

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

IN THE MATTER of the Resource
Management Act 1991

AND

IN THE MATTER of Hearing Stream 15

**REBUTTAL EVIDENCE OF VICTORIA (VICKI) JONES
ON BEHALF OF QUEENSTOWN LAKES DISTRICT COUNCIL**

CHAPTER 29: TRANSPORT

22 August 2018

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TABLE OF CONTENTS

1. INTRODUCTION.....	3
2. SCOPE.....	3
INTEGRATED TRANSPORT PLANNING AND THE HIGH TRAFFIC GENERATING ACTIVITIES (HTGAs) PROVISIONS.....	4
3. MR CARR FOR NGĀI TAHU PROPERTY LIMITED AND NGĀI TAHU JUSTICE HOLDINGS LIMITED (2335, 2336, 2739).....	4
4. MS LEITH FOR NGĀI TAHU PROPERTY LIMITED AND NGĀI TAHU JUSTICE HOLDINGS LIMITED (2335, 2336, 2739).....	7
5. MR WELLS FOR RCL HENLEY DOWNS LTD (2465)	9
6. MS ROWE FOR DARBY PLANNING LP (2376, 2381, FS2788, 2384, FS2789, 2373, FS2790)	12
7. MR KYLE FOR QAC (2618, 2759).....	17
8. MR KYLE FOR QAC (2618, 2759).....	18
TRAFFIC ENGINEERING STANDARDS AND DIAGRAMS.....	19
9. MR CARR FOR NGĀI TAHU PROPERTY LIMITED AND NGĀI TAHU JUSTICE HOLDINGS LIMITED (2335, 2336, 2739).....	19
10. MS LEITH FOR NGĀI TAHU PROPERTY LIMITED AND NGĀI TAHU JUSTICE HOLDINGS LIMITED (2335, 2336, 2739).....	20
11. MR MACCOLL FOR NZTA (2538).....	20
PARKING STRATEGY AND PARKING REQUIREMENTS/ PROVISIONS	21
12. MS ROWE FOR DARBY PLANNING LP (2376, 2381, FS2788, 2384, FS2789, 2373, FS2790)	21
13. MR WILLIAMS FOR REMARKABLES PARK LIMITED AND QUEENSTOWN PARK LIMITED (2462, 2468).....	23
ACTIVE AND PUBLIC TRANSPORT	25
14. MR THOMPSON FOR QUEENSTOWN CENTRAL LIMITED (2460).....	25
15. MR FARRELL FOR REAL JOURNEYS GROUP (2466, FS2760, 2581, FS2752, 2594, FS2753, 2494, 2492, FS2800)	26
16. MS BLACK FOR REAL JOURNEYS GROUP ((2466, FS2760, 2581, FS2752, 2594, FS2753, 2494, 2492, FS2800)	27
THE PROVISIONS RELATING TO ROADS.....	28
17. MS ROWE FOR DARBY PLANNING LP (2376, 2381, FS2788, 2384, FS2789, 2373, FS2790)	28

Appendix 1 Rebuttal Recommended Chapter

1. INTRODUCTION

- 1.1 My full name is Victoria (Vicki) Jones. I am a Director of Vision Planning Limited, a private planning consultancy established in 2007.
- 1.2 My qualifications and experience are set out in my section 42A Report dated 23 July 2018 (**s42A report**).
- 1.3 I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2014 and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within my area of expertise except where I state that I am relying on the evidence of another person.

2. SCOPE

- 2.1 My rebuttal evidence is provided in response to the following evidence filed on behalf of various submitters:
- (a) Mr Andy Carr for Ngāi Tahu Property Limited and Ngāi Tahu Justice Holdings Limited (2335, 2336, 2739);
 - (b) Ms Leith for Ngāi Tahu Property Limited and Ngāi Tahu Justice Holdings Limited (2335, 2336, 2739);
 - (c) Mr Wells for RCL Henley Downs Ltd (**RCL**) (2465);
 - (d) Ms Rowe for Darby Planning LP and Soho and Treble Cone (2376, 2381, FS2788, 2384, FS2789, 2373, FS2790) (**Darby Planning LP**);
 - (e) Mr Kyle for Queenstown Airport Corporation (**QAC**) (2618, 2759);
 - (f) Mr Thompson for Queenstown Central Limited (2460);
 - (g) Mr MacColl for the New Zealand Transport Agency (**NZTA**) (2538);
 - (h) Mr Williams for Remarkables Park Limited and Queenstown Park Limited (2462);
 - (i) Mr Farrell for Real Journeys Limited, Go Orange, Queenstown Water Taxis, Te Anau Developments Limited,

and Cardrona Alpine Resort Limited (**Real Journeys Group**) (2466, FS2760, 2581, FS2752, 2594, FS2753, 2494, 2492, FS2800); and

(j) Ms Fiona Black for Real Journeys Group.

2.2 I confirm that I have also read the following statements of evidence and consider that no response is needed:

(a) Mr Glyn Lewers for the Frankton Community Association (2369); and

(b) Mr Nick Geddes for M & M Hansen (60);

2.3 My evidence has the following attachments:

(a) **Appendix 1:** Rebuttal Chapter 29 and associated variations to other chapters.

2.4 Throughout my evidence I refer to the following versions of the PDP text, as follows:

(a) **Decision:** to refer to the PDP Stage 1 Decisions version 5 May 2018;

(b) **S42A Provision 29.X.X:** to refer to the recommended version of a Stage 2 provision, as included in Appendix 1 to my s42A Report (i.e. S42A Rule 29.5.1); and

(c) **Rebuttal Provision 29.X.X:** to refer to the recommended version of a Stage 2 provision, as included in Appendix A to this rebuttal statement (i.e. Rebuttal Rule 29.5.1).

INTEGRATED TRANSPORT PLANNING AND THE HIGH TRAFFIC GENERATING ACTIVITIES (HTGAs) PROVISIONS

3. MR CARR FOR NGĀI TAHU PROPERTY LIMITED AND NGĀI TAHU JUSTICE HOLDINGS LIMITED (2335, 2336, 2739)

3.1 Mr Carr states at paragraph 3.5 that officer recommendations on land zoning in this PDP process have been informed by transportation modelling and that it would therefore be inconsistent for the Council to

have the HTGA rules to now require remodelling of the same type and extent of development that could enable the application to be declined. Mr Carr further states at paragraph 3.7 that it would be unnecessary and inefficient to require a future plan change to then be subject to a restricted discretionary consent for HTGAs under Chapter 29.

- 3.2** In response, my experience as the reporting officer for various zones, including the Jacks Point, Queenstown Town Centre, and Wanaka Town Centre Zones, is that the traffic modelling at the rezoning stage (through the PDP process) is often constrained by various unknown factors and therefore relatively high level. This is particularly so where the zoning sought does not prescribe any maximum residential density or any particular mix of land uses, as is the case with the Village Activity Areas of the Jacks Point Zone (**JPZ**) and the Town Centre (**TC**) zones.
- 3.3** While Mr Carr is correct that the Council's traffic model provides Council with the confidence that (provided physical works and other initiatives are undertaken in a timely manner) the traffic effects of developing the land can be appropriately mitigated, that modelling is high level and does not 'drill down' to what the mitigation measures will be or how traffic generation can be minimised and the use of alternative travel modes increased. Also, at least in the case of the JPZ, no modelling of the "resort-full" situation was undertaken at the time of the rezoning as it was considered that there were too many unknowns and the time period was too long for this to be useful. I understand that this is common practice in terms of traffic modelling.
- 3.4** However, in my opinion, where a rezoning has involved the preparation of an Integrated Transport Assessment (**ITA**) (not only traffic modelling) and has resulted in detailed rules being included within the District Plan that require certain works or initiatives to be undertaken, *then* it is appropriate to exempt consequent applications for large scale development in those areas from the HTGA Rule 29.4.10.
- 3.5** To the contrary where no ITA has been approved or an ITA has been approved as part of a rezoning but no such provisions are included in the District Plan then, in my view, it is appropriate that a subsequent consent be required under the HTGA Rule 29.4.10. This subsequent

application would essentially be a refinement of the ITA that was proposed as part of the rezoning but would have the benefit of additional detail that often does not exist at the plan change stage. While this results in some duplication, I consider that matters such as improvements to public transport and active transport, commitments to travel management plans, and the provision of less parking than might otherwise be demanded by the market, are matters of detail that are better imposed as enforceable conditions of consent rather than having to include detailed highly prescriptive and area-specific rules in the District Plan.

- 3.6** In addition, relying in part on Mr Crosswell's rebuttal evidence, where a proposal to subdivide or develop land will have the same or lesser effects on traffic generation as an existing landuse or subdivision consent and is in accordance with the ITA that was approved as part of that previous consent, then the current proposal should also be exempt from having to obtain consent under the HTGA Rule 29.4.10. An example of this might be where a Comprehensive Development Plan (**CDP**) has been approved for the Jacks Point Village¹ and that CDP includes an approved ITA, then a subsequent proposal to develop stage 1 of that CDP would not trigger the HTGA rule provided the nature and scale of the traffic effects were the same and the mitigation measures remained relevant and effective in relation to those effects.
- 3.7** Mr Carr states at paragraphs 3.10 – 3.15 that the rules should only relate to new HTGAs and that existing traffic generation/ development on a site should not be included in the calculation of whether the thresholds are being exceeded. I agree and confirm that this was the intention of the rule from the outset. Relying in part on Mr Crosswell's rebuttal evidence, I therefore recommend that S42A Rule 29.4.10 and S42A Table 29.10 be amended to clarify this point. My recommended changes to these provisions are shown at **Appendix 1**.
- 3.8** Finally, Mr Carr states at paragraphs 3.30 – 3.36 that the threshold for residential dwellings be amended from 50 to 100 dwellings. I respond to this matter below when responding to Ms Leith's evidence.

1 Decision Rule 41.4.2.1 is subject to appeal

4. MS LEITH FOR NGĀI TAHU PROPERTY LIMITED AND NGĀI TAHU JUSTICE HOLDINGS LIMITED (2335, 2336, 2739)

Policies in relation to Development Agreements

4.1 In relation to HTGAs, Ms Leith states at paragraph 23 that the wording of recommended Policy 29.2.1.X is directive and implies that all developments are to use Development Agreements. I agree that it could be interpreted in this manner. In response to her evidence and that of Mr Wells (who filed evidence for RCL Henley Downs Ltd (2465), which is addressed below in this evidence) who raises similar concerns and also raises the issue of duplication of policies, I recommend that policies 29.2.1.3 and 29.2.1.x be deleted and that Policy 29.2.4.4 be relied on. In doing this, I note that the Advice Note beneath Objective 29.2.1² avoids the need to duplicate the policies in the manner recommended in the S 42A chapter. In response to Ms Leith's evidence, I note that Policy 29.2.4.4 is in no way directive and does not indicate that Development Agreements will be used in preference to development contributions but, rather, it signals that they provide a method that may be appropriate in certain circumstances in order to mitigate adverse traffic effects. My recommended changes to these provisions are shown at **Appendix 1**.

Matters of discretion in relation to HTGAs

4.2 Ms Leith states at paragraph 24 that various additional matters of discretion³ either be included in S42A Policy 29.3.1 or S42A Rule 29.4.10 relating to HTGAs. I agree that "whether the site is already accessible by a range of transport modes" is a useful matter for discretion at the time of assessing a consent. However, I do not agree that the issue of whether the activity is permitted in the zone is particularly relevant and note my comments in paragraphs 3.1 – 3.3 in relation to the limitations of traffic modelling and any ITA undertaken at the zoning stage in support of this. I also do not consider it is

2 Advice note: the policies under Objectives 29.2.2; 29.2.3, and 29.2.4 also contribute to this Objective 29.2.1.

3 The suggested matters of discretion are:
- Whether the activity is permitted in the zone;
- Whether the site is already accessible by a range of transport modes;
- The scale of the proposed activity to ensure that the required works or contribution are commensurate

appropriate to include a specific matter relating to ensuring that the required works or contribution are commensurate with the scale of the proposed activity as the issue of scale is inherent in any assessment of effects and the mitigation thereof.

