

Further Evaluation under Section 32AA of the Resource Management Act 1991: Changes made to the provisions after the hearing as a result of the hearing, submitter conferencing and joint witness conferencing. This further evaluation is supplementary to the notified section 32 evaluation.

- Provisions: single underline and strike through – changes as notified September 2014.
- Provisions: double underline and double strike through: changes made to reflect submissions, made 10 November 2014. Discussed with Nigel Bryce (s42A report author). Mr Bryce either agrees with changes shown (reflected in the s42A report), or agrees in principal with changes shown, subject to evidence being provided. Please note that the s42A report also contained a further evaluation of some of these provisions.
- Provisions: double underline and double strike through and **green highlighting**: changes made to the provisions following hearing deliberations and conferencing.
- Provisions: **Grey highlighting** denotes the changes made to the notified provisions following joint witness conferencing in February 2015, and these represent the provisions presented at the hearing by Mr Kyle on 18 February 2015.
- Text in black: evaluation of changes made to the operative District Plan as notified.
- Text in **red**: evaluation of the changes made to the notified provisions as a result of submissions, and was presented at the hearing by Mr Kyle.
- Text in **green**: evaluation of the changes made to the notified provisions as a result of the hearing and conferencing.
- **Text in grey highlighting**: evaluation of the changes made to the notified provisions following joint witness conferencing in February 2015, and these represent the provisions presented at the hearing by Mr Kyle on 18 February 2015.

Existing Queenstown Town Centre Objectives:

10.2.4 Objective 1 - Maintenance and Consolidation of the Town Centre

Maintenance and enhancement of the Queenstown Town Centre as the principal commercial, administration, cultural and visitor focus for the District.

10.2.4 Objective 2 - Character and Heritage

A town centre in which the built form, public space and linkages reflects, protects and enhances the distinctive built heritage and image which creates its essential character.

10.2.4 Proposed Objective.3 – A high quality, attractive environment within the Lakeview sub-zone where new business, tourist, convention, community, visitor accommodation and high density residential activities will be the predominant uses. Commercial activities are also provided for particularly where they meet demand arising from the intensification of use within the sub-zone.

10.2.4 Objective 3— 4 - Accessibility and Parking

A town centre which is accessible to people.

Objective - Assessment Under Section 32 (1)(a)

Amendments to proposed Objective 10.2.4.3 have been made following joint witness conferencing. The amendments made more clearly describe and define the intended commercial uses to be established within the Lakeview sub-zone. The change will also assist the sub-zone will complement the existing town centre zoned land in Queenstown, and not compete with it. These changes were made as a result of joint witness conferencing and the objective is now considered to be the most appropriate way to achieve the purpose of the Act based on the outcome of the joint witness conferencing whereby some limitations to the type of commercial activities provided for within the Lakeview sub-zone was considered to be necessary.

POLICY / RULE / METHOD	Assessment under section 32(2) of the Act		Assessment under section 32(1)(b)(ii) of the Act:
	Environmental, Economic, Social and Cultural Benefits	Environmental, Economic, Social and Cultural Costs	Having regard to the appropriateness of the provisions by assessing their efficiency and effectiveness in achieving the objectives
RULES AND OTHER METHODS			
<p>Policy 10.2.4.1.2 <u>To provide for growth in business, tourist, visitor accommodation, high density residential, and community and commercial activities by zoning suitable additional land in close proximity to within the vicinity of the town centre.</u></p>	<p>The benefits of including this new policy are similar to those discussed under the benefits of amending the zoning maps, please refer above.</p> <p>Clearly define the outcomes sought through the Queenstown Town Centre zone, which is to ensure it maintains its primacy as the principal commercial, administration, cultural and visitor focus for the District.</p> <p>Additional land zoned for this purpose is required to maintain this position as the Districts primary commercial, civic and tourism centre, as identified in the McDermott Miller Strategies</p>	<p>A possible cost is the loss of residentially zoned land and thereby a possible reduction of housing options. Under the subject plan change the proposed zoning will impose fewer restrictions on residential activities than the current High Density Residential Zone, thereby enabling greater diversity in housing options for the sites.</p> <p>There may be some costs associated with the changes made to this policy as a result of the joint witness conferencing, insofar as the changes may limit the range of commercial activities establishing outside of the existing town centre.</p>	<p>Efficiency:</p> <p>These proposed amendments are considered to be efficient through providing additional Queenstown Town Centre zoned land, addressing this capacity issue. The plan change will result in economic efficiencies through:</p> <ul style="list-style-type: none"> the existing agglomeration economies will be reinforced, thereby resulting in the efficient use of the established tourism infrastructure at Queenstown; efficiencies for marketing Queenstown tourism product; the concentration of commercial activities in the town centre resulting in the efficient use of the services

