from the airport.
- (vii) An emphasis on travel options including walking and cycling;
- (viii) The encouragement of 24 hour use/ habitation of part of the zone;
- (ix) The provision of a transport node(s) to encourage integration of private and public transport;
- (x) A high quality urban environment that does not detract from the surrounding landscape especially as viewed from State Highway.
- (xi) The Queenstown economy not being constrained by the supply of industrial land
- (xii) A highly permeable environment and built form that encourages pedestrian, cycle and vehicle access with visual links between the focal points and open space
- (xiii) A development that meets the District Plan's principal objectives and policies in respect of landscape protection, urban growth and services

## 12.9 Frankton Flats Special Zone - Rules

### 12.19.1 Zone Purpose

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

In order to achieve a high standard of integrated development, sustainable management, building and open space design, the Zone is subject to a Structure Plan, which details activity areas, and provides for a wide range of matters to be subject to Controlled and Discretionary Activity consent. Before any resource consents for individual developments are lodged applicants are subject to obtaining an Outline Development Plan resource consent, this resource consent may cover some or all of their land. The Outline development plan will show road linkages, reserves and open space, location and density of buildings, parking and loading areas and areas for storage of goods and recycling.

The Zone seeks to achieve maximum flexibility within the parameters of the Structure Plan.

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

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

## 12.19.2 District Rules

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

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

## 12.19.3 Activities

### 12.19.3.1 Permitted Activities

Any Activity which complies with the **Site** and **Zone** Standards and is in accordance with the **Structure Plan** (Figure 1, of this section) and is not listed as a **Controlled, Discretionary, Non-Complying or Prohibited Activity** (in Table 12.17.3.6 to this Rule) shall be a **Permitted Activity**.

### 12.19.3.2 Controlled Activities

Activities listed as **Controlled Activities** in Table 12.17.3.6 to this Rule shall be controlled activities provided they are not listed as a **Discretionary, Non-Complying or Prohibited Activity** and they comply with relevant **Site** and **Zone Standards** and are in accordance with the **Structure Plan**.

The matters over which the Council has reserved control are listed with each controlled activity.

- i **All buildings that are Controlled Activities in Table 1, in respect of:**
- The location, design and appearance of buildings;
  - Effects on wider landscape values;
  - Vehicle access;
  - The location and design of outdoor living space for residential activities;
  - Streetscape design, including landscaping;
  - Pedestrian and access linkages, and the connectivity between activity areas;
  - The location, access, layout and landscaping of off-street car-parking;
  - Solar orientation and orientation of buildings in relation to the prevailing winds and sunlight;
  - Whether the buildings meet or exceed the internal noise controls imposed in 12.19.5.2(vii)(d)
  - Design, landscaping, location, and lighting in respect of maximising private and public safety and preventing crime;
  - Servicing, including the provision of centralised areas for the storage and collection of recyclable waste;
  - The scale and nature of the earthworks and the disposal of excess material.
  - The protection of important viewshafts.

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

- Compatibility with surrounding land use, character and amenity;
- Noise, vibration, lighting and loss of privacy;
- Traffic generation and vehicle access;
- Public and private safety and crime prevention ;
- Nature and scale of activities' and
- Hours of operation

**iii Premises licensed for the sale of liquor**

Premises licensed for the sale of liquor in respect of the scale of activity, car parking, retention of amenity, noise (including indoor and outdoor areas) and hours of operation.

**12.19.3.3 Limited Discretionary Activities**

**i The landscape design of activity Area OS in respect of:**

- a. Species proposed and the maturity at the time of planting;
- b. The maintenance of view shafts towards The Remarkables, Peninsula Hill, Walter and Cecil Peaks;
- c. Long term management and maintenance considerations;
- d. Integration with adjoining land uses;
- e. Public access including walkways and cycle links;
- f. The protection of the state highway from shading or glare;

- g. The protection of vehicle sight lines and any roading authority signs in relation to the State Highway.

**ii Outline Development Plan**

NOTE: for the purpose of this rule the term "Outline Development Plan" is defined as a scaled plan showing, for the whole or any part of an Activity Area and must be approved by Council before any other resource consent within that area is applied for:

The Outline Development Plan of any Activity Area or part of an Activity area lodged with the Council for approval in respect of all of the following:

- (a) The location of roads, accessways, and connections to other activity areas, how the roads contribute to an effective internal roading hierarchy
- (b) Landscaped permeable space, where this is proposed to be provided communally rather than site specific;
- (c) Indicative subdivision or development design and configuration and allotment sizes;
- (d) Proposed setbacks from roads and internal boundaries;
- (e) Pedestrian and cycle links;
- (f) The location of car parking areas and the location of loading and unloading areas for heavy vehicles and service vehicles;
- (g) The maintenance of view shafts and panoramas;
- (j) The Design Guidelines which will apply to all buildings erected within the area subject to the Outline Development Plan within Activity Area ;
- (k) Indicative density plan in regard to the proposed density of residential and visitor accommodation activities.
- (l) The location of facilities that provide access to public transport such as a transport node

- (m) The provision of infrastructure to service the development such as water, sewage treatment, storm water, lighting, power and telecommunications facilities.
- (n) The location, shape, height and bulk of all buildings;
- (o) Location and form of street lighting and any decorative lighting
- (p) The provision of centralised areas for the storage and collection of recyclables and waste;
- (q) All reserve and open space areas to serve the whole or part of the development for which the outline development plan has been applied for.
- (r) Roading pattern and design in particular the way in which design will promote the use of Glenda Drive as an arterial road.
- (s) Traffic generation in relation to the mix of land uses proposed;
- (t) Methods of restraining long term parking use in areas associated with commercial development
- (u) The provision and location of public realm spaces and connections within the development
- (v) The provision of appropriate noise insulation methods for noise sensitive activities and for those areas of open space frequented by the public.