- 4.3** In addition to adding the matter identified above, in order to be more consistent with the format of the other rules in this chapter, I recommend that the detail included under the matters of discretion in S42A Rule 29.4.10 be redrafted as assessment matters and included as rebuttal Assessment Matter 29.8.7.
- 4.4** Ms Leith states at paragraphs 25 - 27 that point a) of S42A Rule 29.4.10 and the last sentence of point b) should be deleted. I agree that point a) of Rule 29.4.10 can be removed as it is duplication of b), c), e), f) and g) and that the last sentence of paragraph b) can be removed as it is sufficiently well articulated in Policy 21.2.2.4 such that its retention is unnecessary.
- 4.5** My recommended changes to the provisions as outlined above are shown at **Appendix 1**.

Scope of the HTGA rule and the HTGA thresholds (Table 29.10)

- 4.6** Ms Leith states at paragraphs 28 - 33 that the threshold for residential units should be raised from 50 to 100 units in the Queenstown Town Centre, Wanaka Town Centre, Business Mixed Use, High Density Residential, and Medium Density Residential zones. Relying in part on the rebuttal evidence of Mr Crosswell, I do not recommend that the threshold be changed.
- 4.7** In addition to the reasons provided by Mr Crosswell, with which I concur, it is also relevant that the development of a multi-unit residential development in the zones identified by Ms Leith is a restricted discretionary activity (for the building) under the Decisions version of those chapters and, as such, the HTGA rule does not introduce the need to obtain consent or change the activity status of that consent. In this respect, from an administrative efficiency perspective, the application of the HTGA rule to residential

developments over 50 units would result in only a minor increase in costs, which would be significantly outweighed by the gains in landuse efficiency possible by exempting such developments from having to meet the minimum parking requirements (**MPR**).

4.8 Ms Leith states at paragraph 33 that “dwelling” is not a defined term in the PDP and that it should be replaced with ‘residential unit’ in S42A Table 29.6, which is a defined term in Chapter 2 of the PDP. I recommend that this minor amendment be made to S42A Table 29.6 and also to S42A Rule 29.9.40(c) pursuant to Clause 16 of the Resource Management Act 1991 (**RMA**).

4.9 Ms Leith states at paragraph 34 that the HTGA rule should only apply to new developments that increase traffic generation. I agree with this for the reasons outlined in paragraph 3.7 above and recommend that Rule 29.4.10 and Table 29.6 be amended to clarify this.

4.10 My recommended changes to the provisions as outlined above are shown at **Appendix 1**.

5. MR WELLS FOR RCL HENLEY DOWNS LTD (2465)

5.1 Mr Wells states at paragraph 13 that there are a lot of policies and sub-policies in the Chapter and that the Panel should look at opportunities to reduce or combine them. He specifically notes that Policies 29.2.1.3 and 29.2.4.4 appear to cover the same issue (i.e. HTGAs). While duplication has occurred because the HTGA rule is a relevant tool for achieving both S42A Objectives 29.2.1 and 29.2.4, I agree that Rebuttal Policy 29.2.4.4 is sufficient, noting that the advice note under Objective 29.2.1 cross references to all other policies in any case. I therefore recommend deleting S42A Policies 29.2.1.3 and 29.2.1.X. My recommended changes to the provisions as outlined above are shown at **Appendix 1**.

5.2 Mr Wells states at paragraph 17 that he has concerns that HTGA s42A Rule 29.4.10 may require a developer to upgrade a road beyond the site where they previously would not have been required to; citing, for

example, whether the provisions could be used to seek funding for a portion of a roundabout upgrade down the road.

- 5.3** In response, I note that even in the absence of the HTGA rule, the PDP rules often provide the Council with control or discretion over matters such as servicing and roading, which enables the Council to impose conditions requiring roading upgrades where these are necessary to service the development or to satisfactorily mitigate effects of the proposal pursuant to s 108 and s 220 of the RMA. In this respect, I consider Rebuttal Rule 29.4.10 and the associated Assessment Matters (29.8.7) do not impose additional uncertainty or obligations on developers in respect of roading improvements and, indeed, potentially reduces them as the rule enables a wider range of measures to be considered to avoid or mitigate effects on the transport network.
- 5.4** Mr Wells states at paragraph 19 that HTGA s42A Rule 29.4.10 may also substantially erode existing development rights for some sites and that traffic effects would ordinarily be understood and considered at the time of zoning the land. In response, I refer you to paragraphs 3.1 – 3.4 above in relation to the evidence of Mr Carr who raises similar concerns. Further to those comments, given that HTGA Rule 29.4.10 only enables the Council to consider the effects of a HTGA on the transport network, I do not consider it will erode property rights but, rather, will ensure that these effects are mitigated in the most appropriate manner.
- 5.5** Furthermore, there are very few instances where large scale development is possible without at least a controlled activity consent. In addition, in my experience, a high proportion of large scale landuse consent applications seek to breach the MPRs of the District Plan and would therefore be subject to a restricted discretionary activity consent regardless of the HTGA rule. As such, I do not consider the HTGA provisions adds significantly to the uncertainty or administrative costs of the consent process.
- 5.6** Mr Wells states at paragraph 24 that it is more efficient and equitable to have a baseline of parking standards which can be then breached and environmental compensation offered as mitigation.

5.7 In my opinion, the HTGA Rebuttal Rule 29.4.10 provides a rule framework that is more effective and efficient than one which permits developments that meet the MPRs. Mr reasoning is that the traditional MPR approach inherently incentivises developments to provide more carparking when, in actual fact, in the case of HTGAs, less parking could well be the most appropriate outcome; enabling more efficient landuse, requiring less roading improvements to be undertaken, increasing the use of the public and active transport networks, and potentially contributing to improving those networks.

5.8 Finally, Mr Wells states at paragraph 22 that he accepts that the Council may wish to have a greater ability to assess traffic demand management as is enabled by S42A Rule 29.4.10. He then states that if S42A Rule 29.4.10 is to remain, then 'standard' residential subdivision should be exempt as he cannot see what is gained from assessing such subdivision against this rule over and above the existing subdivision rules (refer paragraph 27). He also states that if the rule remains then the following matters should be removed from it:

- (a) point b) regarding improvements to the transport network, as he considers it seems to be establishing a form of financial contribution in the PDP (refer his paragraphs 15 – 18);
- (b) point c) regarding cycle parking and end of trip facilities; and
- (c) point h) regarding electric vehicle charging as he considers there is uncertainty as to whether it will become a widespread technology and refuelling of vehicles is a private responsibility.

5.9 In response:

- (a) I do not agree that residential subdivision should be exempt as the matters of discretion for urban and rural subdivision outlined in Decision Rules 27.5.7 and 27.5.8 do not extend to the consideration of traffic effects, transport, or traffic generation but, rather, are limited (relevantly) to "subdivision design, internal roading design and provision, relating to access to and service easements for future subdivision on

adjoining land, and any consequential effects on the layout of lots, and on lot sizes and dimensions and on property access and roading”. I have outlined my concerns about the limitations of the rules relating to subdivision in the JPZ in paragraph 6.4 of this evidence below and add to this that Decision Rule 27.7.5.2 (which relates to small lot subdivision in the Hanley Downs Residential Activity Areas) is similarly constrained;

(b) While I consider it is helpful to outline that initiatives such as cycle parking and end of trip facilities are anticipated as part of HTGAs, I agree that point c) can be removed from this rule on the basis that HTGAs are not exempt from the requirements to provide cycle parking and end of trip facilities as part of larger scale landuse activities pursuant to Rule 29.5.13. My recommended changes to the provisions as outlined above are shown at **Appendix 1**; and

(c) I do not agree with removing point h) regarding electric vehicle charging. While I am not an expert in this field, I note that the Ministry of Transport’s Monthly electric and hybrid light vehicle registrations (August 2018)⁴ confirms that while the market share is still low, light electric vehicles represent a growing proportion of all registrations and are more popular than hybrid models. On this basis, I am of the opinion that including the provision of charging stations as an Assessment Matter (rather than necessarily requiring charging stations) is an appropriate way of contributing to S 42A Objective 29.2.1 regarding climate change.

6. MS ROWE FOR DARBY PLANNING LP (2376, 2381, FS2788, 2384, FS2789, 2373, FS2790)

6.1 Ms Rowe states at paragraph 14(a) that the HTGA rule should not apply to subdivision and land use within the JPZ, which is otherwise

4 <https://www.transport.govt.nz/resources/vehicle-fleet-statistics/monthly-electric-and-hybrid-light-vehicle-registrations/>

provided for as a permitted or controlled activity given that the level of development is already anticipated.

- 6.2** She reasons in paragraphs 36 – 38 and 47 that this is appropriate because the activity areas within JPZ provide for specific development outcomes, and a specific development capacity, built form, and/ or mix of uses and therefore the development capacity associated with the residential land use (and therefore the expected traffic generation) is known. While that is correct to an extent, the large size of the Village Activity Areas (approximately 24.43 ha in total) and the Educational Activity Area (approximately 7 ha) in the Decision JPZ Structure Plan and the uncertainty as to the density and mix of landuses that might eventuate within those activity areas (particularly the villages), means that there is significant uncertainty around how much traffic will realistically be generated from the JPZ. I referred to my comments above in paragraphs 3.1 – 3.3 of this evidence in regard to whether the HTGA rules are essentially duplicating processes that were undertaken at the zoning stage.
- 6.3** In paragraph 38 Ms Rowe outlines the matters of control at the subdivision stage, under Decision Chapter 27, which includes the internal roading design and provision and any consequential effects on the layout, size, and dimensions of lots; property access and roading; and any additional matters relevant to achievement of the objectives and policies in Decision Part 27.3. On this basis she contends that the HTGA rule is unnecessary in relation to large scale subdivision in the JPZ.
- 6.4** I do not agree that Decision Rules 27.7.1 (and 27.7.5.2 in relation to the Hanley Downs part of the JPZ) provide the Council with sufficient scope to consider the full range of matters that are able to be considered under HTGA s42A Rule 29.4.10. The matters of control that are specifically listed in Rule 27.7.1 are not sufficiently comprehensive to enable the Council to impose conditions of the nature that are envisaged by the HTGA provisions, and the controls provided to Council through reference to policies (which, in turn, rely on references to other policies) are, in my view, circuitous and too uncertain to rely on. Furthermore, the controlled activity status

provides considerably less control over the transport effects of large scale subdivision than would be possible under the HTGA provisions and there is no justification as to why large-scale subdivision in the JPZ should be subject to a lesser consent activity status than elsewhere in the district.

- 6.5** For these reasons and those expressed by Mr Crosswell in his rebuttal evidence, with which I concur, I do not recommend exempting subdivision in the JPZ from HTGA Rule 29.4.10.
- 6.6** In my opinion, exempting permitted and controlled landuse activities in the JPZ as promoted by Ms Rowe is also inappropriate for the reasons outlined below.
- 6.7** The level of transport assessment that would be required as part of an application under HTGA Rule 29.4.10 was not undertaken as part of the zoning process and, as such, the HTGA consenting process would not be a duplication of any previous process undertaken for the JPZ.
- 6.8** The only permitted activities in the JPZ,⁵ which could potentially trigger the HTGA Rule 29.4.10, are outdoor recreational activities and golf course operations (Decision Rule 41.4.4.1), recreational amenities (Decision Rule 41.4.4.9) and the development of detached residential units of a density less than 1 dwelling per 380m² in the Residential Activity Areas (Decision Rules 41.4.1.1 and 41.4.1.2). While the risk of any of these activities breaching the thresholds in Table 29.10 is relatively low, I am of the opinion that it is certainly possible and if it were to occur (for example, if a retirement village were proposed), it is important to enable the effects of traffic generation to be comprehensively considered.
- 6.9** The only controlled activities in the JPZ⁶ that would feasibly exceed the HTGA thresholds and therefore require consent under HTGA Rule 29.4.10 are:

5 Based on the Stage 1 Decision version of the chapter and Stage 2 S42A version of the visitor accommodation variation
6 Ibid

- (a) Residential, commercial, community activity, and visitor accommodation activities in the Jacks Point Village Area and Homestead Bay Village Area⁷; and
- (b) Education and daycare facilities in the JPZ – Education Area⁸.