	<p>Ltd report.</p> <p>The changes to this policy may result in benefits to the Queenstown Town Centre zone as a whole by specifying those activities which are to be predominant uses in areas within newly re-zoned Town Centre land.</p>		<p>and the roading network;</p> <p>This proposed policy is efficient through providing guidance that additional land can be rezoned to Queenstown Town Centre where there is a clear need.</p> <p>Effectiveness:</p> <p>The proposed policy is effective in providing clear guidance to plan users and decision makers that the Queenstown Town Centre zone should be responsive to change as required to accommodate growth, particularly in accommodating and servicing the towns' tourism economy.</p> <p>Appropriateness:</p> <p>The efficiency and effectiveness of the proposed policy will assist in achieving existing objective 10.2.4.1. The proposed policy has been assessed as appropriate.</p> <p>The changes made to the proposed policy as a result of joint witness conferencing ensure the policy is the most appropriate to</p>
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			achieve objective 10.2.4.1.
<p><u>Policy 3.3.1 To provide a mixed use environment which is a desirable place to visit, live and work by providing for the following activities:</u></p> <ul style="list-style-type: none"> • <u>a convention centre to serve the community and visitors:</u> <ul style="list-style-type: none"> □ commercial activities and tourist and commercial recreation activities, offices and small-medium scale retail activities; □ <u>high quality visitor accommodation; and</u> □ <u>well-designed high density residential activities;</u> • <u>Well-designed public spaces; and</u> • <u>Commercial activities.</u> 	<p>This policy provides a clear framework which sets out the types of activities envisaged in the Lakeview sub-zone. The benefits of this policy are its clarity, which will assist plan users and decision makers; it is enabling for those activities listed in the policy. This will result in efficiencies in terms of District Plan administration.</p> <p>This policy will also provide wider benefits in terms of providing for District wide growth in tourism, through the development of a convention centre and recreational commercial activities at this under-utilised site. This policy will enable to efficient development of this site which will result in wider benefits in terms of household income and GDP growth and employment growth for the Queenstown Lakes District.</p> <p>The changes to this policy may result in benefits to the</p>	<p>No significant costs have been identified in relation to this proposed policy.</p> <p>There may be some costs associated with the changes made to this policy as a result of the joint witness conferencing, insofar as the changes may limit the range of commercial activities establishing outside of the existing town centre. This potential costs is managed via the rule regime proposed.</p>	<p>Efficiency:</p> <p>This proposed policy is considered to be efficient in terms of District Plan administration through providing clear guidance of the expected uses of the Lakeview sub-zone.</p> <p>More notably, this policy will enable the efficient use of the Lakeview site, which is a rare, under-utilised parcel of land within the Queenstown central area.</p> <p>Effectiveness:</p> <p>The proposed policy is effective in providing clear guidance to plan users and decision makers that the Lakeview sub- zone can be developed with a range of activities that will support and develop the tourism industry and provide economic benefits.</p> <p>Appropriateness:</p> <p>The efficiency and effectiveness of the proposed policy will assist in achieving proposed Objective 10.2.4.3. The proposed policy has</p>

	Queenstown Town Centre zone as a whole by specifying those activities which are to be predominant uses in areas within proximity to the existing town centre.		<p>been assessed as appropriate.</p> <p>The changes made to the proposed policy as a result of joint witness conferencing ensure the policy is the most appropriate to achieve objective 10.2.4.3.</p>
<p>Policy 3.3.4 <i>To encourage pedestrian links within and through the Lakeview subzone, and to the surrounding public spaces and reserves and manage traffic flows and need for car parking via Integrated Traffic Assessments for new significant development.</i></p>	<p>Providing pedestrian connections is considered to be an important element of the Lakeview sub-zone. Without pedestrian connections from the sub-zone to the wider environments the viability of development of the site could be compromised.</p> <p>Further, in order to encourage a variety of transportation modes, pedestrian links to the site are required. Many tourists (and convention centre delegates) do not have private vehicles so pedestrian links will be a necessary component of development.</p> <p>The amendment to this policy will result in transportation related benefits by ensuring that new large scale development at the Lakeview sub-zone will consider and manage the effects of traffic flows and parking needs</p>	<p>There will be financial costs associated with these policies. Costs associated with the development of pedestrian links will be part of construction costs for individual developers as well as the Council when the main road network and Square is developed.</p> <p>The costs identified associated with this amended policy include the additional technical reporting and mitigation measures that may be required for new significant developments. These costs may be a deterrent to development, but are considered appropriate to manage transportation related effects.</p>	<p>Efficiency:</p> <p>It is considered that the costs associated with the provision of pedestrian links, and requiring an ITA for significant developments, will be outweighed by the benefits the amenities/infrastructure will provide for activities at the Lakeview site. These policies are therefore considered to be efficient.</p> <p>Effectiveness:</p> <p>The proposed policies are effective in providing clear guidance that the development of the Lakeview subzone must include pedestrian links within the subzone and also provide wider pedestrian connections to the surrounding environment (the Lake, the Queenstown mall, local hotels for instance). The policy also provides clear direction that ITA's will be required in order to effectively manage traffic flows</p>

	at the time they are developed.		and parking demand. Appropriateness: The efficiency and effectiveness of the proposed policies will assist in achieving proposed objective 10.2.4.3. The proposed policies have been assessed as appropriate.
<p><u>Policy 3.3.6 To enable retail floor space for small to medium scale retail activities to meet demand arising from the intensification of use within the sub-zone and from growth more generally within the Queenstown town centre area.</u></p> <p><u>Policy 3.3.7 To avoid the development of large format retail activities or the development of large scale, standalone retail complexes in the Lakeview sub-zone.</u></p>	<p>This policy is proposed to ensure that large format retail does not develop at the Lakeview sub-zone. Large format retail activities are not considered to be appropriate at the Lakeview sub-zone and do not align with the urban design principles developed for this site.</p> <p>This policy addresses possible adverse distributional effects that may arise as a result of this plan change whereby large retailers may wish to locate, or re-locate at the Lakeview sub-zone which may affect retail distribution elsewhere.</p> <p>The changes to these policies will result in benefits to the</p>	<p>These policies may prevent development of the Lakeview site and place additional costs associated with seeking a resource consent should developers proposed retail activities that do not achieve this threshold. This cost is considered to be acceptable as the purpose of the policy is to deter large format retail development at the Lakeview sub-zone.</p> <p>There may be some costs associated with the changes made to these policies as a result of the joint witness conferencing, insofar as the changes may limit the range and timing of retail activities establishing in the Lakeview sub-zone. These potential costs are considered</p>	<p>Efficiency: This policy will result in the efficient use of the Lakeview sub-zone site, and will encourage the continued efficient use of other areas for large format retail.</p> <p>Effectiveness: The proposed policies are effective in providing clear guidance that the development of the Lakeview sub-zone shall not include large format retail activities and will provide decision makers with the policy framework under which resource consent applications for large format retail activities will be considered.</p> <p>Appropriateness: The efficiency and effectiveness of</p>