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

- (ii) Commercial activities within Activity Area C with a gross floor area greater than 500 m<sup>2</sup> per retail outlet, with the Council's discretion

restricted to those matters listed under Rule 12.17.3.2(i) and, in addition, the following matters:

- Whether the car parking areas associated with the activity will have an adverse effect on the visual amenity of the streetscape or the surrounding area and whether there will be an adverse effect on connectivity and walk-ability as a result of the car parking.
- (iii) Commercial buildings within Activity Area C with a gross floor area less than 500 m<sup>2</sup> per retail outlet, with the Council's discretion restricted to those matters listed under Rule 12.17.3.2 (i), and, in addition, the following matters:
- Visibility of the building from the State Highway, public places and streets within the Zone.
  - Location, form, and design of the building;
  - Effects of a building on background vistas of outstanding natural landscapes;
  - Car-parking and loading areas.
  - The provision for minimum car-parking provision, and parking control mechanisms
- (iv) For buildings that are listed as Limited Discretionary Activities in Table 1, the Council's discretion is restricted to the matters listed in Rule 12.17.3.2(i) and the following additional matters:
- Visibility of the building from the state highway, public places and streets within the Zone.
  - Location, form, and design of the building;
  - Effects of a building on background vistas of outstanding natural landscapes;

- Whether the site of the building and any areas of car parking and open space visible from the highway are appropriately landscaped;
  - Street Network and block size, connectivity and scale of an area, from a pedestrian and vehicle perspective.
- (v) Any new buildings or activities within Activity Areas E and D otherwise listed in Table 1 at Rule 12.17.3.6 as Permitted or Controlled but which are located within 30 metres of Activity Area F or are located within 30 metres of the eastern access arterial road boundary; with the Council's discretion restricted to the following matters:
- The effects of the building and activities on the streetscape of the eastern access arterial road.
- (vi) Any road that connects to the State Highway in respect of:
- All traffic effects on the State Highway;
  - The design and location of connection to the State Highway;
  - The construction of road works including those on the State Highway.
- (vii) All buildings requiring limited discretionary activity resource consents must be accompanied by a statement from the Urban Design Panel evaluating the application. The Design Review Board shall consist of a panel of at least four members.
- (viii) Any activity which is not listed as a **Non-Complying** or **Prohibited Activity** and complies with all the **Zone Standards** but does not comply with one or more of the **Site Standards** shall be a **Discretionary Activity** with the Council's discretion restricted to that matters contained in that Site Standard

## 12.19.3.4 Discretionary Activities

- i Activities listed as **Discretionary Activities** in Table 1 to this Rule shall be Discretionary Activities provided they are not listed as a **Non-Complying or Prohibited Activity** and they comply with all the relevant **Zone Standards** and are in accordance with the **Structure Plan**.
- ii All buildings listed as **Limited Discretionary** which do not have the support of the Urban Design Panel as outlined in 12.17.3.3 (vii).

## 12.19.3.4 Non-Complying Activities

- i Activities listed as **Non-Complying Activities** in Table 1 to this Rule, shall be Non-Complying Activities provided that they are not listed as a **Prohibited Activity**.
- ii Any Activity which is not listed as a **Prohibited Activity** and which does not comply with one or more of the relevant **Zone Standards**, shall be a **Non-Complying Activity**.

# FRANKTON FLATS (B) – PROPOSED PLAN CHANGE

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## 12.19.3.5 Prohibited Activities

Activities listed as **Prohibited Activities** in Table 1 to this rule shall be Prohibited.

## 12.19.3.6 Table 1

Activity	A (OS)	B	C	D	E
Buildings	NC	LDIS	CON	CON	CON
Landscaping	LDIS	LDIS	CON	CON	CON
Residential Activities	NC	CON		PRO	N-C
Commercial activities with a gross floor area greater than 500 m <sup>2</sup> per retail outlet	N/A	CON	N-C	N-C	N-C
Commercial activities with a gross floor area less than 500 m <sup>2</sup> per retail outlet	N/A			N-C	N-C
Commercial activities (including home occupations) ancillary to any Permitted or Controlled activity	N/A				
Community Facilities	N/A			N-C	N-C
Educational Facilities	N/A			N-C	N-C
Industrial Activities, Services Activities (including ancillary retail activities)	N/A	N-C	N-C		
Health & Day Care Facilities	N/A			N-C	N-C
Visitor Accommodation (including short term residential of less than 3 months)	N/A	N-C	LDIS	PRO	N-C
Premises licensed for the sale and consumption of liquor	N/A	CON	CON	N-C	N-C
Factory Farming, Forestry Activities, Mining	N-C	N-C	N-C	N-C	N-C
Offices ancillary to any Permitted or Controlled Activity (except buildings)	N/A				
Offices	N/A			N-C	N-C
Take-off or landing of aircraft other than for emergency landings and rescues or fire-fighting	N-C	N-C	N-C	N-C	N-C
*Residential, Visitor Accommodation, Educational and Community Activities within the Outer Control Boundary as shown on the Structure Plan	N/A	N/A	N/A	N/A	N/A
Planting of any wilding species (as identified in Part 5 of the District Plan)	N-C	N-C	N-C	N-C	N-C
Panel beating, spray painting, motor vehicle repair or dismantling, fibre glassing, sheet metal work, bottle or scrap storage, and motor body building	PRO	PRO	PRO	CON	CON
Any activity requiring an offensive trade licence under the Health Act 1956.	PRO	PRO	PRO	N-C	PRO

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

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

- \* - Except that any building with a gross floor area greater than 500 m<sup>2</sup> per retail outlet shall be a limited discretionary activity.
- \*\* - Except that one independent retail food outlet of less than 500m<sup>2</sup> is allowed.
- \*\*\* - Except that Visitor Accommodation north of the 600 m line shown on the structure plan is discretionary.