6.10 Ms Rowe outlines in paragraphs 42 – 44 the role of the Comprehensive Development Plan (**CDP**) in the context of the consenting process for development of the village areas, as follows:

42 Development within the Village activity areas is intended to be managed via a Comprehensive Development Plan (CDP) process. It is noted that the Council's decision on Chapter 41 requires that a CDP is required to be incorporated into the District Plan and that development within the Village is then undertaken in accordance with that CDP.

43 Henley Downs et al have appealed this aspect of the Council's decision and instead seek that the CDP is required as an information requirement to support the first land use consent that seeks to establish any commercial, community, residential or visitor accommodation activity within the Village Activity Areas and thence provide for the use and development of land in accordance with that CDP as a permitted activity.

44 The matters of control of particular relevance to transportation matters that relate to the assessment of any such CDP include:
(a) The layout and orientation of built form, open spaces, roading pattern, car parking, and pedestrian and cycle access; and
(b) Traffic effects.

6.11 I generally agree with her summary of the situation except that I disagree with her that the matters of control when assessing the CDP are those listed in her paragraph 44 above. Rather, having read the Report and Recommendations of independent commissioners on Stream 12⁹ and noting that no mechanism is specified in the PDP as to how the CDP will be 'incorporated into the PDP' it seems that the intention is that a subsequent plan change will be required to incorporate the CDP as an Appendix to Chapter 41. This being the case, based on Decision Rule 41.4.2.1, inclusion of a CDP via a plan change could (and should) be required to include an ITA and the CDP itself could include details of how transport generation effects are to be

7 Decision Rule 41.4.2.1, which (relevantly) reserves control over the layout and orientation of ... roading pattern, car parking, pedestrian and cycle access, and traffic effects.

8 Decision Rule 41.4.2.2 which (relevantly) reserves control over the provision for walkways, cycle ways and pedestrian linkages, and traffic effects.

9 <https://www.qldc.govt.nz/assets/Uploads/Planning/District-Plan/PDP-Stage-1-Decisions/Reports/Report-12-Stream-9-Chapter-41.pdf> (paragraphs 181 and 182)

avoided or mitigated as part of the subsequent development of the village. If this is what eventuates through the appeal process, then the amendment proposed in Rebuttal Rule 29.4.10(a), which exempts subsequent consents from being deemed HTGAs under certain circumstances, would essentially meet the relief sought by the submitter in that any subsequent development of the village would be exempt from the rule.

6.12 Setting aside the CPD issue, while the control retained in relation to landuse activities within the Village Activity Areas appears to be relatively comprehensive, I have the following concerns with exempting them from the HTGA rule:

- (a) these rules are subject to appeal (and therefore can only be relied on to a certain extent);
- (b) as currently drafted, the role of the CDP in the consenting process is unclear and this matter has been specifically appealed;
- (c) the rules cited above are not supported by detailed policy or assessment matters to clarify the Council's policy direction or the matters the Council will consider when assessing the wider transport effects;
- (d) in the absence of any detailed assessment matters or policy, it is not sufficiently clear that the matters of control in the Village and Education Areas enable conditions to be imposed in relation to matters such as ensuring the proposed activity supports development and use of the public transport network or the provision of travel management plans; and
- (e) the controlled activity status provides considerably less control over the transport effects of these activities and there is no justification as to why such development in this zone should be subject to a lesser consent activity status than elsewhere in the district.

6.13 Given the concerns raised above and relying in part on Mr Crosswell's rebuttal evidence, I consider that exempting the permitted and controlled activities within the JPZ would be less effective and less efficient from an administrative and landuse perspective than the

process offered by the HTGA rules. I therefore recommend retaining the HTGA rule and not exempting these discrete activities from it. Also, for the reasons outlined in paragraph 6.4 above, I do not recommend exempting subdivision within the JPZ from the HTGA rule.

6.14 In summary, I recommend that HTGA Rule 29.4.10 be amended to limit it to new activities (including changes of use) and to exempt those that are being undertaken in accordance with existing conditions of consent or District Plan provisions that have been informed by an approved ITA. I also agree with Ms Rowe who, in paragraph 52, recommends that Rule 29.4.10 should explicitly refer to new activity that exceeds the 'thresholds' set out in Table 29.10; not only the 'traffic generation standards'. These changes are included in **Appendix 1**.

6.15 To confirm, I consider that Rebuttal Rule 29.4.10 should continue to apply district wide, including in respect of the Airport Zones, which I discuss below.

7. MR KYLE FOR QAC (2618, 2759)

7.1 Mr Kyle states at paragraph 7.12 that the airport already exceeds the traffic generation standards and arguably any further intensification would trigger the HTGA rule. I agree that this is an issue and have recommended that HTGA Rule 29.4.10 and Table 29.6 be amended to clarify that it relates only to new activities.

7.2 Mr Kyle notes at paragraph 7.15 that airports facilitate the movement of people to and from the District, and that they are not in themselves generative. He goes on to note that many of the activities undertaken at airports are to support this function only. I disagree that new activities within the Airport Zone will not increase traffic volumes, noting that an expansion of the airport itself, for example, would result in increased traffic to and from the airport due to the increased potential for travellers.

7.3 Mr Kyle states at paragraph 7.16 that Rule 29.4.10 should be amended to exempt Airport and Airport Related activities located within the Airport Zone.

7.4 In response and relying in part on the rebuttal evidence of Mr Crosswell, while I accept that there are factors that distinguish this zone from the rest of the district and mean that it could potentially be exempt from the HTGA rule, I do not recommend doing so at this point in time.

7.5 This is due primarily to the outstanding appeal seeking that visitor accommodation also be included within the definition of airport related activity, as outlined by Mr Crosswell. While of secondary concern, I am also conscious that:

- (a) QAC has appealed the reduced extent of the Airport Zone in QLDC's 3 May 2018 decision version of the planning maps;
- (b) the Queenstown Airport Zone includes land that is not within the aerodrome designation (2) and therefore any airport or airport-related activity on those sites would be permitted and not subject to designation conditions or outline plan approval processes; and
- (c) regulating the transport effects of non-airport related activity through Rule 17.4.4 is inconsistent with the fact that such wider transport effects in all other parts of the district will be regulated through Rule 29.4.10. In relation to this point, I suggest that if the Airport Zone is exempt from Rule 29.4.10, then a note be added to the rule advising users to refer to Rule 17.4.4. for activity in the Airport Zone.

7.6 Based on Mr Crosswell's evidence, if the definition of airport-related activities is not expanded to include visitor accommodation through the appeal process then I could potentially support exempting the Airport Zone on the basis of avoiding duplication and improving administrative efficiency.

RENTAL VEHICLE ACTIVITIES

8. MR KYLE FOR QAC (2618, 2759)

8.1 Mr Kyle states at paragraph 7.10 that my section 42A report does not take into account that rental vehicle activities are common throughout

airports in New Zealand and that the inclusion of the new rule revisits the fact that the activity is afforded permitted status in the PDP. In response, and to the contrary, the intention is that this rule applies specifically and exclusively to those areas where such activities are permitted in order to ensure that adequate space is provided to store the vehicles in order to ensure against spillover onto surrounding streets.

8.2 I acknowledge that the risk of this occurring is considerably less in the Airport Zone than in other zones such as the TC Zones or Local Shopping Centre Zones (**LSCZ**) as most of the land within the Airport Zone is designated and owned by QAC and therefore, in respect of that land, QAC has control over such matters and a vested interest to ensure against such parking spillover.

8.3 However, as some of the land is not designated or owned by QAC and given that the matters of discretion in S42A Rule 29.4.9 are limited to the amount, location, and management of the vehicle parking/ storage proposed and the effects of rental vehicles being parked on roads and other public land, I do not consider this consenting requirement to be too onerous and consider it provides Council with the necessary ability to ensure that such storage space is secured as part of the activity.

TRAFFIC ENGINEERING STANDARDS AND DIAGRAMS

9. MR CARR FOR NGĀI TAHU PROPERTY LIMITED AND NGĀI TAHU JUSTICE HOLDINGS LIMITED (2335, 2336, 2739)

9.1 Mr Carr discusses at paragraphs 6.1 – 6.9 the appropriateness of the proposed heavy vehicle parking layouts.

9.2 Relying in large part on the rebuttal evidence of Mr Smith, I recommend that the layout table not be amended but that an Advice Note be added to Table 29.9 that highlights to applicants that the Council will consider alternative heavy vehicle parking arrangements that show design vehicle tracking curves which demonstrate unimpeded manoeuvring and limited reverse manoeuvres. This avoids the uncertainty that would arise if the rule itself were to include such qualitative parameters

(which would require traffic experts to assess compliance) and benefits applicants by advising of Council's expectations in circumstances where the design fails to meet the required minimum dimensions. This change is included in **Appendix 1**.

10. MS LEITH FOR NGĀI TAHU PROPERTY LIMITED AND NGĀI TAHU JUSTICE HOLDINGS LIMITED (2335, 2336, 2739)

10.1 Ms Leith states at paragraph 44 and 45 that the matters of discretion in relation to Rule 29.5.2.2 should be amended to take into account the operating speed of the road. In response, I note that Assessment Matter 29.8.5.1(c) already addresses this matter and, in my view, this is the appropriate place for it to be included.

10.2 Ms Leith states at paragraph 51 that the minimum aisle widths for parking should be consistent with AS/NZS2890.1:2004 (**Standard**). Section 4.1 of the Stantec report entitled 'Queenstown Lakes District Plan Operational Standards Review August 2017' and attached to the S 32 evaluation report provides reasons why the stall width is wider in the PDP than in the Standard but does not provide reasons why the aisle width is also wider. Mr Smith has addressed this in his rebuttal evidence and does not agree that any change is necessary.

10.3 As such, I do not recommend that the rule be changed but am comfortable recommending an amendment to Assessment Matter 29.8.4.1 enabling consideration against AS/NZS2890.1:2004 in those instances where the design does not meet the minimum aisle width. This change is included in **Appendix 1**.

11. MR MACCOLL FOR NZTA (2538)

11.1 Mr MacColl states at paragraphs 5.10 – 5.11 that it is appropriate and consistent with other rules in the chapter to add an advice note clarifying that the standards in Rule 29.5.16 (regarding access onto roads in rural zones) do apply to state highways, except that it is diagram 10 that should be applied rather than diagram 9. While I continue to have concerns that if the NZTA standards change then this rule will be inconsistent with those standards, I agree that the approach

generally suggested by Mr MacColl is consistent with the approach that has been taken in Rules 29.5.19 and 29.5.21 and it is sensible to apply that same approach throughout.

- 11.2** Therefore, I recommend that Rule 29.5.16 be amended to also apply to state highways with the exception of diagram 9 as sought by NZTA. I have recommended this be achieved by amending the rule itself rather than adding an advice note, as the intent of the submission is clear that the standards should apply to state highways. This change is included in **Appendix 1**.