	Queenstown Town Centre zone generally by providing further direction for the types of retail expected to be developed at the Lakeview sub-zone and will assist development of the sub-zone to progress in line with demand.	acceptable.	<p>the proposed policy will assist in achieving proposed objective 10.2.4.3. The proposed policy has been assessed as appropriate.</p> <p>The changes made to the proposed policies as a result of joint witness conferencing ensure the policies align with objective 10.2.4.3 and therefore are considered to be the most appropriate to achieve this objective.</p>
<p>Rule 10.6.3.2 Controlled Activities</p> <p><i>i Buildings located in the town centre outside the special character area and outside of the Lakeview sub-zone</i></p> <p><u>Buildings in respect of design (including adverse effects on the heritage values of Glonarm Cottage which is located at 50 Camp Street), appearance, signage (which may include directional street maps for buildings, and servicing requirements within the Isle Street sub-zone), lighting, materials and impact on the streetscape. (Refer District Plan Map No. 36.)</u></p>	<p>An amendment is proposed for this controlled activity rule for buildings to include specific requirements for new buildings within the Isle Street sub-zone. Including a requirement to require directional street maps will ensure that for visitor orientated activities in particular appropriate way-finding signage can be required at the time of resource consent. This will assist in integrating the Isle Street sub-zone into the existing town centre, and also enabling clear connections to the Lakeview sub-zone.</p>	<p>Some financial costs will be associated with providing signage and, if required, servicing.</p>	<p>Efficiency:</p> <p>This rule will introduce specific matters to be considered at the time resource consent is processed for buildings within the Isle Street subzone. The provision will result in efficiency gains over through ensuring clear directional signage is provided, when required, at the time new buildings are developed. Ensuring way-finding is provided for will result in transportation related efficiencies.</p> <p>Effectiveness:</p> <p>Ensuring that way-finding</p>

			<p>strategies are provided at the resource consenting stage of a new building development (where appropriate) will ensure this matter is addressed for activities in the Isle Street sub-zone.</p> <p>Appropriateness:</p> <p>The proposed amendment to Rule 10.6.3.2 will assist in achieving proposed Objective 10.2.4.3(iv) and is considered appropriate for managing the effects of visitor accommodation at the Isle Street sub-zone.</p> <p>Note the grey highlighted provision relating to Glenarm Cottage was not in the notified version of the provisions.</p>
<p>Rule 10.6.3.2 Controlled Activities</p> <p>iv Visitor Accommodation</p> <p>Visitor Accommodation in respect of:</p> <p>(a) Building external appearance</p> <p>(b) Setback from internal boundaries</p> <p>(c) Setback from roads</p> <p>(d) Access</p> <p>(e) Landscaping</p>	<p>Visitor Accommodation at Lakeview sub-zone is now provided for as a restricted discretionary activity (see below). The benefits of this amendment are discussed below.</p>	<p>Visitor Accommodation at Lakeview sub-zone is now provided for as a restricted discretionary activity (see below). Costs associated with this amendment to activity status include the increase in uncertainty of the consenting process, which may deter development. This cost is considered acceptable,</p>	<p>The amendment to this rule is discussed below.</p>

<p>(f) Screening of outdoor storage and parking areas.</p> <p>And, in addition, in the Town Centre Transition sub-zone and the Lakeview sub-zone and the Isle Street sub-zone in respect of:</p> <p>(g) The location of buildings</p> <p>(h) The location, nature and scale of activities on site</p> <p>(i) The location of parking and buses and access; <u>and</u></p> <p>(j) Noise, and</p> <p>(k) Hours of operation</p> <p>(k) For the Lakeview sub zone, the extent to which pedestrian connections to the Queenstown commercial centre (Shotover Street and surrounds), via Hay Street (or an alternative location) can be further formulated.</p> <p>(l) For the Lakeview sub zone, the provision of adequate car parking to meet predicted demand.</p>		<p>when balanced against the need to consider effects on a case by case basis for large development Lakeview.</p>	
<p>Rule 10.6.3.2 Controlled Activities</p> <p><u>vi Buildings located in the Lakeview sub-zone in respect of:</u></p> <p>(c) <u>The extent to which any fences, walls, landscaping forward of the front of buildings line provide visual connections between any building</u></p>	<p>The new matter for control will ensure adverse effects on the adjoining cemetery are appropriately managed.</p>	<p>The new matter of control may result in some constraints to building development at the 34 Brecon Street and/or the Lakeview Camping Ground. This is considered appropriate for managing possible effects on the Cemetery.</p>	<p>Efficiency</p> <p>This provision may result in some reduction to the efficient use of land.</p> <p>Effectiveness</p> <p>The provision is effective in terms</p>

<p><i>and adjoining public spaces:</i></p> <p><i>(e) The provision of pedestrian through site links within the sub-zone and between public spaces / reserve areas.</i></p> <p><i>(h) The extent to which the design and setback of buildings erected at 34 Brecon Street and/or the Lakeview Camping Ground mitigates any adverse effects on the heritage values of the adjoining Queenstown Cemetery.</i></p>			<p>of managing potential adverse effects on the cemetery.</p> <p>Appropriateness</p> <p>The proposed amendment will assist in achieving Objective 10.2.4.2 by managing potential adverse effects on the cemetery. This provision is considered to be appropriate.</p>
<p><u>10.6.3.2A Restricted Discretionary Activities</u></p> <p><u>i Convention Centres located within the Lakeview sub-zone</u></p> <p><u>Council's discretion is restricted to the following matters:</u></p> <p><u>(a) To manage effects on the transportation network: an integrated transport assessment, including a comprehensive travel, access and parking plan shall be provided to address manage transport impacts related to the activity, and may include directional street map signage to assist pedestrian and vehicle movements to the site</u></p> <p><u>(b) The enhancement of pedestrian connections and networks from the site to the Queenstown commercial centre (Shotover Street or surrounds).</u></p>	<p>The activity status for Convention Centres in the Lakeview sub-zone has been amended from controlled to restricted discretionary. The environmental benefits of this amendment will ensure that only where those matters identified in this rule, including traffic flows, can be appropriately managed should a convention centre be developed at the site.</p>	<p>The environmental costs associated with the change in activity status may be uncertainty in the resource consenting process. However, this cost is considered to be acceptable and the matters over which the Council has discretion are clearly set out in this rule.</p>	<p>Efficiency:</p> <p>This rule requires a resource consent for convention centre at Lakeview. The activity status is a restricted discretionary activity, whereby the Council can grant or decline that application based on the consideration of the matters listed in this rule (and associated assessment matters). This is considered to be an efficient method of managing and providing for convention centres in the Lakeview sub-zone while retaining the ability to manage potential adverse effects.</p> <p>Effectiveness:</p> <p>This proposed rule clearly sets out</p>