## 12.19.4 Non-notification of Applications

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

- (i) All applications for **Controlled** Activities.
- (ii) All applications for **earthworks** undertaken in relation to otherwise controlled activities in the Frankton Flats Special Zone provided the earthworks are not within 5m of the site or zone boundary.

## 12.19.5 Standards

### 12.19.5.1 Site Standards

#### (a) Building Height

- Within Activity Area B no building shall exceed 6m above ground level;
- Within Activity Area C no building shall exceed 12m above ground level;
- Within Activity Area D no buildings shall exceed 8m above ground level
- Within Activity Area E no building shall exceed 8m above ground level

(b) In addition to the height limits in (a) above, no building located within 150 m of the State Highway shall exceed 10 metres in height above ground level;

(c) For any building above the height limits in (a), an application for resource consent must be accompanied by a statement from the Urban Design Panel evaluating the application.

#### iii Building coverage

(a) In Activity Areas C and E, the building coverage shall be 55% providing that where there is more than one site, this shall be deemed to be 55% of each site.

(b) In Activity Area D the building coverage shall be 30% providing that where there is more than one site, this shall be deemed to be 30% of each site.

- (c) In Activity Area B 15%, providing that where there is more than one site, this shall be deemed to be 15% of each site.

#### iv Outdoor Living Space

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

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

Except that residential units that have been developed exclusively for visitor accommodation (including student accommodation) shall be exempt from this rule. A covenant shall be registered on the title to ensure that the residential units remain for short term use only.

#### vi Earthworks

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

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

exceed **200m<sup>2</sup>** in area within that site (within a 12 month period).

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

#### 2. Height of cut and fill and slope

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

3. Environmental Protection Measures
- (a) Where vegetation clearance associated with earthworks results in areas of exposed soil, these areas shall be revegetated within 12 months of the completion of the operations.
- (b) Any person carrying out earthworks shall:
- (i) Implement erosion and sediment control measures to avoid soil erosion or any sediment entering any water body. Refer to the Queenstown Lakes District earthworks guideline to assist in the achievement of this standard.
- (ii) Ensure that any material associated with the earthworks activity is not positioned on a site within 7m of a water body or where it may dam or divert or contaminate water.
- (c) Any person carrying out earthworks shall implement appropriate dust control measures to avoid nuisance effects of dust beyond the boundary of the site. Refer to the Queenstown Lakes District earthworks guideline to assist in the achievement of this standard.
4. Protection of Archaeological sites and sites of cultural heritage
- (a) The activity shall not modify, damage or destroy any Waahi Tapu, Waahi Taoka or archaeological sites that are identified in Appendix 3 of the Plan, or in the Kai Tahu ki Otago Natural Resource Management Plan.
- (d) The activity shall not affect Ngai Tahu's cultural, spiritual and traditional association with land adjacent to or within Statutory Acknowledgment Areas.

**vii Setback from Internal Boundaries**

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

Activity Areas D and E	5m
All other Activity Areas	2m

**viii Car Parking**

Area D requirements in accordance with existing use provisions in Part 12 of the District Plan.

**Residential**

Parking for residential activities shall be a minimum of 1.25 spaces per residential unit.

**Commercial Activities**

This shall be on the basis of carparking standards in Part 14 (reproduced below) for the use intended but for other (non bulk) retail outlets, other commercial activities and visitor accommodation are lower. In addition to these standards a traffic impact assessment in accordance with whether parking provision achieves the objectives and policies of the Zone shall be submitted concurrently with the Outline Development Plan for each of the areas.

TABLE 1B FRANKTON FLATS ZONE	
	Where the particular use being applied for is not specified below, the rules are contained in Table 1.
Industrial Activity Areas D and E	1 per 25m <sup>2</sup> areas used for manufacturing, fabricating, processing, or packing goods plus 1 per 100m <sup>2</sup> storage space.
Commercial and large format retail stores greater than 500m <sup>2</sup> which sell fast moving high volume goods	1 per 25 <sup>2</sup> GFA
All other retail outlets and other commercial activities	1 per 100 m <sup>2</sup> GFA
Restaurants	1 per 50m <sup>2</sup> PFA (excl toilets) plus 1 per 100m <sup>2</sup> PFA (2 minimum) for staff.
Residential	1.25 per residential unit.
Educational	1 per 10 students over 15 years of age. 1 per 2 staff.
Visitor Accommodation	1 per unit for motels. 1 per 5 beds for hotels.
Healthcare Services	2 per professional, 1 per FTE staff member.
Events Centre – Sportsfields	20 per hectare of playing area plus 2 coach parks per hectare.
Motor Vehicle Repair and Servicing	1 per 25m <sup>2</sup> of servicing area plus 2 per establishment for heavy vehicle parking.

## 12.19.5.2 Zone Standards

### i Structure Plan

All activities and developments must be carried out in conformity with the Structure Plan Figure 1.