PARKING STRATEGY AND PARKING REQUIREMENTS/ PROVISIONS

12. MS ROWE FOR DARBY PLANNING LP (2376, 2381, FS2788, 2384, FS2789, 2373, FS2790)

- 12.1** Ms Rowe states at paragraph 63 that the Local Shopping Centre Zone (**LSCZ**) (which I have recommended be exempt from the minimum parking rates (**MPRs**)) has a number of similarities to the Jacks Point Village Activity Area. Ms Rowe then states at paragraph 69 that this should be reflected in the policy and that lower MPRs should be imposed for residential activity within the JPZ Village Activity Area. It is my understanding that the submission and Ms Rowe's evidence do not relate to the Homestead Bay Village Area within the Jacks Point Zone.

- 12.2** Relevantly, Mr Crosswell considers this matter to some extent in his Evidence in Chief (**EiC**) and the technical paper entitled "Parking Advice August 2017) attached to the S 32 evaluation report considers it in a general way. While Mr Crosswell doesn't directly compare the two zones, he discusses the key characteristics of the LSCZ in some detail in paragraphs 7.7 – 7.11 of his EiC and those of the JPZ Village Activity Area in lesser detail in paragraphs 7.19 – 7.21. As a result of that assessment Mr Crosswell concludes that it is appropriate not to impose MPRs in the LSCZ. To the contrary, he concludes it is not necessary to reduce the MPRs in the JPZ Village Activity Area based on the fact that it is largely a greenfields site meaning that the scale of development anticipated would likely trigger the HTGA, which would

mean it would be exempt from the MPRs in any case and parking needs could instead be assessed holistically at the time of resource consent.

- 12.3** My s42A report recommendations are consistent with Mr Crosswell's EIC.
- 12.4** In addition to Mr Crosswell's section 42A report relating to the characteristics of the two zones, I also note that the scale of the Jacks Point Village Activity Area (approximately 18.13 ha) is far greater than any area of LSZC (the largest of which is approximately 2 ha). This, together with the fact it is not located on a main arterial route, means that it is likely to develop as a 'destination' (in addition to serving the local suburb) rather than simply providing for the needs of the local catchment and those in transit as is the case with the larger LSCZs.
- 12.5** However, I note that Decision Policy 41.2.1.17 seeks to enable the Jacks Point Village Activity Area to include a mix of medium density and high density residential housing and that this policy is supported by rules enabling 12m high buildings, a high (60%) building coverage (including making allowances for roading and reserves), and unlimited residential density. Collectively, these provisions indicate that a lower parking ratio is more appropriate.
- 12.6** Given the above policy direction and relying in part on Mr Crosswell's section 42A report and on the key parameters¹⁰ set out for the Group 1 zones in the technical report entitled "Parking Advice", I support reducing the MPRs for residential activity and unit type visitor accommodation in the JPZ in line with the Medium Density Residential Zone (**MDRZ**) (Wanaka and Arrowtown). In my opinion, this will be more effective at achieving the JPZ Decision Objective (41.2.1) and associated Decision Policies 41.2.1.17 and 41.2.1.19 and the objectives and policies of Chapter 29.

¹⁰ Key parameters are:

- High density of activities such as residential or commercial land uses;
- High pedestrian traffic;
- High amenity retail frontages;
- Relatively high land values;
- Smaller sites;
- Areas of anticipated change from sparse to higher density development (e.g. Business Mixed Use)

12.7 I therefore recommend amending S42A Rules 29.9.3 and 29.9.11, such that the MPR for residential activity and unit type visitor accommodation in the JPZ Village Area will reduce from 2 parks per unit to 0.7 per studio unit/ flat and 1 bedroom unit/ flat, 1.0 per 2 bedroom unit/ flat, and 1.5 per unit/ flat comprising 3 or more bedrooms. This will enable more efficient landuse, encourage a wider mix of housing typologies and affordability, more effectively achieve the quality urban design outcomes and level of density expressed in the relevant Chapter 41 Decision policies, and encourage lower rates of car ownership and greater use of alternative modes of travel.

12.8 As a consequence of this change, I recommend referring to the Jacks Point Village Activity Area of the JPZ in Policy 29.2.2.3 in a manner similar to that promoted by Ms Rowe. These changes are included in **Appendix 1**.

13. MR WILLIAMS FOR REMARKABLES PARK LIMITED AND QUEENSTOWN PARK LIMITED (2462, 2468)

Amendments to policies

13.1 Mr Williams suggests at paragraphs 6.1 – 6.5 that S42A Policy 29.2.2.4 be amended to also apply to commercial activities and that S42A Policy 29.2.2.5 be amended to add urban design as a reason for allowing parking reductions.

13.2 These suggestions do not seem to be within the scope of the submission from Remarkables Park Limited and Queenstown Park Limited. However, in my opinion the amendment to S42A Policy 29.2.2.4 is within scope of the submission by Ngāi Tahu Property Limited (2336.21), which seeks to allow offsite parking for all activities. I have therefore recommended that Policy 29.2.2.4 be amended as a consequential amendment to my recommendation that Rule 29.5.2 to enable non-residential parking to be provided off site in the BMUZ. I cannot find scope for the change to Policy 29.2.2.5 that Mr Williams suggests but invite him to clarify that at the hearing.

MPRs for guest room type visitor accommodation

- 13.3** Mr Williams notes at paragraphs 6.7 and 6.14 that the MPRs remain unchanged for guest room type visitor accommodation even though the MPRs for residential activity and unit type visitor accommodation have been reduced in many zones as compared to the Operative District Plan (**ODP**) requirements. He states that he would support a reduced flat MPR of 1 car park per 5 guest rooms for guest room type accommodation rather than the notified ratio of 1 car park per 3 guest rooms up to 50 guest rooms and thereafter 1 park per 5 guest rooms.
- 13.4** In response to that evidence, Mr Smith's rebuttal evidence states that hotels are likely to generate comparable (or less) parking demand than motels/ unit type visitor accommodation. He goes on to accept that some reduction in the MPRs for guest room type visitor accommodation is appropriate in the HDR Zone and the MDR Zone between Park and Suburb streets but that there is a lack of data to suggest that it should be reduced district-wide.
- 13.5** Relying in part on Mr Smith's evidence I agree that it is appropriate to reduce the MPRs for guest room type visitor accommodation in those zones where the MPRs for residential and/ or unit type visitor accommodation activities are significantly lower than in other zones so that the MPRs for these two types of visitor accommodation are more closely aligned. In order to ensure that guest room type visitor accommodation is not required to provide more visitor/ resident parking than unit type visitor accommodation, I therefore recommend that the MPRs for guest room type visitor accommodation be reduced in the HDR Zone and MDR Zone (between Suburb Street and Park Street) to a rate of a 1 park per 4 rooms up to 60 rooms and 1 park per 5 rooms thereafter, plus 1 per 20 beds for staff. The rebuttal Rule 29.9.15 aligns with the technical paper entitled 'Parking Advice', attached to the S 32 evaluation report and, in my opinion, will be more effectively contribute to the Chapter 29 objectives. This change is included in **Appendix 1**.
- 13.6** Other than in the BMUZ, which I discuss further below, the MPR for guest room type visitor accommodation for all other zones would remain unchanged on the basis that:

- (a) the MPR for guest room type visitor accommodation is already (often considerably) lower than the MPR for unit developments in those zones; and
- (b) there is no expert evidence to suggest that it is appropriate to reduce them any further.

13.7 However, in the BMUZ, the MPR for both unit type and guest room type visitor accommodation is considerably higher than for residential units in the PDP. Unlike the HDR Zone and MDR Zone (between Suburb and Park Street), a lower MPR was not proposed for unit type visitor accommodation in the BMUZ in the notified Transport Chapter 29.

13.8 This does not seem appropriate and, in response to the evidence of Mr Williams and relying on the submissions of Remarkables Park Limited and Queenstown Park Limited (2462, 2468) and Safari Group of Companies Limited (2339), I recommend that the MPRs for both unit type and guest room type visitor accommodation in the BMUZ be reduced to the same as those that are proposed for the HDR Zone and MDR Zone between Suburb and Park Street. This is appropriate given that the rules for visitor accommodation in the BMUZ are actually the most lenient in the district and, therefore, the visitor accommodation MPRs should support rather than contradict the fact that visitor accommodation is anticipated and enabled in the zone. These changes are included in **Appendix 1**.

13.9 I note for completeness that, while Mr Williams only raises the issue of the MPR for room type visitor accommodation it is not appropriate to reduce that MPR for this activity in the BMUZ without also reducing the MPR for unit type visitor accommodation.

ACTIVE AND PUBLIC TRANSPORT

14. MR THOMPSON FOR QUEENSTOWN CENTRAL LIMITED (2460)

14.1 Mr Thompson states at paragraph 6.6 that the proposed cycle parking and end of trip facilities should be amended so that they are more in line with what has been provided elsewhere in New Zealand. In response and relying on the rebuttal evidence of Mr Crosswell and the

technical note of Mr Adam attached to his evidence, I recommend that the bicycle parking and end of trip facility requirements be reduced in line with the recommendations made by Mr Adam's technical paper.

14.2 Mr Thompson states at paragraphs 6.8 – 6.13 that additional criteria be added to the Assessment Matter (29.8.6.1) for cycle parking and end of trip facilities. Relying in part on the rebuttal evidence of Mr Crosswell (and the technical note of Mr Adam attached to his evidence), I recommend expanding matter (b) so that not only bicycle parking could be jointly provided but that such joint provision could also be appropriate for end of trip facilities but that the additional matters Mr Thompson proposes are inappropriate. This change is included in **Appendix 1**.

15. MR FARRELL FOR REAL JOURNEYS GROUP (2466, FS2760, 2581, FS2752, 2594, FS2753, 2494, 2492, FS2800)

15.1 Mr Farrell states at paragraph 10 that the approach taken in Chapter 29 (to distinguish between public transport and private transport and to exclude private transport operators who service primarily tourists from the definition of public water ferry services even if they are also available to the public generally) is inconsistent with the definition of 'public transport service' in the Land Transport Management Act 2003 (**LTMA**). I also note that Ms Black raises similar concerns in her paragraph 22.

15.2 Mr Farrell is correct in noting that the proposed definition of 'public water ferry services' differs from the definition of 'public transport service' in the LTMA. The former excludes any service that is operated for the sole or primary purpose of tourism even if it is also available to the general public, whereas the LTMA definition does not exclude such services provided they are also available to the general public.

15.3 In my opinion, the S42A definition of 'public water ferry services' is more appropriate than the LTMA definition in this context. Relying on the LTMA definition would have the effect of potentially including all tourism operators (other than those running private charter trips/tours) within the definition of 'public water ferry services'.

15.4 The rationale for defining ‘public water ferry services’ separately from other ‘commercial boating activity’ is to provide for such ferry services as a restricted discretionary activity, while all other commercial boating activities require a full discretionary consent pursuant to Decision Rules 21.15.9 and 12.4.7.2¹¹. If the Council were to amend this definition so that it is consistent with the LTMA definition, this would essentially render redundant Rule 21.15.9, in that almost all commercial boating activity (that is available to the public generally) could be deemed to be a ‘public water ferry service’. In my view, this would result in a regulatory regime that would be considerably less effective at protecting, maintaining, and enhancing natural character and the integrated management of a dynamic and vibrant Queenstown Bay waterfront¹², and recognising public water ferry services as a key part of the transport network¹³.

15.5 In addition, Mr Farrell states at paragraph 16 that the PDP definition of transport infrastructure has a land-based emphasis and should be amended so that it captures water and shore-based infrastructure, such as wharves. In response, I refer to paragraph 9.16 of my S42A report, which explains that shore-based facilities are included in the definition of transport infrastructure and that it is unnecessary to include water-based infrastructure within the definition as the only rule that refers to the term ‘transport infrastructure’ relates to activities within roads.