<p><u>(c) Provision for landscaping.</u></p> <p><u>(d) Provision for screening of outdoor storage and parking areas and parking areas and its siting proximate to adjoining properties.</u></p> <p><u>(e) The design and layout of buildings and activities on site.</u></p> <p><u>(f) Management of the effects of noise.</u></p> <p><u>(g) Hours of operation</u></p> <p><u>(h) The positive effects of the activity.</u></p>			<p>the matters over which the Council has reserved discretion for convention centre activities at Lakeview. The restricted discretionary activity status is an effective method to manage the adverse effects of these activities, and this activity status recognises the positive effects of the activity.</p> <p>The changes made to these provisions as a result of joint witness conferencing improve the effectiveness of the rules in terms of the consideration of effects as required for restricted discretionary activities.</p> <p>Appropriateness:</p> <p>This proposed rule will assist in achieving proposed objective 10.2.4.3 and the other objectives relevant to the Queenstown Town Centre zone which seek to maintain and enhance the Queenstown Centre as the principal commercial, administration, cultural and visitor focus for the District. Providing a clear framework for the consideration of convention</p>
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			centres in the District Plan, and retaining some level of discretion in considering these activities is appropriate.
<p>10.6.3.2A Restricted Discretionary Activities</p> <p>ii Visitor Accommodation in the Lakeview sub-zone</p> <p>Council's discretion is restricted to the following matters:</p> <p>(a) The design and layout of building and activities on the site. Building external appearance</p> <p>(b) Setback from internal boundaries and roads</p> <p>(c) To manage effects on the transportation network: an integrated transport assessment, including a comprehensive travel, access and parking plan shall be provided to address manage transport impacts related to the activity, and may include directional street map signage to assist pedestrian and vehicle movements to the site</p> <p>(d) Provision for landscaping</p> <p>(e) Provision for screening of outdoor storage and parking areas and its siting proximate to adjoining properties.</p> <p>(f) Management of the effects of noise</p> <p>(g) The positive effects of the activity.</p>	<p>The activity status for visitor accommodation and larger commercial activities in the Lakeview sub-zone and the Beach Street block has been amended from controlled to restricted discretionary status. The environmental benefits of this amendment will ensure that traffic flows and parking in particular can be appropriately managed via the resource consenting process at the time these activities are developed.</p> <p>The changes made to clause (a) as a result of joint witness conferencing will broaden the decision makers' discretion to include the layout of buildings and activities on site. This will be beneficial in terms of environmental outcomes.</p>	<p>The environmental costs associated with the change in activity status may be uncertainty in the resource consenting process. However, this cost is considered to be acceptable. As the matters over which the Council has discretion are clearly set out in this rule, applicants can focus their assessments in these areas.</p>	<p>Efficiency:</p> <p>This rule sets out the matters to be considered at the time a resource consent is processed. However, the long term benefits whereby the effects of visitor accommodation and large scale commercial activities will be appropriately managed, in particular in terms of effects on the transportation network, is expected to result in efficiency gains over the longer term.</p> <p>Effectiveness:</p> <p>Ensuring that effects on the transportation network, amongst other matters, are considered at the resource consenting stage of a development will ensure this matter is addressed for activities in the Lakeview sub-zone and the Beach Street block. The provision is effective in ensuring this process.</p> <p>The changes made to these provisions as a result of joint</p>

<p><u>iii Commercial activities with a gross floor area of more than 400m² in the Lakeview sub-zone and Commercial Activities and Visitor Accommodation within land bounded by Hay, Beach, Lake and Man Streets</u></p> <p><u>Council's discretion is restricted to the following matter:</u></p> <p><u>(a) To manage effects on the transportation network: an integrated transport assessment, including a comprehensive travel, access and parking plan shall be provided to address manage transport impacts related to the activity, and may include directional street map signage to assist pedestrian and vehicle movements to the site</u></p>			<p>witness conferencing improve the effectiveness of the rules, for the consideration of effects as required for restricted discretionary activities.</p> <p>Appropriateness:</p> <p>The proposed inclusion of Rule 10.6.3.2A will assist in achieving proposed Objective 10.2.4.3 and the Queenstown Town Centre objectives and is considered appropriate for managing the effects of larger developments at the Lakeview sub-zones and the Beach Street block.</p>
<p>10.6.3.4 Non-Complying Activities</p> <p>vi Residential Flat</p> <p>Residential Flat, except in Town Centre Transition sub-zone <u>and the Isle Street sub-zone</u> where residential flats are permitted.</p>	<p>This amendment provides for residential flats in the Isle Street sub-zone. The benefits of this rule reflect the mixed use and transitional environment, whereby residential uses are expected to remain in the Isle Street sub-zone.</p>	<p>No costs have been identified in associated with this rule.</p>	<p>Efficiency:</p> <p>This rule will enable residential flats to be developed in the Isle Street sub-zone, providing for the efficient use of this land for residential purposes, alongside commercial uses.</p> <p>Effectiveness:</p> <p>This rule is effective in terms of providing for residential units in this zone.</p>

			<p>Appropriateness:</p> <p>The proposed amendment to Rule 10.6.3.4 will assist in achieving Objective 10.2.4.1 and 10.2.4.25 and is considered appropriate.</p>
<p>10.6.4 Non-Notification of Applications</p> <p><i>Any application for a resource consent for the following matters may be considered without the need to obtain the written approval of affected persons and need not be notified in accordance with section 93 of the Resource Management Act 1991, unless the Council considers special circumstances exist in relation to any such application.</i></p> <p>(i) All applications for Controlled and Restricted Discretionary Activities.</p> <p>(ii) Applications for the exercise of the Council's discretion in respect of the following Site Standards:</p> <ul style="list-style-type: none"> • Building Coverage • Historic Building Incentive • Residential Activities • Noise within the Lakeview sub-zone 	<p>No new benefits have been identified in relation to the inclusion of 'restricted discretionary' activities in this provision, given that in the notified PC50 provisions these activities were controlled activities (and will therefore be non-notified).</p> <p>In terms of the amendment to the noise provision, no new benefits have been identified with the removal of this clause from this provision. This amendment will mean that there is no assumption that applications in relation to the noise site standards will be non-notified.</p>	<p>The amendment to this rule will provide for resource consent applications for Restricted Discretionary activities to be considered without the need to notify. No new costs have been identified given that in the notified PC50 provisions these activities were controlled activities.</p> <p>The amendment to this provision enables the Council to consider on a case by case basis whether or not to notify a resource consent application that relates to noise rules not being achieved. The costs associated with this process are considered to be acceptable in order to manage noise effects.</p>	<p>Efficiency:</p> <p>This provision will enable to efficient use of the Lakeview site through enabling the consenting process to proceed on a non-notified basis (subject to special circumstances).</p> <p>Effectiveness:</p> <p>This rule is an effective means of clearly setting out where applications will not require notification.</p> <p>Appropriateness:</p> <p>The amended provisions will assist in achieving Objective 10.2.4.1 and proposed Objective 10.2.4.3. Non-notification for Restricted Discretionary activities is therefore appropriate.</p>