### ii Street Scene Setbacks

Within Activity Areas D, and E there shall be a street scene setback of 5 metres from the road boundary for landscaping purposes.

Note – There are also rules that require that the eastern access corridor be developed as a wide multi-purpose carriageway which serves the function of a high volume road plus a landscaped green corridor with provision for walking and cycling.

### iii Continuous Building Length

- a. No building shall have a continuous building length of greater than 10m without mitigation.

### iv Building Height

- a. Within Activity Areas B and C no more than 25% of all buildings within these activity area may exceed the following heights above ground level
  - Activity Area B – 8m
  - Activity Area C – 15m
- b. Within Activity Areas D and E
  - No building shall exceed 10 metres in height above ground level;

- c. All resource consents for additional building height referred to in (a) above must be accompanied by a favourable report from the Urban Design Panel.
- d. All resource consents for additional building heights referred to in (b) above must show how this additional height shall be used to facilitate appropriate industrial use.

Refer Appendix 4 and definitions of Height and Ground Level.

## v Building Coverage

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

- 20% in Activity Areas B
- 80% in all other Activity Areas

## vi Minimum permeable surface

The minimum area of landscaped permeable surface shall be:

- (i) 10 % of the net site area in Activity Areas C, D and E to be provided in a manner which enables the communal shared use of the space by those working in and visiting various sites in the proximity, and
- (ii) There shall be a 10m landscaped setback from the boundary at Grant Road of Activity Areas D and E.
- (iii) 50 % of the net site area in Activity Area B

## vii Noise

- (a) In Activity Areas A, B, C activities shall be so conducted that the following noise limits are not exceeded at any point within the boundary of any other site within this zone:
  - Daytime (0800 - 2200 hrs) 65dBA L<sub>10</sub>
  - Night time (2200 - 0800 hrs) 65dBA L<sub>10</sub> and 75dBA L<sub>max</sub>
- (b) In Activity Areas D and E activities shall be so conducted that the following noise limits are not exceeded at the boundary with Activity Areas C and F:
  - Day-time 0800-2000 hours 65dBA L<sub>10</sub>
  - Night-time 2000-0800 hours 65dBA L<sub>10</sub> and 70dBA L<sub>max</sub>
- (d) Within the Frankton Flats Special Zone (B) any residential unit, visitor accommodation unit, office space, community facility shall be acoustically insulated from noise generated within the Zone and from noise generated by the airport and the State Highway. The acoustic insulation required shall be that as set out in rule 12.17.5.2(viii) below.
- (e) Construction noise shall comply with and be measured and assessed in accordance with the relevant New Zealand Standard.
  - Noise from aircraft operations at Queenstown Airport is exempt from the above standards.
  - Noise levels shall be measured and assessed in accordance with NZS 6801:1991 and NZS 6802:1991

**viii Airport and State Highway noise-related measures -**

- (a) On any site located within the Zone any building or part of a building, or any alteration or addition to a building or part of a building, to be used for permanent and short term residential activities, visitor accommodation or community activities shall be acoustically insulated from aircraft noise, SH6 and industrial noise so as to achieve an indoor design sound level of 40 dBA Ldn, except for non-critical listening environments where no special sound insulation is required. This control shall be met in either of the following two ways:

**EITHER:**

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

**OR:**

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

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

<b>Building Element</b>	<b>Required Construction</b>
External Walls	Exterior: 20 mm timber or 6mm fibre cement Frame: 100mm gap containing 100mm acoustic blanket (R2.2 Batts or similar) Two layers of 12.5mm gypsum plasterboard* (Or an equivalent combination of exterior and interior wall mass)
Windows	Up to 40% of wall area: Minimum thickness 6mm glazing**  Up to 60% of wall area: Minimum thickness 8mm glazing**  Up to 80% of wall area: Minimum thickness 8mm laminated glass or minimum 10mm double glazing**  Aluminium framing with compression seals (or equivalent)
Pitched Roof	Cladding: 0.5mm profiled steel or tiles or 6mm corrugated fibre cement.  Frame: Timber truss with 100mm acoustic blanket (R 2.2 Batts or similar)  Ceiling: 12.5mm gypsum plaster board*
Skillion Roof	Cladding: 0.5mm profiled steel or 6mm fibre cement Sarking: 20mm particle board or plywood.  Frame: 100mm gap containing 100mm acoustic blanket (R2.2 Batts or similar). Ceiling: 2 layers of 9.5mm gypsum plasterboard*
External Door	Solid core door (min. 24kg/m <sup>2</sup> ) with weather seals.

\* Where exterior walls are of brick veneer or stucco plaster the internal linings need be no thicker than 9.5mm gypsum plasterboard.

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

**ix Nature and Scale of Non-Residential Activities**

The following limitations apply to all activities within Frankton Flats Special Zone B:

(a) With Activity Areas B, C, D, and E no goods, materials or equipment shall be stored outside a building, except for vehicles associated with the activity parked on the site overnight, or goods displayed for retail display purposes;

(b) All manufacturing, altering, repairing, dismantling or processing of any materials, goods or articles shall be carried out within a building.

(d) In Activity Areas D and E:

Any goods displayed for sale and retailing undertaken from a site, except for goods manufactured on the site, and ancillary products up to 20% of the gross floor area.

**x Lighting and Glare**

In all Activity Areas:

- All fixed exterior lighting shall be directed away from adjacent sites and roads and State Highway 6; and

- No activity on any site shall result in greater than a 3.0 lux spill (horizontal and vertical) of light onto any other site measured at any point inside the boundary of the other site, provided that this rule shall not apply where it can be demonstrated that the design of adjacent buildings adequately mitigates such effects.