16. MS BLACK FOR REAL JOURNEYS GROUP ((2466, FS2760, 2581, FS2752, 2594, FS2753, 2494, 2492, FS2800))

16.1 In her evidence, Ms Black discusses the scale and important contribution that coach tours make to reducing road congestion and that this should be better provided for in the transport chapter. In response to submissions by Real Journeys and others, the Rebuttal Chapter 29 aims to do this through the following methods:

11 Decision Rule 12.4.7.2 should refer to ‘commercial boating activity’ rather than ‘commercial surface of water activity’ in order to be consistent with Rule 21.15.9 and this could be undertaken as a Cl 16 amendment.
12 Decision Objective 21.2.12, Decision Policy 21.2.12.10 and Decision Objective 12.2.5 and S 42A Policy 12.2.5.7
13 Rebuttal Objective 29.2.1 and Rebuttal Policy 29.2.1.2

- (a) Policy 29.2.1.7 to facilitate private coach transport as a form of large scale shared transport;
- (b) providing an easier consenting pathway for the establishment of coach parks in appropriate zones;
- (c) enabling coaches to be parked off site/ remote from visitor accommodation;
- (d) significantly reducing the minimum parking requirements for visitor accommodation developments located in the higher density areas thus disincentivising visitors to arrive by or retain a private car during their stay in the district; and
- (e) special provision for offsite carparks for Ski Area Subzones, which presumably may also provide for the parking of buses.

16.2 I consider the above methods to be appropriate and do not consider that any further provision is necessary.

THE PROVISIONS RELATING TO ROADS

17. MS ROWE FOR DARBY PLANNING LP (2376, 2381, FS2788, 2384, FS2789, 2373, FS2790)

17.1 Ms Rowe states at paragraph 107 that (emphasis added) “if that appeal (on Chapter 21 (Rural)) is successful, then the provision of parking and access to service ski area activities but which is not located in the Ski Area Subzone (**SASZ**) will be a restricted discretionary activity, without needing to turn to the provisions of Chapter 29 to ascertain the activity status of parking and access provision”.

17.2 In response, my understanding of how the provisions would work is that one would need to ‘turn to’ the provisions of Chapter 29, as well as the zone provisions and that, in this example, such parking would require a) a discretionary consent pursuant to Rule 29.4.11 (as no minimum parking rate is specified for ski area activities in Table 29.5) and b) a restricted discretionary consent pursuant to Rule 29.4.7 if it is located on a site different to that which the ski area activity is located on (as it would be ‘offsite parking’ and therefore fall within the definition of ‘non-accessory parking’).

- 17.3** I acknowledge, however, that Rule 29.4.7 relating to non-accessory parking (which includes off-site parking) is geared toward an urban setting; not the ski area scenario, where it is common to have established parking areas that may be some distance from the ski area itself and where the concerns associated with non-accessory parking identified in Chapter 29 are not relevant.
- 17.4** I therefore recommend exempting off-site parking associated with activities within the SASZ from the definition of off-site parking, meaning that any reference to off-site parking, non-accessory parking in the chapter do not apply to such applications. This recommendation assumes that the zone provisions and earthworks provisions will adequately manage the landscape and amenity issues and that other provisions in Chapter 29 such as sight distances and parking layout will manage safety issues. I am comfortable that the submission from Cardrona Alpine Resort Limited (2492.4), which both Soho Ski Area Ltd and Blackmans Creek No.1 LP and Treble Cone Investments Ltd have submitted in support of) provide scope for this amendment. This change is included in **Appendix 1**.



Vicki Jones
22 August 2018

TRANSPORT 29

Appendix 1

Rebuttal Recommended Chapter

Key:

Recommended changes to notified chapter are shown in underlined text for additions and ~~strike through~~ text for deletions.

Recommended changes to S 42A chapter are shown in double underlined text for additions and ~~double strike through~~ text for deletions.

29 Transport

○ Purpose

The purpose of this chapter is to manage works within the road, manage the development of transport infrastructure both on and off roads, and to require that landuse activities are undertaken in a manner that maintains the safety and efficiency of the transport network as a whole and contributes positively to improving the public and active transport networks.

A well-managed transport network needs to be safe and efficient and provide for all modes of transport. As a result, it will facilitate compact and efficient landuse, which will contribute positively to limit increases in the use of fossil fuels and greenhouse gas emissions.

○ Objectives and Policies

▪ Objective - An integrated, safe, and efficient transport network that:

- provides for all transport modes and the transportation of freight;
- provides for future growth needs and facilitates continued economic development;
- reduces dependency on private motor vehicles and promotes the use of shared, public, and active transport;
- contributes towards addressing the effects on climate change; and
- reduces the dominance and congestion of vehicles, particularly in the Town Centre zones.

Commented [vj1]: Public Health South (2040.1), NTZA (2538.32)

Commented [vj2]: Darby Planning LP (2376.47), Real Journeys et al (2492.32)

Policies

- Require that ~~the public transport and active transport networks are~~ is well-connected and specifically designed to:
 - enable an efficient public transport system;
 - reduce travel distances and improve safety and convenience through discouraging single connection streets; and

Commented [vj3]: The JEA group submissions (2448.7)

TRANSPORT 29

provide safe, attractive, and practical walking and cycling routes between and within residential areas, public facilities and amenities, and employment centres, and to existing and planned public transport.

- Recognise the importance of expanded public water ferry services as a key part of the transport network and enable this by providing for park and ride, public transport facilities, and the operation of public water ferry services.
- ~~Require high traffic generating activities and large scale commercial activities, educational facilities, and community activities to avoid or mitigate the adverse effects they have on the transport network and amenity, including through initiatives, that will promote walking, cycling, and the use of public transport that by contribute to the development of well-connected public and active transport networks and/ or infrastructure within and in the immediate vicinity of the development.~~

Commented [vj4]: Grammatical improvement only

~~29.2.1.X Use Development Agreements as provided for under the Local Government Act rather than requiring standard development contributions where this will achieve better transport and amenity outcomes. A Development Agreement may include, for example, improvements to the public and/ or active transport networks to promote walking, cycling and the use of public transport (convoies); reduce projected private car travel to/ from the activity; and reduce the extent of surface car parking required to support development.~~

Commented [vj5]: Ministry of Education (2151.4), The JEA group submissions (2448.9), Ngai Tahu Property Limited (2336.14), Real Journeys et al (2492.34)

- Provide a roading network within and at the edge of the Town Centre zones that supports these zones becoming safe, high quality pedestrian dominant places and enable the function of such roads to change over time.
- Acknowledge the potential need to establish new public transport corridors off beyond existing roads in the future, particularly between Frankton and the Queenstown Town Centre.
- Enable and encourage the provision of electric vehicle (EV) charging points/ parking spaces within non-accessory parking, within roads where appropriate, as part of Park and Ride, and in association with accessory parking related to High Traffic Generating Activities

Commented [vj6]: Ngai Tahu Property Limited and Ngai Tahu Justice Holdings Limited (2335, 2336, 2739), RCL (2465).

Commented [vj7]: Renumbering required from this point onward

Commented [vj8]: QLDC (2239.4)

29.2.1.7 Facilitate private coach transport as a form of large scale shared transport, through enabling the establishment of off-site or non-accessory coach parking in specified zones and by allowing visitor accommodation activity to provide coach parking off-site.

Commented [vj9]: QLDC (2239.5)

Commented [vj10]: Real Journeys et al (2492.32), Real Journeys et al (2492.55)

Advice note: the policies under Objectives 29.2.2; 29.2.3, and 29.2.4 also contribute to this Objective 29.2.1.

- **Objective - Parking, loading, access, and onsite maneuvering that are consistent with the character, scale, intensity, and location of the zone and contributes toward:**
 - providing a safe and efficient transport network;
 - compact urban growth;
 - economic development;
 - facilitating an increase in walking and cycling and the use of public transport; and
 - achieving the level of residential amenity and quality of urban design anticipated in the zone.

Commented [vj11]: Camp Street Properties Limited (2520.2), C & J Properties Ltd (2518.2), and Reavers NZ Limited (2467.3)

Policies

TRANSPORT 29

- Manage the number, pricing, location, type, and design of parking spaces, queuing space, access, and loading space in a manner that:
 - a. is safe and efficient for all transport modes and users, including those with restricted mobility, and particularly in relation to facilities such as hospitals, educational facilities, and day care facilities;
 is compatible with the classification of the road by:
 - (i) ensuring that accesses and new intersections are appropriately located and designed and do not discourage walking and cycling or result in unsafe conditions for pedestrians or cyclists;
 - (ii) avoiding heavy vehicles reversing off or onto any roads; and
 - (iii) ensuring that sufficient manoeuvring space, or an alternative solution such as a turntable or car stacker, is provided to avoid reversing on or off roads in situations where it will compromise the effective, efficient, and safe operation of roads.
 contributes to an increased uptake in public transport, cycling, and walking in locations where such alternative travel modes either exist; are identified on any Council active transport network plan or public transport network plan; or are proposed as part of the subdivision, use, or development;
 provides sufficient parking and loading spaces to meet the expected needs of specific landuse activities parking demand in order to minimise congestion and visual amenity effects, particularly in areas that are not well connected by public or active transport networks and are not identified on any Council active or public transport network plans;
provides sufficient onsite loading space to minimise congestion and adverse visual amenity effects that arise from unmanaged parking and loading on road reserves and other public land;
 is compatible with the character and amenity of the surrounding environment, noting that exceptions to the design standards may be acceptable in special character areas and historic management areas; and
 avoids or mitigates adverse effects on the amenity of the streetscape and adjoining sites.
 provides adequate vehicle access width and manoeuvring for all emergency vehicles.
- Discourage accessory parking in the Town Centre zones in order to support the growth, intensification, and improved pedestrian amenity of these zones.
- Enable a lower rate of Require less accessory parking to be provided for residential flats district wide, and for residential and visitor accommodation activity in the Town Centre, Local Shopping Centre, Business Mixed Use, High Density Residential, and Medium Density Residential zones and in the Jacks Point Village Area of the Jacks Point Zone compared to other zones to support intensification and increased walking, cycling, and public transport use and in recognition of the land values, high pedestrian flows, amenity, accessibility, and existing and anticipated density of these zones.
- Enable some of the parking required for residential and visitor accommodation activities and for all activities in the Business Mixed Use Zone to be provided off-site provided it is located in close proximity to the residential or visitor accommodation activity it is associated with and is secured through legal agreements.
- Enable a reduction in the minimum number of car parking spaces required only where:
 - a. There will be positive or only minor adverse effects on the function of the surrounding transport network and amenity of the surrounding environment will not be adversely affected; and/ or

Commented [vj12]: NZTA (2538.39)

Commented [vj13]: Public Health South (2040.3)

Commented [vj14]: The JEA group submissions (2448.4, 2448.11) and Real Journeys et al (2492.36, 2492.46)

Commented [vj15]: Fire and Emergency New Zealand (2660.12)

Commented [vj16]: The JEA group submissions (2448.4, 2448.11) and Real Journeys et al (2492.36) regarding making it clearer what council's parking strategy is and what is driving the minimum parking ratios

Commented [vj17]: The JEA group submissions (2448.4, 2448.11) and Real Journeys et al (2492.46), Reavers NZ Limited (2467.70)

Commented [vj18]: Safari Group of Companies Limited (2339.6)

Commented [vj19]: B Giddens Trust (2585.1), McBride Street Queenstown Ltd (2593.5)

Commented [vj20]: Darby Planning LP (2376, 2381, FS2788, 2384, FS2789, 2373, FS2790)

Commented [vj21]: Nona James (2238.6) and the JEA group submissions (2448.12)

Commented [vj22]: The JEA group submissions (2448.4, 2448.11) and Real Journeys et al (2492.36, 2492.46)

Commented [vj23]: Ngai Tahu Property Limited (2336.21) – consequential amendment from amending Rule 29.5.2

Commented [vj24]: Ngai Tahu Property Limited (2336.21) – consequential amendment from amending Rule 29.5.2

Commented [vj25]: Reavers NZ Limited (2467.70)

Commented [vj26]: Minor wording Improvement only (CI 16)

TRANSPORT 29

there is good accessibility by active and/or public transport and the activity is designed to encourage public and/or active transport use and projected demand can be demonstrated to be lower than the minimum required by the rules; and/ or

the characteristics of the activity or the site justify less parking and projected demand can be demonstrated to be lower than the minimum required by the rules and/ or

there is an ability for shared or reciprocal parking arrangements to meet on-site car parking demands at all times and demand can be demonstrated to be lower than the minimum required by the rules

- Provide for non-accessory parking, excluding off-site parking, only where:
 - a. the amount, location, design, and type of parking will consolidate and rationalise the provision of parking for a particular locality and result in more efficient landuse or better enable the planned growth and intensification enabled by the zone; and

there is an existing or projected undersupply of parking to service the locality and providing additional parking and the pricing of that parking will not undermine the success of public transport systems or discourage people from walking or cycling; and

- Discourage non-accessory parking and off-site and non-accessory coach parking in the Queenstown, Arrowtown, and Wanaka Town Centre zones other than on sites at the edge of the zone.