<p>10.6.4 Non-Notification of Applications</p> <p>(i) All applications for Controlled and Restricted Discretionary Activities set out in Rule 10.6.3.2A i and ii.</p>	<p>The benefit of this change (following joint witness conferencing) is to provide a non-notified consenting process provided for for Convention Centres and Visitor Accommodation in the Lakeview sub-zone. This is in line with the notified provisions.</p>		<p>Efficiency</p> <p>This provisions will provide for an appropriate and efficient resource consenting process for the specified activities.</p> <p>Effectiveness</p> <p>The provision is effective is describing those activities where notification is not considered necessary.</p> <p>Appropriateness</p> <p>The provision is considered to be the most appropriate for achieving proposed Objective 10.2.4.3 alongside the other provisions.</p>
<p>Proposed Amendment to Site Standard 10.6.5.1 Site Standards</p> <p>iv Street Scene</p> <p><u>(d) In the Lakeview sub-zone, the minimum setback of any building from boundaries shared with Glasgow Street shall be 4.5 metres.</u></p> <p><u>(e) In the Isle Street sub-zone no setback is permitted for any building from boundaries shared with Brecon Street. The maximum setback of any building from other road boundaries shall be 1.5 metres.</u></p>	<p>Managing building setbacks on sites will assist in achieving a high quality urban environment at the Lakeview sub-zone, and, coupled with height plane angles, will appropriately manage potential adverse effects of commercially scaled buildings adjacent to residential zones. For the Lakeview sub-zone, the boundary is shared with the High Density Residential Zone adjacent to Glasgow Street and Thompson Street. Due to</p>	<p>These provisions provide restrictions on the use of sites. Where a development does not achieve the setbacks, resource consent will be required for a discretionary activity. It is considered that the costs associated with this rule are minor, and are outweighed by the benefits.</p> <p>No further costs have been identified in relation to the recommended amendments to</p>	<p>Efficiency:</p> <p>This standard is clear and easily interpreted and is an efficient method for managing the effects of buildings and in particular the effects on streetscape and adjoining activities.</p> <p>The standard for the Beach Street block is neutral in terms of efficiency; the loss of buildable land is minor and can be used for other purposes.</p>

<p>(f) <u>From the 17th September 2014 on any site involving the construction of a new building(s) in the Isle Street sub-zone there shall be no parking of vehicles in the front yard. In the Isle Street sub-zone there shall be no parking of vehicles in front yards.</u></p> <p>(g) <u>In the Isle Street sub-zone, the minimum setback of any building from other site boundaries shall be 1.5 metres. the rear yard boundary shall be 6m.</u></p> <p><u>Note: For the avoidance of doubt, corner sites have no rear boundary.</u></p> <p>(h) <u>On the allotments described as Sections 11 and 17, Block VIII, Town of Queenstown the minimum setback of any building from the north-western side yard boundary shall be 2m.</u></p> <p><u>Note: for the avoidance of doubt, this rule does not apply to road boundaries.</u></p>	<p>the elevation of the site in relation to Thomson/Brunswick Street, and the location of reserve land on the Thompson Street corner of the Lakeview sub-zone, a setback from Thomson Street is not considered to be necessary.</p> <p>Following consideration of the submissions received on the plan change in relation to the Isle Street sub-zone, it is recommended that the provisions that relate to the Isle Street sub-zone be amended. The recommended changes to these Isle Street sub-zone rules seek to provide for a pedestrian focused environment along Brecon Street, by requiring buildings be immediately adjacent to this street frontage.</p> <p>The requirement for a minimum 1.5m setback from side boundaries is recommended to be removed and replaced with a 6m minimum setback from the rear boundary.</p>	<p>amendment to clause (f) in relation to car parking in the front yard.</p> <p>In terms of the recommended changes to the boundary set back rules, the change will enable buildings to be built on the side yards, up to a height of 8m if adjacent to an existing residential use on the south and south-western boundaries. This will have an effect on the residential amenity values of the neighbouring property. However, this effect is considered to be acceptable and necessary to enable the transitioning of this sub-zone from a residential zone to the town centre zone.</p> <p>Regarding the Beach Street block, the costs identified from this provision will be the reduction in land able to be developed as a result of this setback requirement. This cost is considered to be minor, and the land could be used for other purposes, such as car parking.</p>	<p>Effectiveness:</p> <p>This rule will be effective in providing effective management of the siting of buildings on a site. The recommended amendment to clause (f) will provide certainty to those existing uses in the Isle Street sub-zone which currently park in the front yard that this activity can continue without the burden of demonstrating existing use rights.</p> <p>This rule is an effective method to achieve a higher level of amenity for neighbouring properties for the Beach Street block.</p> <p>Appropriateness:</p> <p>The proposed Rule 10.6.5.1 (iv) (d)-(g) will assist in achieving proposed Objective 10.2.4.3 and is considered appropriate for managing the effects of built development at the Lakeview sub-zone and the Isle Street sub-zone and objective 10.2.4.1 for the Beach Street block.</p> <p>The amendment made to clause (h) of this rule reflects the agreed outcome of the joint witness</p>
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	<p>The benefits of these provisions have been identified by Mr Bird in his evidence. He states that the provisions will enable and encourage attractively proportioned street elevations that would achieve a reasonable balance between achieving an urban as opposed to a sub-urban character in the Isle Street sub-zone.</p> <p>The requirement for no car parking in front yards will enhance the streetscape of the Isle Street sub-zone.</p> <p>In terms of the Beach Street block, the benefits of this rule will result in a higher level of amenity for those residential uses within this block (which are located adjacent to Man Street).</p>		<p>conferencing and is considered the most appropriate for achieving objective 10.2.4.1.</p>
<p>Proposed Amendment to Site Standard 10.6.5.1</p> <p>vii Verandas</p> <p>(a) <i>Every building with road frontage to the roads listed below shall, on its erection or on being reconstructed or altered in a way that changes its external appearance other than</i></p>	<p>The benefit of this amendment is to prevent any minor works to the Crowne Plaza hotel from triggering non-compliance with this rule.</p>	<p>No costs have been identified in association with this rule.</p>	<p>Efficiency:</p> <p>This amendment is considered to be neutral in terms of efficiency.</p>