- There should be no upward light spill within this Special Zone

- No activity on any site shall result in adverse effects on or within the carriageway of State Highway 6.

- All roofs of buildings shall be finished or treated so they do not give rise to undue glare when viewed from any public place, neighbouring property or from the air.

**xi Atmospheric Emissions**

There shall be no open solid fuel fires.

**xii Keeping of Animals**

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

**xiii Residential Activities in Activity Area C**

No residential activities shall be situated at ground floor level in Activity Area C.

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

No development or building shall be applied for that prevents the creation of these arterial roads.

**xvii Access to State Highway**

No activity in any Activity Area shall have access to the State Highway except via an arterial road authorised under the Transit New Zealand Act 1989.

**xvii Landscaping within Activity Area A**

No development shall be undertaken within the Zone until such time as Resource Consent has been approved by Council, and all conditions have been given effect to, for:

- (i) The landscape design of Activity Area A, Rule 12.17.3.3 (i).

**xviii Outline Development Plan**

No development shall be undertaken within the Zone or part of the Zone until such time as an Outline Development Plan has been approved by the Council.

**12.17.6 Resource Consents – Assessment Matters**

The resource consent Assessment Matters which apply to the consideration of resource consents in the Frankton Flats Special Zone are specified in this Rule. The Assessment Matters are applied as follows:

- i For all Controlled Activities in the Frankton Flats Special Zone, the assessment matters shall only apply in respect of conditions that may be imposed on a consent.
- ii For any Controlled Activities that do not comply with one or more of the relevant site standards, in determining whether or not to grant consent the Council shall only apply the assessment matters relevant to that Site Standard.

- iii For all Discretionary Activities where the Council's discretion is restricted, in determining whether or not to grant consent the Council shall only apply the assessment matters relevant to the restriction.

- iv For all Discretionary Activities in the Frankton Flats Special Zone, in considering whether or not to grant consent or impose conditions, the Council shall have regard to, but not be limited by, the assessment matters.

**a. Controlled and Discretionary Activity – Landscaping and All Buildings**

- The extent to which the landscape treatment in Activity Area A and within the 50 and 100 m setbacks from State Highway 6 will assist to soften the full extent of development and avoid adverse effects (including reverse sensitivity effects) on the State Highway.
- The extent to which any landscaping, of moderate scale and natural appearance is necessary to partially conceal structures yet allow for view shafts toward The Remarkables and Peninsula Hill from State Highway 6.
- The extent to which any planting of vegetation is of a sufficient maturity to mitigate the effects of buildings and structures.
- The extent to which the landscape treatment of this area is compatible with and provides for pedestrian and cycle access along State Highway 6.
- The desirability of planting native shrubs such as tussocks, divaricating coprosmas and toitoi toward the margin with State Highway 6 progressing through to

copses of low level deciduous trees on the southern side of the 30m setback from the highway.

- The extent to which it is necessary to provide landscape planting adjacent to buildings in order to soften their visual effect.
- The desirability of using deciduous trees within the development to allow for maximum sunlight in winter including the use of planes, ash, birch, oaks, elms and maple.
- The extent to which the colour and exterior finishing materials of any buildings contribute toward maintaining the naturalness of the local environment.
- The extent to which the building will cause adverse shading or icing effects on the state highway.
- The visibility of the building when viewed from the State Highway;
- Whether the location, form, and design of the building contributes to an interesting and varied vista of buildings when viewed along the length of the State Highway frontage of the Zone;
- Whether the building in its own right or in combination with any other buildings adversely affects background vistas of outstanding natural landscapes;
- Whether the site of the building and any areas of car parking and open space visible from the highway are appropriately landscaped;

- Whether any landscaping has the potential to adversely affect background vistas of outstanding natural landscapes.

## **b. Site Layout, Size, Orientation and Density of Development in Activity Areas**

- The proposed site layout connects into the neighbourhood through:
  - adequate pedestrian and vehicle access;
  - the visual links to views or features of significance;
- The extent to which site layout takes into account on-site features, topography, views, vegetation, structures, drainage, services, access, orientation and microclimate considerations.
- The extent to which site layout efficiently distributes utilities to and on the site, taking into account any future site development.
- Sites have the appropriate area and dimensions to enable the siting and construction of buildings and vehicle access parking, turning and loading space.

## **c. Outdoor Living Space**

- Private open space is clearly defined for private use.
  - Private open space areas are of dimensions to suit the requirements having regard to building design, the likely dwelling occupancy, and the accommodation of some outdoor recreational and service needs.

- Part of the private open space is capable of serving as an extension of the function of the dwelling for relaxation, dining, entertainment and recreation and of being accessed from a main living area off the dwelling.
- Notwithstanding the above, dwelling units not having main living areas at ground level may satisfy this requirement by providing a balcony having a minimum dimension of 2.5m<sup>2</sup>.

#### d. Streetscape

- The extent to which the streetscape is considered as an entity that relates appropriately to criteria concerning lot size, layout, and orientation, transport networks, street design, and vehicle parking.
- The extent to which the streetscape is to reflect the functions and characteristics of the street type in the network.
- The extent to which the streetscape incorporates a landscape approach which:
  - Satisfies maintenance and safety requirements, reinforces desired traffic speed and behaviour, and considers lines of sight for pedestrians, cyclists and vehicles.
  - Designs a theme for new streets, or complements existing streetscapes and integrates with new development.
  - Incorporates attractive and coordinated street furniture and facilities to meet user needs.