- Require Park and Ride and public transport facilities to be located and designed in a manner that:
 - a. is convenient to users;
 - is well connected to public and active transport networks;
 - improves the operational efficiency of the existing and future public transport network;
 - and
 - extends the catchment of public transport users.

29.2.2.9 Require Park and Ride, public transport facilities, and non-accessory parking to be designed, managed, and operated in a manner that:

makes it accessible and safe for users, including pedestrians and cyclists within and beyond the facility;

provides an integrated and attractive interface between the facility and adjacent streets and public open spaces;

mitigates effects on the residential amenity of adjoining properties, including effects from noise, vehicle emissions, and visual effects; and

minimises adverse effects on the operation of the transport network.

And that non-accessory parking and off-site parking facilities shall also be designed, managed, and operated in a manner consistent with 29.2.2.8 (e) to 29.2.2.8(h).

29.2.2.10 Encourage off-site parking facilities to be designed, managed, and operated in the manner outlined in Policy 29.2.2.9

29.2.2.11 29.2.2.9 Prioritise pedestrian movement, safety, and amenity in the Town Centre zones, particularly along the main pedestrian streets, by discouraging the provision of off-street parking other than on the edge of the zones and discouraging the provision of on-site loading along these streets.

29.2.2.12 29.2.2.10 Mitigate the effects on safety and efficiency arising from the location, number, width, and design of vehicle crossings and accesses, particularly in close proximity to

Commented [vj27]: C & J Properties Ltd (2518.4), JEA group submissions (2448.13), Reavers NZ Limited (2467.5), and Real Journeys et al (2492.38)

Commented [vj28]: C & J Properties Ltd (2518.4), JEA group submissions (2448.13), Reavers NZ Limited (2467.5), and Real Journeys et al (2492.38)

Commented [vj29]: C & J Properties Ltd (2518.4), JEA group submissions (2448.13), Reavers NZ Limited (2467.5), and Real Journeys et al (2492.38)

Commented [vj30]: Ngai Tahu (2336.20) – requests that this matter be added as a matter of discretion but I have recommended adding it as a policy consideration

Commented [vj31]: NZ Transport Agency (2538.43)

Commented [vj32]: Minor wording Improvement only (CI 16)

Commented [vj33]: Real Journeys et al (2492.55)

Commented [vj34]: Real Journeys et al (2492.39)

Commented [vj35]: Real Journeys et al (2492.39), John Barlow (2463.1)

Commented [vj36]:

Commented [vj37R36]: John Barlow (2463.1) – policy integrated into Policy 29.2.2.8

Commented [vj38]: Consequential re-numbering from amalgamating policies 29.2.2.8 -29.2.2.10 (CI 16).

Commented [vj39]: Consequential re-numbering from amalgamating policies 29.2.2.8 -29.2.2.10

TRANSPORT 29

intersections and adjoining the State Highway, while not unreasonably preventing development and intensification.

- **Objective - Roads that facilitate continued growth, are safe and efficient for all users and modes of transport and are compatible with the level of amenity anticipated in the adjoining zones.**

Commented [vj40]: Minor wording Improvement only (Cl 16)

Policies

- Require as a minimum, that roads be designed in accordance with Section 3 and Appendices E and F of the QLDC Land Development and Subdivision Code of Practice (2015); and accesses are designed in accordance with Table 3.2 of the QLDC Land Development and Subdivision Code of Practice (2015) and the rules set out in Table 29.3 of the District Plan unless it can be demonstrated that the effects of the proposed design on the active and public transport networks, amenity values, urban design, landscape values, and the efficiency and safety of the roading network are no more than minor.
- Enable transport infrastructure to be constructed, maintained, and repaired within roads in a safe and timely manner while:
 - a. mitigating adverse effects on the streetscape and amenity of adjoining properties resulting from earthworks, vibration, construction noise, utilities, and any substantial building within the road;enabling transport infrastructure to be designed in a manner that reflects the identity of special character areas and historic management areas and avoids, remedies, or mitigates any adverse effects on listed heritage items or protected trees; and requiring transport infrastructure to be undertaken in a manner that avoids or mitigates effects on landscape values.
- Ensure new roads are designed, located, and constructed in a manner that:
 - a. provides for the needs of all modes of transport in accordance with the Council's active transport network plan and public transport network plan and for the range of road users that are expected to use the road, based on its classification;provides connections to existing and future roads and active transport network;
 - avoids, remedies, or mitigates effects on listed heritage buildings, structures and features, or protected trees and reflects the identity of any adjoining special character areas and historic management areas;
 - avoids, remedies, or mitigates adverse effects on Outstanding Natural Landscapes and Outstanding Natural Features and on landscape values in other parts of the District; and
 - provides sufficient space and facilities to promote safe walking, cycling, and public transport, within the road to the extent that it is relevant given the location and design function of the road.
- Provide for services and new linear infrastructure network utilities to be located within road corridors and, where practicable, within the road reserve adjacent to the carriageway in a manner consistent with the provisions of Chapter 30.
- Allocate space within the road corridor and at intersections for different modes of transport and other uses such as on-street parking in a manner that reflects the road classification, makes the most efficient use of the road corridor, and contributes to the implementation of council's active and public transport network plans.
- Provide for Enable public amenities within the road in recognition that the road provides an important and valuable public open space for the community which, when well designed, encourages human interaction and enriches the social and cultural wellbeing of the community.

Commented [vj41]: Clark Fortune McDonald & Associates (2297.1), Darby Planning LP (2376.5), the JEA group submissions (2448.15)

Commented [vj42]: Ministry of Education (2151.5)

Commented [vj43]: The JEA group submissions (2448.5) and Real Journeys et al (2492.30)

Commented [vj44]: Real Journeys et al (2492.43), JEA group submissions (2448.16)

TRANSPORT 29

- Encourage the incorporation of trees and vegetation within new roads and as part of roading improvements, subject to road safety and operational requirements and maintaining important views of the landscape from roads.

- **Objective - An integrated approach to managing subdivision, land use, and the transport network in a manner that:**

supports improvements to active and public transport networks;

promotes an increase in the use of active and public transport networks and shared transport;

reduces traffic generation;

manages the effects of the transport network on adjoining land uses and the effects of adjoining landuses on the transport network.

Policies

- ~~Avoid~~ Ensure that where commercial activities and home occupations occur in residential areas that result in cars any associated vehicle storage or parking is provided for being parked either on-site or on roads in a manner and or at a scale that will not adversely affect residential amenity or the safety or the transport network. This includes the storage of business-related vehicles and rental vehicles and other vehicles being parked on streets adjoining the residential zones when not in use.
- Ensure that commercial and industrial activities that are known to require storage space for large numbers of vehicles provide adequate vehicle parking either onsite or in an offsite carpark and do not store vehicles on roads.
- Promote the uptake of public and active transport by requiring that specific large scale commercial, health, community, and educational activities provide bicycle parking, showers, and changing facilities/ lockers while acknowledging that such provision may be unnecessary in some instances due to the specific nature or location of the activity.
- Avoid or mitigate the adverse effects of high traffic ~~that~~ generating activities on the transport network and the amenity of the environment, taking into account by assessing the location and, design of the activity, and the effectiveness of the methods proposed to limit increased in traffic generation and to promote the uptake of public and active transport, including by help to reduce private car travel and encourage people to walk, cycle, or travel by public transport. Such methods may include:
 - demonstrating how they will, including by:
 - a. preparing travel plans containing travel demand management techniques and considering lower rates of accessory parking;
 - contributing toward improving well-connected public and active transport infrastructure or, where planning for such infrastructure is not sufficiently advanced, providing space for such infrastructure to be installed in the future;
 - providing public transport stops located and spaced in order to provide safe and efficient access to pedestrians who are likely to use each stop; and
 - providing less reduced amounts of accessory parking than is required by Table 29.5 in conjunction with proposing other initiatives to encourage alternative modes of travel; and
 - the use of Development Agreements provided for under the Local Government Act.
- Encourage compact urban growth through reduced parking requirements in the most accessible parts of the District.
- Ensure that the nature and scale of activities alongside roads is compatible with the road's District Plan classification, while acknowledging that where this classification is no longer valid due to growth and landuse changes, it may be appropriate to consider the proposed activity and its access against more current traffic volume data.

Commented [vj45]: Ngai Tahu Property Limited (2336.16)

Commented [vj46]: NZTA (2538.53)

Commented [vj47]: JEA group submissions (2448.17) and Real Journeys et al (2492.42)

Commented [vj48]: Minor wording Improvement only (CI 16)

Commented [vj49]: Minor wording improvement only (CI 16)

Commented [vj50]: Ngai Tahu Property Limited (2336.17)

Commented [vj51]: Ministry of Education (2151.4), the JEA group submissions (2448.9, 2448.14), Ngai Tahu Property Limited (2336.14), Real Journeys et al (2492.34, 2492.45).

Commented [vj52]: Minor wording Improvement only (CI 16)

Commented [vj53]: Minor wording Improvement only (CI 16)

Commented [vj54]: Ministry of Education (2151.4), the JEA group submissions (2448.9, 2448.14), Ngai Tahu Property Limited (2336.14), Real Journeys et al (2492.34, 2492.45).

TRANSPORT 29

- Control the number, location, and design of additional accesses onto the State Highway and arterial roads.
- Require any large scale public transport facility or Park and Ride to be located, designed, and operated in a manner that minimizes mitigates adverse effects on the locality and, in particular, on the amenity of adjoining properties, while recognising that they are an important part of establishing an effective transport network.
- Ensure the location, design, and layout of access, manoeuvring, car parking spaces and loading spaces of vehicle-orientated commercial activities, such as service stations and rural selling places, avoids or mitigates adverse effects on the safety and efficiency of the adjoining road(s) and provides for the safe movement of pedestrians within and beyond the site, taking into account:
 - a. The relative proximity of other accesses or road intersections and the potential for cumulative adverse effects; and

The ability to mitigate any potential adverse effect of the access on the safe and efficient functioning of the frontage road transport network

Commented [vj55]: Real Journeys et al (2492.46)

Commented [vj56]: NZ Transport Agency (2538.59)

Other Provisions and Rules

District Wide

Attention is drawn to the following District Wide chapters.