<p>repainting, be provided with a veranda or other means of weather protection. <u>Except that this rule shall only apply to building works on Lot 1 DP 15307 where this is that are immediately adjacent to the western boundary of Hay Street and/or the western boundary of Shotover Street.</u></p> <ul style="list-style-type: none"> Shotover Street (Stanley Street to <u>Hay Beach</u> Street) 			<p>Effectiveness:</p> <p>This amendment is effective as buildings adjoining the streets specified are developed.</p> <p>Appropriateness:</p> <p>Taking into account efficiency and effectiveness of this provision, the proposed amendments to this rule are appropriate. The provisions are considered to be appropriate and will assist in achieving Objective 10.2.4.1.</p> <p>The change made to clause (a) of this rule reflects the agreed outcome of the joint witness conferencing and is considered the most appropriate for achieving objective 10.2.4.1.</p>
<p>Proposed Amendment to Site Standard 10.6.5.1</p> <p>xi Building and Façade Height</p> <p>NB Some clauses (not included here).</p> <p><u>(e) In the Isle Street sub-zone, the maximum building height shall not exceed 12m above ground level.</u></p> <p><u>(f) In the Lakeview and Isle Street sub-zones maximum building height limits may be exceeded by the use of a roof</u></p>	<p>These proposed provisions establish maximum building heights and recession planes for the Isle Street sub-zone.</p> <p>These proposed provisions establish maximum building heights and recession planes for the Isle Street sub-zone.</p>	<p>No significant costs have been associated with the Lakeview sub-zone height limits.</p> <p>No significant costs have been associated with the Lakeview sub-zone height limits.</p> <p>The Isle Street height limits will result in some loss of outlook for</p>	<p>Efficiency:</p> <p>These provisions have been amended to provide height limits and building set-back for the areas included in this plan change. This will enable a more efficient use of the land in question.</p> <p>Effectiveness:</p> <p>Height limits and building setbacks</p>

<p><i>bonus which provides for an additional maximum height of 2m above the specified maximum height rule. The roof bonus shall not enable an additional floor to be erected achieved. The roof bonus may be incorporated into the space of the upper-most floor level permitted by the maximum building height rule. Where the roof bonus is utilised no additional structures (including lift shafts) or plant or equipment shall be accommodated on top of the roof.</i></p> <p><i>(i) For all internal boundaries within the Isle Street sub-zone no part of any building shall protrude through a recession line inclined towards the site at an angle of 45° commencing from a line 5 metres above ground level of the site boundary for the Southern, Eastern and Western (and including North western, South western and South east) boundaries of the site. There are no recession plane requirements for the northern/north-east property boundaries.</i></p> <p><i>(ii) In the Isle Street sub-zone, on the south and south western side boundaries of a site adjoining a building used for residential</i></p>	<p>For the Isle Street sub-zone, the proposed provision will enable an increase in height limits that is currently provided under the current zoning. This will be beneficial in terms of providing for a more efficient use of what is a scarce land resource. Loss of views is managed through providing all landowners in the Isle St sub-zone with the same maximum height limits, resulting in an equitable situation.</p> <p>In consideration of the submissions received on the plan change, it is recommended that the provisions that relate to the Isle Street sub-zone be revised. Along with the removal of the side yard setbacks, the recession plane rule is recommended to be removed and placed with a rule that enables buildings to be built to the side yard boundary up to 8 metres in height, at which point they must step back 3.2m in from the side yard boundary, and then may continue to 12m in height, plus the roof bonus.</p> <p>However, this step back</p>	<p>those properties on the northern side of the subzone. These adverse effects as assessed have been acceptable when considered against the positive effects of providing additional capacity in this sub-zone.</p> <p>No additional costs have been identified through the replacement of the recession planes rule with the building set back rule. While the recession plane rule has been deleted, the requirement to set a building back from a height of 8m will provide natural light to neighbouring properties to a degree considered appropriate for a zone transitioning from residential to town centre.</p> <p>No new costs have been identified in relation to the new rule that relates to the Beach St block.</p>	<p>for the Isle Street sub-zone are effective tools for managing the effects of built development during the transitioning of this sub-zone while providing for the efficient use of land. The proposed provisions are effective in maximising the efficient use of the land while managing the effects of this use.</p> <p>The amendments to this rule, including the inclusion of the interpretive diagrams, will improve the effectiveness of the rule, and assist administration.</p> <p>Appropriateness:</p> <p>Taking into account efficiency and effectiveness of this provision, the proposed amendments to this rule are appropriate. The provisions are considered to be appropriate and will assist in achieving Objective 10.2.4.1 and proposed Objective 10.2.4.3.</p> <p>The change made to this rule relate to the Beach Street block and reflects the agreed outcome of the joint witness conferencing. The amended rule is considered to be the most appropriate for</p>
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<p><u>activities which had building consent issued on or before 17 September 2014:</u></p> <ul style="list-style-type: none"> <u>No part of any building exceeding above 8m in height shall be within 3.2m from the relevant boundary; and the roof bonus shall not apply within this 3.2m set back.</u> <u>This setback control does not apply where any building on an adjoining site has been issued building consent for a new building after 17 September 2014, in which case no side yard setback is required.</u> <p><u>Figure II: Interpretative Diagram for site standard 10.6.5.1(i) to demonstrate the 8m and 12m height limits.</u></p> <p><u>Figure III: Interpretative Diagram for site standard 10.6.5.1(i) to demonstrate the boundaries where the 8m and 12m height limits may apply.</u></p> <ul style="list-style-type: none"> <u>On the allotments described as Sections 10, 11, 17 and 18, Block VIII, Town of Queenstown For that land bounded by</u> 	<p>requirement shall only apply where existing residential dwellings are located on the south and south western side boundaries of the developing site.</p> <p>Mr Bird has described the benefits of this provision in his evidence. He states that the provisions will enable and encourage attractively proportioned street elevations that would achieve a balance between:</p> <ul style="list-style-type: none"> (a) Achieving an urban as opposed to a sub-urban character in the Isle Street sub-zone; (b) Allowing a reasonable degree of daylight into the north-eastern sides of those existing neighbouring properties which choose not to take advantage of the Plan Change controls; (c) Not overly dominating existing adjoining properties by providing a step down in the height of new buildings as they approach existing 		<p>achieving objective 10.2.4.1.</p>
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<p><u>Hay, Lake, Beach and Man Streets, the maximum building height shall be 7m. except that the The maximum building height for Lot 1 DP 15037 shall not exceed the dimensions set out within Appendix 4 – Diagram 8 insofar as that Diagram relates to that lot. For the avoidance of doubt, Diagram 8 does not govern the maximum building height for Sections 10, 11, 17 and 18, Block VIII, Town of Queenstown. of the building existing on 19 December 2014.</u></p>	<p>residential neighbouring buildings;</p> <p>(d) Enabling buildings to be built without any building setbacks applying to the side yards where the site is to the north or north-east of a site developed in accordance with the Plan Change 50 rules for the Isle Street sub-zone.</p> <p>For the Beach St site, a new site standard is included to simplify the rule regime that was notified as part of PC50. This rule will change the activity status of buildings over 7m in height from non-complying activities to discretionary activities. The discretionary activity status is considered to be appropriate.</p>		
<p>Proposed Amendment to Site Standard 10.6.5.1</p> <p><u>xiii Lakeview sub-zone Structure Plan</u></p> <p><u>The layout of buildings, roading and public spaces within the Lakeview sub-zone shall be in general accordance with Figure 2: Lakeview sub-zone Structure Plan. Departures from Figure 2: Lakeview sub-zone Structure Plan shall not exceed 5m change in any direction.</u></p>	<p>The change to this rule resulting from the joint witness conferencing is beneficial in clarifying the purpose of the structure plan.</p>	<p>No costs have been identified in relation to this change.</p>	<p>No changes to the efficiency, effectiveness and appropriateness evaluation made in the section 32 evaluation will result from the changes made as a result of joint witness conferencing.</p>