- Accommodates utility services and minimises their visual impact.
- Maximises the use of trees and plants as landscape features for neighbourhood identity.

#### e. Building Design and Appearance

- The extent to which the architectural style is evocative of a mountain region and whether building forms are sympathetic to the mountain setting and local context.
- The extent to which the relationships between building forms, both generally and between developments in different ownerships have been considered to create a village like quality.
- The extent to which the orientation of buildings optimises views and sun exposure and orientation to open space.
- The extent to which building facades help define and give character to open spaces, squares, streets, paths and parks.
- The extent to which building materials are appropriate to the area and have an alpine character that has local application.
- The extent to which roof colours and materials are such they do not result in an obtrusive impact when viewed from above.
- The extent to which sloping roofs are used to enhance snow removal and for their visual character;

- The extent to which the large scale building is visible from the State Highway, public places, or the streets within the zone or whether it has been encased with smaller scale buildings such that it is barely visible from beyond the site;
- The extent to which provision is made for informal surveillance of public and semi-public areas within and adjacent to the development including streets, parks, plazas and through site links where practical, by:
  - locating doors, windows and other openings associated with living and working area, so that they overlook and interact with public and semi-public areas; and
  - ensuring that walls and fences at the street edge have sufficient transparency or are of a low enough height to allow informal surveillance to occur; and
  - avoiding blank, windowless street level facades of building through placement of doors and windows and by encouraging a mix of activities, and
  - that new development does not compromise good informal surveillance of public and semi-public areas provided by existing developments.

## f. Continuous Building Length

- The extent to which any building within any activity area which has a continuous building length along a road boundary of greater than 10m shall provide architectural diversity and definition such that it articulates the frontage of any building block.

## g. Transport Networks

- Whether and to the extent to which the design features of each type of residential street convey its primary functions and encourage appropriate driver behaviour.
- Whether and to the extent to which connection between residential streets incorporates appropriate traffic management treatment to slow and control traffic.
- Whether and to the extent to which the eastern access road is designed as an arterial road with no on-street parking.
- Whether and to the extent to which the design of connections to the State Highway are safe, sustainable and avoid adverse effects on the state highway resource.
- Whether and to the extent to which co-ordinated arrangements are made for internal road connections between development in different ownerships.
- Whether and to what extent roads provide for non motorised traffic safely.
- Whether and to what extent within Activity Area D provisions are made within the internal roading to promote the use of the arterial roading network into and out of this activity area.
- Whether and to what extent development within the zone is in accordance with the principles and outcomes of the Wakatipu Transportation Study.

## **h. Pedestrian and Cycle Accessways**

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

## **i Open Space**

- Whether and to the extent to which the location and extent of open space and reserves are considered with regards other reserves and open spaces, existing and consented.
- Whether and to the extent to which the open space is within a suitable location for use
- Whether and to the extent to which open space provides views of outstanding natural landscapes of the Zone

- Whether and to the extent to which the open space provides landscaping which enhances and does not detract or compromise the views of the outstanding natural landscapes.

## **j Earthworks and Conservation**

### **1. Environmental Protection Measures**

- The extent proposed sediment/erosion control techniques are adequate to ensure that sediment remains on-site.
- Whether the earthworks will adversely affect stormwater and overland flows, and create adverse effects off-site.
- Whether earthworks will be completed within a short period, reducing the duration of any adverse effects.
- Where earthworks are proposed on a site with a gradient >18.5 degrees (1 in 3), whether a geotechnical report has been supplied to assess the stability of the earthworks.
- Whether appropriate measures to control dust emissions are proposed.
- Whether any groundwater is likely to be affected, and any mitigation measures are proposed to deal with any effects. NB: Any activity affecting groundwater may require resource consent from the Otago Regional Council.

### **2. Effects on landscape and visual amenity values**

- (a) Whether the scale and location of any cut and fill will adversely affect:
- The visual quality and amenity values of the landscape;

- The natural landform of any ridgeline or visually prominent areas;
  - The visual amenity values of surrounding sites.
- (b) Whether the earthworks will take into account the sensitivity of the landscape.
- (c) The potential for cumulative effects on the natural form of existing landscapes.
- (d) The proposed rehabilitation of the site.

### 3. Effects on adjacent sites:

- (a) Whether the earthworks will adversely affect the stability of neighbouring sites.
- (b) Whether the earthworks will change surface drainage, and whether the adjoining land will be at a higher risk of inundation, or a raised water table.
- (c) Whether cut, fill and retaining are done in accordance with engineering standards.

### 4. General amenity values

- (a) Whether the removal of soil to or from the site will affect the surrounding roads and neighbourhood through the deposition of sediment, particularly where access to the site is gained through residential areas.
- (b) Whether the activity will generate noise, vibration and dust effects, which could detract from the amenity values of the surrounding area.

- (c) Whether natural ground levels will be altered.

### 5. Impacts on sites of cultural heritage value:

- (a) Whether the subject land contains Waahi Tapu or Waahi Taoka, or is adjacent to a Statutory Acknowledgment Area, and whether tangata whenua have been notified.
- (b) Whether the subject land contains a recorded archaeological site, and whether the NZ Historic Places Trust has been notified.

### 6. Conservation

- a) Subject to the next criterion, that trees are retained in order to achieve the intended environmental outcomes for that part of the Zone.
- b) That earthworks, excavation and the removal of topsoil to be kept to the minimum necessary to provide for the activities for which the land is to be used.
- c) That the character of the landscape features is enhanced.