1 Introduction	2 Definitions	3 Strategic Direction
4 Urban Development	5 Tangata Whenua	6 Landscapes
25 Earthworks	26 Historic Heritage	27 Subdivision
28 Natural Hazards	30 Energy and Utilities	31 Signs
32 Protected Trees	33 Indigenous Vegetation and Biodiversity	34 Wilding Exotic Trees
35 Temporary Activities and Relocated Buildings	36 Noise	37 Designations
Planning Maps		

Advice Notes - General

- The following documents are incorporated in this chapter via reference:
 - a. Section 3 and Appendices E and F of the Queenstown Lakes District Council Land Development and Subdivision Code of Practice (2015); and

Queenstown Lakes District Council Southern Light Part One - A Lighting Strategy (March 2017) and Queenstown Lakes District Council Southern Light Part Two – Technical Specifications (March 2017).
- The roads shown on the planning maps will not necessarily be accurate at any point in time as the vesting, forming, and stopping of roads is an ongoing process.
- The purpose of the road classification maps in Schedule 29.1 are to assist in interpreting those provisions contained in this chapter that specifically relate to collector, arterial, and

TRANSPORT 29

local roads. They are not for the purpose of determining whether certain land is a road or not.

▪ General Rules

- Any land vested in the Council or the Crown as road, shall be deemed to be a “road” from the date of vesting or dedication in and subject to all the provisions that apply to roads, as outlined in Table 29.2 and Table 29.4; and

- a. Any zoning, including subzones, ceases to have effect from the time the land is vested or dedicated as road; and

Any provisions relating to the following overlays and identified features shown on the planning maps continue to have effect from the time the land is vested or dedicated as road such as

- i. The Special Character Area;
- ii. The Outstanding Natural Landscape, Outstanding Natural Feature, and Rural Landscape classifications;
- iii. Significant Natural Area;
- iv. Protected trees; and
- v. listed heritage buildings, structures, and features.

all rules in the district wide chapters that refer specifically to ‘roads’ take effect from the time the land is vested or dedicated as road; and

all district-wide provisions that are not zone specific but, rather, apply to all land within the district, shall continue to have effect from the time the land is vested or dedicated as road.

- At the time a road is lawfully stopped under any enactment, the land shall no longer be subject to the provisions that apply to roads (Table 29.2 and Table 29.4) and the provisions from the adjoining zone (as shown on the Planning Maps) apply from the date of the stopping. Where there are two different zones adjoining either side of the road, the adjacent zone extends to the centre line of the former road.

- The dimensions of a B99 design vehicle and a B85 design vehicle are as set out in Diagram 1 of Schedule 29.2.

- ~~Activities within roads are also subject to specific rules in the District-wide chapters.~~

- ~~Activities within roads are also subject to those other district-wide provisions that apply to all land within the district and which are not triggered specifically by being located on zoned land.~~

- Activities on zoned land ~~outside of roads~~ are also subject to the zone-specific provisions. The provisions relating to activities outside of roads in this chapter do not override those zone-specific provisions, except that the rules in Table 29.1 take precedence over those zone rules which make ‘activities which are not listed in this table and comply with all standards’ a non-complying or discretionary activity.

○ Rules - Activities

Commented [vj57]: The JEA group submissions (2448.2) and Real Journeys et al (2492.47)

Commented [vj58]: The JEA group submissions (2448.2) and Real Journeys et al (2492.47)

Commented [vj59]: Minor wording Improvement only (CI 16) – Clarification only.

Commented [vj60]: Minor wording Improvement only (CI 16) – Text moved from notified rules 29.3.3.4 and 29.3.3.5 and slightly altered for improved clarity

Commented [vj61]: Minor wording Improvement only (CI 16) – Text moved from notified rules 29.3.3.4 and 29.3.3.5 and slightly altered for improved clarity

Commented [vj62]: Minor wording Improvement only (CI 16) – Drafting improvement only for improved clarity

Commented [vj63]: QLDC (2239.2)

TRANSPORT 29

	Table 29.1 – Transport related activities outside a road	Activity Status
	<ul style="list-style-type: none"> ▪ Activities that are listed in this Table as permitted (P) and comply with all relevant standards in Table 29.3 in this Chapter. 	P
	<ul style="list-style-type: none"> ▪ Transport activities that are not listed in this Table. 	P
	<ul style="list-style-type: none"> ▪ Parking for activities listed in Table 29.5, other than where listed elsewhere in this table. 	P
	<ul style="list-style-type: none"> ▪ Loading spaces, set down spaces, manoeuvring (including the installation of vehicle turntables), and access 	P
	<ul style="list-style-type: none"> ▪ Bus shelters, bicycle parking, and development of the active transport network 	P
29.4.X	<p><u>Off-site and non-accessory parking used exclusively for the parking of coaches and buses in the Business Mixed Use Zone and Local Corner Shopping Centre Zone</u></p> <p>Control is reserved over:</p> <ul style="list-style-type: none"> • <u>Design, external appearance, and landscaping and the resultant potential effects on visual amenity and the quality of the streetscape;</u> <p><u>Effects on the amenity of adjoining sites' compatibility with surrounding activities;</u></p> <p><u>The size and layout of parking spaces and associated manoeuvring areas</u></p>	C
	<ul style="list-style-type: none"> ▪ <u>Off-site parking areas excluding off-site parking used exclusively for the parking of coaches and buses in the Business Mixed Use Zone and Local Corner Shopping Centre Zone</u> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Design, external appearance, and landscaping and the resultant potential effects on visual amenity and the quality of the streetscape. <p>Effects on the amenity of adjoining sites' compatibility with surrounding activities.</p> <p>Advice Note:</p> <p>This rule applies to the establishment of new parking areas for the express purpose of providing required parking spaces for specific landuses, which are located on a different site to the car parking area. It does not apply to instances where a landuse consent seeks to lease or otherwise secure offsite parking spaces within an existing parking area.</p>	RD

Commented [vj64]: Real Journeys et al (2492.55)

Commented [vj65]: Real Journeys et al (2492.55)

TRANSPORT 29

<ul style="list-style-type: none"> ▪ Non-accessory parking, excluding: <ul style="list-style-type: none"> - off-site parking in the Business Mixed Use Zone and Local Corner Shopping Centre Zone; <u>and</u> - <u>non-accessory parking used exclusively for the parking of coaches and buses in the Business Mixed Use Zone and Local Corner Shopping Centre Zone</u> <p>Discretion is restricted to:</p> <p>Effects on the transport network, including the pedestrian and cycling environment and effects on the feasibility of public transport.</p> <p>Effects on land use efficiency and the quality of urban design.</p> <p>Location, design and external appearance and effects on visual amenity, the quality of the streetscape and pedestrian environment.</p> <p>Effects on safety for its users and the employment of CPTED principles in the design.</p> <p>Compatibility with surrounding activities and effects on the amenity of adjoining sites.</p> <p><u>The provision of electric vehicle charging points/ parking spaces</u></p>	RD
<ul style="list-style-type: none"> ▪ Park and Ride and public transport facilities <p>Discretion is restricted to:</p> <p>Effects on the transport network, including the pedestrian and cycling environment and effects on the feasibility of public transport.</p> <p>Location, design and external appearance and effects on visual amenity and the quality of the streetscape.</p> <p>Compatibility with surrounding activities and effects on the amenity of adjoining sites, including consideration of nuisance effects such as noise.</p> <p>Effects on the safety of its users and employment of CPTED principles in the design.</p> <p>Compatibility with surrounding activities.</p> <p><u>The provision of electric vehicle charging points/ parking spaces</u></p>	RD
<ul style="list-style-type: none"> ▪ Rental vehicle businesses in all those zones where commercial activities are permitted <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on the safety and efficiency of the transport network, resulting from rental vehicles being parked on roads and other public land when not in use. • Effects on amenity from rental vehicles being parked on roads and other public land when not in use. • <u>The amount, location, and management of the vehicle parking/ storage proposed, including the location, accessibility, and legal agreements where parking is not proposed on the same site as the office and reception area.</u> 	RD

Commented [vj66]: Real Journeys et al (2492.55)

Commented [vj67]: QLDC (2239.10)

Commented [vj68]: QLDC (2239.10)

Commented [vj69]: JEA group submissions (2448.21) and Real Journeys et al (2492.51).

Commented [vj70]: Bullet point added for clarity

TRANSPORT 29

▪	<p>High Traffic Generating Activities</p> <p>Any <u>new</u> landuse or subdivision activity, <u>including changes in use</u> that exceeds the traffic generation standards <u>or thresholds</u> set out in Table 29.6; <u>except</u></p> <p>a. <u>Where the associated trip generation and transport effects of the proposed landuse or subdivision are the same, similar, or less in character, intensity, and scale to those identified in an existing resource consent or district plan provisions that were approved on the basis of an Integrated Transport Assessment.</u></p> <p>Discretion is restricted to: Effects on the transport network, <u>including as a result of:</u></p> <p>a. <u>any the proposed travel planning, provision of alternatives to private vehicle, or staging of development;</u></p> <p>b. <u>any proposed improvements to the local transport network within or beyond in the vicinity of the site, including proposed additions or improvements to the active and public transport network and infrastructure and the roads themselves, in accordance with Council road controlling authority's standards and adopted infrastructure network development plans either within or beyond the site. This may be required by direct construction activities, or by collecting funds towards a wider project that would achieve the modal shift aim of the specific development, as promoted in the application;</u></p> <p>e. <u>the amount, design, and location of cycle parking, o bicycle charging areas, showers, changing rooms and lockers provided; and</u></p> <p>d. <u>the design of the site and/ or its frontage in regard to its ability to accommodate any proposed planned public transport infrastructure proposed by Council;</u></p> <p>e. <u>the provision or upgrading of pedestrian and cycle infrastructure; and</u></p> <p>f. <u>the provision of a Travel Demand Management Plan; and</u></p> <p>g. <u>The provision of electric vehicle charging points/ parking spaces</u></p>	RD
▪	<p>Parking for any activity not listed in Table 29.5</p>	D

Commented [vj71]: Ngai Tahu Property Limited and Ngai Tahu Justice Holdings Limited (2335, 2336, 2739)

Commented [vj72]: Ngai Tahu Property Limited and Ngai Tahu Justice Holdings Limited (2335, 2336, 2739), RCL (2465), QAC (2618), Darby Planning LP (2376, 2381, FS2788, 2384, FS2789, 2373, FS2790)

Commented [vj73]: Darby Planning LP (2376)

Commented [vj74]: Ngai Tahu Property Limited and Ngai Tahu Justice Holdings Limited (2335, 2336, 2739)

Commented [vj75]: Detail redrafted as Assessment Matters to be more consistent with format of other rules in this chapter (CI 16)

Commented [vj76]: Ngai Tahu Property Limited and Ngai Tahu Justice Holdings Limited (2335, 2336, 2739).