<p><i>This 5m departure from the Structure Plan does not apply to the direct extensions of the existing widths and alignments of Isle Street (south westwards beyond Hay Street through to the intersection with Thompson Street) and Thompson Street (northwards beyond Man Street) into the Lakeview sub-zone, which shall be in general accordance with the Structure Plan.</i></p>			
<p>Proposed Amendment to Site Standard 10.6.5.1</p> <p><u>xiv Active Frontages in the Lakeview sub-zone</u></p> <p><u>(d) Having a minimum ground floor internal floor to floor height of 4.5m 4m above ground level</u></p>	<p>This amendment will still deliver high ceiling heights consistent with high quality built outcomes.</p>	<p>No new costs have been identified as a result of the proposed amendment to this rule.</p>	<p>Efficiency:</p> <p>The amendment to this rule will enable the efficient use of land.</p> <p>Effectiveness:</p> <p>This rule remains effective in terms of establishing high quality active frontage areas.</p> <p>Appropriateness:</p> <p>The provision is considered to be appropriate and will assist in achieving proposed Objective 10.2.4.3.</p>
<p>10.6.5.2 Zone Standards</p> <p><i>i Building and Facade Height</i></p> <ul style="list-style-type: none"> The maximum height for buildings on Lot 1 DP 15307, section 10, 11 and 18 Blk VIII Town of Queenstown shall be defined by the measurements and 	<p>These amendments relate to the Beach St site. The deletion of the Zone Standard for building height (and replacement with a site standard) changes the activity status for breaches in building height from non-</p>	<p>No new costs have been identified as a result of the proposed amendments to this rule.</p>	<p>Efficiency:</p> <p>The amendment to this rule will be neutral in terms of efficiency.</p> <p>Effectiveness:</p>

<p>images held with the electronic file described as Lot 1 DP 15307 Building Height. Refer Appendix 4 Interpretative Diagrams, Diagram 8, except that the height of any lift or plant tower on Lot 1 DP 15307 shall be permitted to exceed this height limit by up to an additional 3 metres, provided that the area of that additional over run shall have a total area of no more than 40m² and shall be located at least 10 metres from a road boundary.</p> <ul style="list-style-type: none"> For land legally described as Sections 14, 15, 16, 17 Block VIII Town of Queenstown, Lots 1 and 2 DP 444132, and Lot 1 DP 7187 Zone Standard 7.5.5.3(v) will apply for all building heights. This rule does not apply to the Lakeview sub-zone or the Isle Street sub-zones and that land bounded by Hay, Lake, Beach and Man Streets [specific clauses of site standard 10.6.5.1(xi) apply to these sub-zones]. 	<p>complying to discretionary. This will be beneficial by providing a less onerous activity status for breaches in building height, while still retaining full discretion in the resource consent process over potential adverse effects arising.</p>		<p>The amendments made to this rule will ensure the effective implementation of the height limit rules for the Beach Street site</p> <p>Appropriateness:</p> <p>Taking into account efficiency and effectiveness of this provision, the proposed amendments to this rule are appropriate and will assist in achieving Objective 10.2.4.1.</p>
<p>10.6.5.2 Zone Standards</p> <p>iv Retail, licensed premises and commercial office activities in the Lakeview sub-zone and Retail Activities in the Isle Street sub-zone</p>	<p>Large format retail is not considered appropriate within the Lakeview sub-zone or the Isle Street sub-zone. Large format retail is provided for</p>	<p>This provision will result in deterring large format retail proposals no these sub-zones.</p> <p>The changes made to this rule as</p>	<p>Efficiency:</p> <p>It is more efficient that large format retail activities establish elsewhere with ready access to roading, car parking and alongside similar</p>