### 7. Integration of Non-residential and Residential Activities

- a) Whether and to the extent to which the bulk, form, and external appearance (including quality and colour of finish) of buildings or other structures should be consistent with the intended environmental outcomes for the Zone and in residential areas should be in harmony with the intended character of the area.

## 8. Licensed Premises

In considering any application for the sale of liquor between the hours of 11pm and 7am, the Council shall, in deciding whether or not to grant consent or impose conditions, have regard to the following specific assessment matters:

- a) The character, scale and intensity of the proposed use and its compatibility in relation to surrounding and/or adjoining residential neighbourhoods.
- b) The effect on the existing and foreseeable future amenities of the neighbourhood, particularly in relation to noise and traffic generation.
- c) The effect on roads and the State Highway, particularly in relation to traffic generation.
- d) The topography of the site and neighbouring areas.
- e) The nature of existing and permitted future uses on nearby sites.
- f) The adequacy of car-parking for the site.
- g) The adequacy of screening and buffer areas between the site and other uses.
- h) The previous history of the site, and the relative impact of adverse effects caused by activities associated with sale of liquor.

## 9 Buildings or parts of buildings located within the outer control boundary or other buildings in relation to the state highway.

The extent to which the design and construction of buildings or parts of buildings or of alterations or additions to any building to be

used for residential activities, visitor accommodation or community activities is such that ensures the indoor design sound level specified in the relevant Zone Standard is met.

## 10. Discretionary Buildings and Activities pursuant to Rule 12.19.3.3(ii)

- a) The extent to which new buildings and any associated outdoor activities including carparking and storage are visually compatible in scale with the immediate streetscape and/or adjoining buildings on properties within Activity Areas
- b) The extent to which new developments are designed and detailed to avoid blank walls along street frontages;
- c) The extent to which the private open spaces and habitable rooms in adjacent residential buildings in Activity Areas C are reasonably protected from direct overlooking by building design and detailing, landscaping, and effective location of windows and balconies to avoid overlooking;
- d) The extent to which activities generating noise are located within the building and whether noise will be attenuated effectively;
- e) The extent to which vehicular access and on-site parking areas are adequately screened in the form of fencing or landscaping in order to prevent adverse aural and visual impacts on residential properties.
- f) The visibility of any associated car parking from the State Highway and the extent to which the visual effect of this has been avoided or mitigated.

## 11. Setbacks from Roads and Internal Boundaries

- (a) The extent to which a limited building setback from a road or neighbours is necessary in order to allow more efficient or practical use of the remainder of the site.
- (b) The extent to which alternative practical locations are available for the building or structure.
- (c) The degree to which the proposed building enhances the visual amenity of the site as viewed from the road and adjoining sites.
- (d) The degree to which the proposed building will detract from the outlook and privacy of people on adjoining sites.
- (e) The degree to which proposed landscaping, including plantings, will mitigate the effects of limited building setback from a road or neighbours.
- (f) The extent to which the proposed building, will be compatible with the appearance, layout and scale of other buildings and sites in the surrounding area, including the setback of existing buildings in the vicinity from road boundaries.
- (g) The extent to which the proposed building will have a size, form, and external appearance which is sympathetic to, and in visual harmony with the surrounding environment.
- (h) The extent to which the use of the proposed building will detract from the pleasantness or amenity of adjoining sites, in terms of noise, smell, dust, glare or vibration.

## 12. Buildings and activities within Activity Areas E and within 30m of the boundary with Activity Area C

- (a) Whether and to what extent landscaping is proposed in order to effectively enhance the amenity of the streetscape and to break up and enhance the external appearance of the industrial buildings.

## 13. Discretionary Building Height

- a) Whether the additional height will have an adverse effect on the wider views obtained from State Highway 6, important view shafts within the site, and views from other public places such as the Events Centre.
- b) Whether the ratio of the building height relative to the width of the adjacent street or open space is such that the additional height contributes positively to the streetscape.
- c) Whether buildings have been considered as part of the surrounding urban environment in terms of how they reflect their location within the neighbourhood and the nature of the open spaces which they may face.
- d) Whether variations of building height are used to contribute to the legibility, visual interest and character of the neighbourhood.
- e) Whether variation of building height is used in combination with other design considerations such as streets and other open space layout, site configuration, building form, façade articulation and roof form design to contribute to the urban structure and visual character of the neighbourhood.
- f) Whether the external appearance of buildings on prominent sites has taken into account their importance in framing vistas or views.

- g) Whether the roof form provides an appropriate termination to the building that positively contributes to the variety and visual character of the neighbourhood.
  - h) Whether building facades create a varied and positive interface with the public realm and other buildings having regard to the use of:
    - a. Building materials and colours;
    - b. Glazing treatment;
    - c. Balconies;
      - o Fenestrations;
      - o Roof form variations.
  - i) Whether the additional height would have an adverse effect on State Highway including:
    - Shading;
    - Reverse sensitivity effects;
    - Glare.
- 14. Visitor Accommodation as a Limited Discretionary Activity in Activity Area C**
- a) Whether visitor accommodation will have any effects on surrounding residential character
  - b) Whether car parking is provided on site
  - c) Whether waste and recyclables can be stored and collected without have effects on the surrounding amenity
- 15 Transportation**
- a. The extent to which carparking provision for the use intended is well located, safe and of a minimum number to achieve the objective of supporting the development of an integrated transport system, with increasing use of passenger transport.
  - b. Whether there is a demonstration through a traffic impact assessment of the likely traffic generation from the Activity Area and methods for accommodating that traffic.
  - c. Whether consideration of a Travel Demand Management Plans has been made to accompany the land use associated with non-residential activities within the development site.
  - d. Whether the outline development plan provides for connectivity beyond the site.
  - e. Whether and to what extent the development provides for, safe and secure park and ride facilities well located to the public transport network.
  - f. Whether and to the extent to which the design features of each type of residential street convey its primary functions and encourage appropriate driver behaviour.
  - g. Whether and to the extent to which connection between residential streets incorporates appropriate traffic management treatment to slow and control traffic.
  - h. Whether and to the extent to which the eastern access road, the airport/events centre connection is designed as an arterial road with no on-street parking.

- i. Whether the internal arterial road design and the location of primary access points promotes the use of Glenda Drive particularly for heavy traffic.
- j. Whether and to the extent to which the design of connections to the State Highway are safe, sustainable and avoid adverse effects on the state highway resource.
- k. Whether and to the extent to which co-ordinated arrangements are made for internal road connections between development in different ownerships.
- l. Whether and to what extent roads provide for non motorised traffic safely.

## Part 14 - Car parking

### Carparking

Area D requirements in accordance with existing use provisions in Part 12 of the District Plan.

### Residential

Parking for residential activities shall be a maximum of 1.25 spaces per residential unit.

### Commercial Activities

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

TABLE 1B	FRANKTON FLATS ZONE
	Where the particular use being applied for is not specified below, the rules are contained in Table 1.
Industrial (Activity Areas D and E)	1 per 25m <sup>2</sup> areas used for manufacturing, fabricating, processing, or packing goods plus 1 per 100m <sup>2</sup> storage space.
Commercial and large format retail stores greater than 500m <sup>2</sup> which sell fast moving high volume goods	1 per 25 <sup>2</sup> GFA  1 per 50 m <sup>2</sup> GFA
All other retail outlets and other commercial activities	
Restaurants	1 per 50m <sup>2</sup> PFA (excl toilets) plus 1 per 100m <sup>2</sup> PFA (2 minimum) for staff.
Residential	1.25 per residential unit.
Educational	1 per 10 students over 15 years of age. 1 per 2 staff.
Visitor Accommodation	1 per bedroom to a maximum of 2 per unit. 1 per 5 beds.
Healthcare Services	2 per professional, 1 per FTE staff member.
Events Centre – Sport fields	20 per hectare of playing area plus 2 coach parks per hectare.
Motor Vehicle Repair and Servicing	1 per 25m <sup>2</sup> of servicing area plus two per establishment for heavy vehicle parking.

# FRANKTON FLATS (B) – PROPOSED PLAN CHANGE

## APPENDIX D Definitions

<b>Landscaped permeable surface</b>	Any surface which is significantly landscaped and allows liquid to pass through or penetrate, i.e. soil, and grass. This does not include car parking areas.		<ul style="list-style-type: none"> <li>• Is not at ground floor level; and</li> <li>• Is for the sole use of any staff member and their family working within that building; and</li> <li>• Is restricted by a covenant in favour of the Council on the title of the building determining that the staff accommodation may not be subdivided to create a separate title and staff accommodation may not be sold separately from the building.</li> </ul>
<b>Visitor Accommodation and “short term accommodation” within the Frankton Flats Special Zone</b>	1. Means the use of land/or buildings for short-term, fee paying, living accommodation where the length of stay for any visitor is not greater than 3 months at any time. This definition does not exclude the letting of individually owned residential units. 2. Includes such accommodation as camping grounds, motor park, hotels, motels, boarding houses, guest houses, backpackers’ accommodation, bunkhouses, tourist houses and lodges. 3. Includes the letting of individually-owned residential units, in particular homestays for more than four guests but does not include homestay accommodation for up to four guests. Includes some centralised services or facilities, such as food preparation, dining and sanitary facilities, conference, bar and recreational facilities if such facilities are associated with visitor accommodation within the sense of (1)-(3) above.		
<b>Staff Accommodation</b>	Consists of one of more units of accommodation in the same ownership as the building and; <ul style="list-style-type: none"> <li>• Is within the building; and</li> </ul>	<b>Travel Demand Management Plan</b>	Means the identification of a vision, objectives and targets as well as a detailed action plan of measures with respect management of parking, implementation of a travel behaviour change programme, passenger transport provision etc. Provisions should be made within the plan to ensure there is adequate monitoring of the performance of the plan which it is suggested should start with a thorough travel survey of all users of the development within six months of occupation and that this survey be repeated annually. This monitoring should also extend to collecting data on traffic flows, passenger transport usage and ‘mode share’ for all key journey purposes.

## SUBDIVISION RULES

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

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

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

### Add the following as a zone standard:

**xv** The creation of an arterial road that provides for high traffic volume, safe walkways, cycleways and landscaping.

The carriage way shall be designed to a minimum standard classification of Primary Street: Arterial as defined in NZS4404;1981 or subsequent adopted standards as a minimum. The legal road reserve width shall be approved by Council at the design stage of the subdivision and will be 10 metres either side of the carriageway to provide for landscaping and multi use tracks.

### Add to 15.2.3.3 Discretionary Subdivision Activities

(vii) In the Frankton Flats Special Zone (B) all subdivision shall be a **Limited Discretionary** Activity.

### Add to 15.2.7.1 Controlled Activity Subdivision Activities – Subdivision Design

The adequacy of interconnecting roads between development under separate management or ownership.

### Add to 15.2.7.3 (xii)

In the Frankton Flats zone the requirement that any staff accommodation in Activity Areas F should not be subdivided from the remainder of the title.