<p><u>(ii) Retail, licensed premises and/or commercial offices in the Lakeview sub-zone shall not exceed a total combined maximum gross floor area (for one or all of these activities in combination) of 6,500 m² unless one or more of the predominant uses (as defined) has first been consented or established in the sub-zone area, in which case such activities shall not be limited by this rule.</u></p>	<p>commercially zoned land at Frankton. There is also sufficient capacity in these areas to accommodate large format retail so no pressure to establish this type of retail for the foreseeable future is expected at Lakeview or Isle Street. Clause (iii) of the proposed provision would make large format retail a non-complying activity in these sub-zones.</p>	<p>a result of joint witness conferencing may inhibit development of the Lakeview sub-zone. This potential costs is considered to be acceptable in light of the benefits identified.</p>	<p>buildings.</p>
	<p>Large format retail is not appropriate at these locations due to the effects generated, including traffic effects and the impact of large scale buildings of a simple design on the streetscape and townscape values.</p>		<p>Effectiveness:</p> <p>This provision is effective in managing the scale of individual retail tenancies of the sub-zones.</p>
	<p>Following joint witness conferencing changes have been made to this rule to further define and limit certain commercial activities for the Lakeview sub-zone. The benefits of the changes to limit the nature and scale of commercial activities will assist the Lakeview</p>		<p>Appropriateness:</p> <p>Taking into account efficiency and effectiveness of the structure plan method, and the provision associated with it, this provision is appropriate in order to manage retail activities at the respective sub-zones, and to achieve proposed objective 10.2.4.3.</p> <p>The changes to this provisions made following joint witness conferencing are considered to be the most appropriate for achieving objective 10.2.4.3.</p>

	sub-zone to complement the existing Queenstown town centre commercial activities.		
<p>10:10 Resource Consents – Assessment Matters:</p> <p>10.10.2 Assessment Matters</p> <p>i Building Height and Site Coverage</p> <p>(c) With regard to proposals that exceed breach one or more zone standard(s) and for the Lakeview sub-zone and the Isle Street sub-zone proposals that exceed breach site standards 10.6.5.1 (xi) and 10.6.5.1(i)(d) and (e) whether and the extent to which the proposal will facilitate the provision of a range of Residential Activity that contributes to housing affordability in the District.</p> <p>iii Controlled Activities Rules 10.6.3.2(vi) Buildings - Queenstown Town Centre Lakeview sub-zone</p> <p>1. <u>Public Spaces</u></p> <ul style="list-style-type: none"> The design of buildings at 34 Brecon Street or the Lakeview Camping Ground are compatible with the setting of the adjoining Queenstown Cemetery. <p>4. Landscaping</p>	<p>An amendment is recommended to the title of this assessment matter to make it clear that it also applies to Site Coverage.</p> <p>Additional assessment matters have been included to reflect the amendments to the associated rules. The benefits will result in the appropriate management of Glenarm Cottage and provide additional direction on landscaping at the Lakeview sub-zone.</p>	<p>No costs have been identified associated with these amendments.</p>	<p>Efficiency:</p> <p>These amendments are neutral in terms of efficiency.</p> <p>Effectiveness:</p> <p>The amendments made to this assessment matter will assist the effective implementation of associated rules.</p> <p>Appropriateness:</p> <p>Taking into account efficiency and effectiveness of this provision, the proposed amendments to this assessment matter are appropriate. The provisions are considered to be appropriate and will assist in achieving Objective 10.2.4.1 and proposed Objective 10.2.4.3.</p>

<p><u>(i) Planting and landscaping is designed to:</u></p> <ul style="list-style-type: none"> <u>Maintain access to winter sun.</u> <u>Integrate site landscape design with the wider context.</u> <u>Comply with CPTED principles.</u> <p>iv Controlled Activities - Buildings - Queenstown Town Centre (Refer also Assessment Matters vii and viii) excluding the Lakeview sub-zone</p> <p>(i) The heritage values of Glonarm Cottage (at 50 Camp Street) have been taken into account.</p> <p>(j)-</p>			
<p>10:10 Resource Consents – Assessment Matters:</p> <p>viii Restricted Discretionary Activity Rule 10.6.3.2A (i) Convention Centres</p> <p>(The above amendment is a title change to reflect the change in activity status from Controlled Activity to Restricted Discretionary Activity).</p> <p><u>2) The extent to which effects on the transportation network are managed via</u></p>	<p>An amendment is recommended to the title of Assessment Matter (vii) to align with the new activity status.</p> <p>Additional assessment matters have been included to reflect the amendments to the associated rules. The benefits will result in the appropriate management of effects on the transportation network for these activities.</p>	<p>No costs have been identified associated with these amendments.</p>	<p>Efficiency: These amendments are neutral in terms of efficiency.</p> <p>Effectiveness: The amendments made will assist the effective implementation of associated rules.</p> <p>Appropriateness: Taking into account efficiency and</p>

<p><i>adherence to the requirements of an integrated transport plan.</i></p> <p><u>ix Restricted Discretionary Activity Rules</u></p> <p><u>10.6.3.2A (ii) Visitor Accommodation and (iii) Commercial activities with a gross floor area of greater than 400m²</u></p> <p>(a) <u>The extent to which effects on the transportation network are managed via adherence to the requirements of an integrated transport plan.</u></p>	<p>The additional assessment matter included as a result of joint witness conferencing provides consistency with the matters of discretion for this activity.</p>		<p>effectiveness of this provision, the proposed amendments to this assessment matter are appropriate. The provisions are considered to be appropriate and will assist in achieving Objective 10.2.4.1 and proposed Objective 10.2.4.3.</p>
<p>It is concluded that the recommended changes to the provisions evaluated above are the most appropriate in terms of achieving the relevant objectives. The assessment of the risk of acting or not acting has not changed from that assessment carried out in the notified Section 32 evaluation. In terms of the recommended changes to these provisions, no other practicable options for achieving the relevant objectives have been identified as part of this Further Evaluation.</p>			