Commented [vj77]: NTZA (2538.64)

Commented [vj78]: Ministry of Education (2151.4), the JEA group submissions (2448.9, 2448.14, 2448.22), Ngai Tahu Property Limited (2336.14), Real Journeys et al (2492.34, 2492.45, 2492.52), Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd (2381.27), Safari Group of Companies Limited (2339.10), Darby Planning LP (2376.54),

Commented [vj79]: NTZA (2538.64)

Commented [vj80]: NTZA (2538.64)

Commented [vj81]: Ngai Tahu Property Limited and Ngai Tahu Justice Holdings Limited (2335, 2336, 2739), RCL (2465)

Commented [vj82]: RCL (2465)

Commented [vj83]: Minor wording Improvement only (CI 16)
Drafting improvement only for improved clarity

Commented [vj84]: Formatting only

Commented [vj85]: QLDC (2239.10)

TRANSPORT 29

Table 29.2 - Activities within a road		Activity Status
<ul style="list-style-type: none"> ▪ Activities that are listed in this Table as permitted (P) and comply with all relevant standards in Table 29.4 of this Chapter. 		P
<ul style="list-style-type: none"> ▪ Activities that are not listed in this Table. 		D
<ul style="list-style-type: none"> ▪ Construction of new transport infrastructure and the operation, use, maintenance, and repair of existing transport infrastructure. <u>Advice Note:</u> There are other activities related to the transport function of the road such as signs, utilities, and temporary activities that are also permitted through other district-wide chapters but are not included in the definition of transport infrastructure. 		P
<ul style="list-style-type: none"> ▪ Public amenities 		P
<ul style="list-style-type: none"> ▪ Construction of any unformed road into a formed road <u>for the purpose of vehicular access.</u> Discretion is restricted to: The safety and functionality of the road design, including the safety of intersections with existing roads. Ongoing maintenance costs of the road design. Effects on the environment and/ or character of the surrounding area (including effects from dust, noise and vibration and effects on visual amenity). Effects on the ability to continue to provide safe access for other current and potential users of the unformed legal road, including pedestrians and cyclists. 		RD
<ul style="list-style-type: none"> ▪ Any veranda, balcony, or floor area of a building overhanging a road, where the building is controlled in the adjoining zone. For the purpose of this rule, where the road adjoins two different zones, the provisions of the adjoining zone only apply up to the centreline of the road in that location. Control is restricted to those matters listed for buildings in the adjoining zone and: <ul style="list-style-type: none"> • The effects on traffic safety; and • effects on the kerbside movement of high-sided vehicles; and • effects on the active transport network 		C
<ul style="list-style-type: none"> ▪ Any veranda, balcony, or floor area of a building overhanging a road, where the building is a restricted discretionary activity in the adjoining zone. For the purpose of this rule, where the road adjoins two different zones, the provisions of the adjoining zone only apply up to the centreline of the road in that location. Discretion is restricted to those matters listed for buildings in the adjoining zone and: <ul style="list-style-type: none"> • The effects on traffic safety; and • effects on the kerbside movement of high-sided vehicles; and • effects on the active transport network 		RD

Commented [vj86]: Consequential amendment as a result of recommending that Table 29.4 is removed.

Commented [vj87]: Consequential renumbering from this point onwards will be necessary.

Commented [vj88]: Minor wording Improvement only (CI 16)
Drafting improvement only for improved clarity

Commented [vj89]: JEA group submissions (2448.23) and Real Journeys et al (2492.53)

Commented [vj90]: Formatting only

Commented [vj91]: Active Transport Wanaka (2078.13), Safari Group of Companies Limited (2339.4)

Commented [vj92]: Formatting only

Commented [vj93]: Active Transport Wanaka (2078.13), Safari Group of Companies Limited (2339.4)

TRANSPORT 29

TRANSPORT 29

29.5 Rules - Standards for activities outside roads

	Table 29.3 - Standards for activities outside roads	Non compliance status
	PARKING AND LOADING	
▪	<p>Accessory parking</p> <p>The number of parking spaces (other than cycle parking) shall be provided in accordance with the minimum parking requirements specified in Table 29.5, <u>except that where consent is required for a High Traffic Generating Activity pursuant to Rule 29.4.10 no minimum parking is required.</u></p> <p>Discretion is restricted to: The number of parking spaces provided. The allocation of parks to staff/ guests and residents/ visitors.</p> <p><u>Advice Note: Policy 29.2.2.5 provides the framework for assessing the appropriateness of providing a level of accessory parking less than is required by Table 29.5.</u></p>	RD
▪	<p>Location and Availability of Parking Spaces</p> <p>a. Any parking space required by Table 29.5 or loading space shall be available for staff and visitors during the hours of operation and any staff parking required by this rule shall be marked as such.</p> <p>b. No parking space required by Table 29.5 shall be located on any access or outdoor living space required by the District Plan, such that each parking space required by Table 29.5 shall have unobstructed vehicular access to a road or service lane, <u>except where tandem parking is specifically provided for by Rule 29.5.8.</u></p> <p>c. Parking spaces and loading spaces may be served by a common manoeuvring area (which may include the installation of vehicle turntables), which shall remain unobstructed.</p> <p>d. Residential units and visitor accommodation units <u>The following activities may provide some or all of the parking spaces required by Table 29.5 off-site (on a different site to that which the landuse activity is located on), in accordance with the following:</u></p> <p>(i) If Residential units and visitor accommodation units or activities development <u>in any High Density Residential Zone, Medium Density Residential Zone, or Business Mixed Use Zone is located within 800m of an established public transport facility or a public transport facility identified on any Council Active Transport Network Plan may provide, then some or all of the car parking required may be provided off-site.</u></p>	RD

Commented [vj94]: Ministry of Education (2151.4), the JEA group submissions (2448.9, 2448.14, 2448.22), Ngai Tahu Property Limited (2336.14), Real Journeys et al (2492.34, 2492.45, 2492.52), Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd (2381.27), Safari Group of Companies Limited (2339.10), Darby Planning LP (2376.54) - being all those who sought the deletion of the HTGA rule); and

Those who seek further general or specific reductions in the MPRs, including Gibbston Valley Station (2547.3); Safari group of companies (2339.5), Aaron Cowie (2040.1), Queenstown Central Limited (2460.6), real journeys et al (2492.68), the Oil Companies (2484.17), the JEA group submissions (2448.39).

Commented [vj95]: B Giddens Trust (2585.2), McBride Street Queenstown Ltd (2593.6)

Commented [vj96]: JEA group submissions (2448.27), Real Journeys et al (2492.57)

Commented [vj97]: Ngai Tahu Property Limited (2336.21)

TRANSPORT 29

	<p>(ii) Some or all of the coach parking required by Table 29.5 <u>in relation to visitor accommodation activity</u>, may be provided off-site.</p> <p>(iii) All other residential activity and visitor accommodation activity <u>not captured by 29.5.2(d)(i)</u> may provide up to one-third of the parking spaces required by Table 29.5 off-site.</p> <p>(iv) <u>All activities other than residential and visitor accommodation activity in the Business Mixed Use Zone</u> may provide all of the <u>car parking required off-site</u>.</p> <p>(v) Off-site parking spaces provided <u>in accordance with the above rules 29.5.2(d)(i)-(iv) in relation to the above</u> must be:</p> <p style="padding-left: 20px;">Dedicated to the units or rooms <u>or floor space</u> within the development; and</p> <p style="padding-left: 20px;">Located so that all the "off-site" car parking spaces allocated to the development are within an 800m walking distance of the boundary of the development. This does not apply to coach parking;</p> <p style="padding-left: 20px;">Not located on a private road or public road; and</p> <p style="padding-left: 20px;">Secured by a legally binding agreement attached to the relevant land titles that guarantees the continued availability of the parking for the units the off-site parking is intended to serve.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • The long term availability of parking spaces for staff and visitors. • The location of parking spaces and manoeuvring areas within a site. • The proportion of spaces proposed off-site in zones other than the High Density Residential Zone, Medium Density Residential Zone, or Business Mixed Use Zone. • The location, accessibility, and legal agreements proposed. 	
<ul style="list-style-type: none"> ▪ Size of Parking Spaces and layout 	<p>a. All required parking spaces and associated manoeuvring areas are to be designed and laid out in accordance with the Car Parking Layout requirements of Table 29.8, Table 29.9, and Diagram 3 (car space layouts) of Schedule 29.2.</p> <p>b. The installation of a vehicle turntable for residential units and residential flats is an acceptable alternative to achieve the required turning manoeuvres of the swept path Diagram 4.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • The size and layout of parking spaces and associated manoeuvring areas. <p>Advice note: Refer to Rule 29.5.8 for additional design requirements of residential parking spaces.</p>	RD
<ul style="list-style-type: none"> ▪ Gradient of Parking Spaces and Parking Areas 	<p>Parking spaces and parking areas shall have a gradient of no more than 1 in 20 in any one direction.</p> <p>Discretion is restricted to:</p>	RD

Commented [vj98]: Ngai Tahu Property Limited (2336.21)

Commented [vj99]: Minor wording Improvement only (CI 16)

Commented [vj100]: Ngai Tahu Property Limited (2336.21) – consequential amendment as a result of extending the allowance for off-site parking to non-residential activity in the BMUZ

TRANSPORT 29

	<ul style="list-style-type: none"> The gradient of the parking space and parking area. 						
<ul style="list-style-type: none"> <p>Mobility Parking spaces</p> <p>a. Other than in relation to residential units and visitor accommodation with less than 6 guests, wherever an activity requires parking to be provided, mobility parking spaces shall be provided in accordance with the following minimum standards:</p> <table border="1" style="margin-left: 20px;"> <thead> <tr> <th style="text-align: center;">Total number of parks to be provided by the activity or activities on the site</th> <th style="text-align: center;">Minimum number of mobility parking spaces required</th> </tr> </thead> <tbody> <tr> <td>1 to 10 spaces:</td> <td>1 space</td> </tr> <tr> <td>11 to 100 spaces:</td> <td>2 spaces plus one more for every additional 50 parking spaces provided.</td> </tr> </tbody> </table> <p>b. Mobility parking spaces shall be:</p> <ul style="list-style-type: none"> (i) on a level surface; (ii) clearly signposted; (iii) located on the same site as the activity; (iv) be as close as practicable to the building entrance; and (v) be accessible to the building via routes that give direct access from the car park to the building. <p>Discretion is restricted to: The number, location, and design of mobility parking spaces, including the accessibility of the spaces to the building(s). Effectiveness of the associated signage.</p> 	Total number of parks to be provided by the activity or activities on the site	Minimum number of mobility parking spaces required	1 to 10 spaces:	1 space	11 to 100 spaces:	2 spaces plus one more for every additional 50 parking spaces provided.	RD
Total number of parks to be provided by the activity or activities on the site	Minimum number of mobility parking spaces required						
1 to 10 spaces:	1 space						
11 to 100 spaces:	2 spaces plus one more for every additional 50 parking spaces provided.						
<ul style="list-style-type: none"> <p>Drop off/ pick up (set down) areas in all zones except in the Queenstown Town Centre Zone, the Wanaka Town Centre Zone, and the Arrowtown Town Centre Zone</p> <p>a. All day care facilities, educational activities facilities, and healthcare facilities must provide drop off/ pick up (set down) areas to allow vehicles to drop off and pick up children, students, elderly persons, or patients in accordance with the following standards:</p> <table border="1" style="margin-left: 20px;"> <tbody> <tr> <td style="width: 30%;">(i) A day care facility designed to cater for six or more children/ persons</td> <td>1 drop-off/ pick up car space per 5 persons that the facility is designed to cater for (excluding staff).</td> </tr> <tr> <td>(ii) A primary or intermediate school</td> <td>1 drop-off/ pick up space per 50 students that the school is designed to cater for and 1 bus space per 200 students where school bus services are provided.</td> </tr> <tr> <td>(iii) A secondary school</td> <td>1 drop-off/ pick up space per 100 students that the school is designed to cater for and 1 bus space per 200</td> </tr> </tbody> </table> 	(i) A day care facility designed to cater for six or more children/ persons	1 drop-off/ pick up car space per 5 persons that the facility is designed to cater for (excluding staff).	(ii) A primary or intermediate school	1 drop-off/ pick up space per 50 students that the school is designed to cater for and 1 bus space per 200 students where school bus services are provided.	(iii) A secondary school	1 drop-off/ pick up space per 100 students that the school is designed to cater for and 1 bus space per 200	RD
(i) A day care facility designed to cater for six or more children/ persons	1 drop-off/ pick up car space per 5 persons that the facility is designed to cater for (excluding staff).						
(ii) A primary or intermediate school	1 drop-off/ pick up space per 50 students that the school is designed to cater for and 1 bus space per 200 students where school bus services are provided.						
(iii) A secondary school	1 drop-off/ pick up space per 100 students that the school is designed to cater for and 1 bus space per 200						

Commented [vj101]: The Ministry of Education (2151.10)

TRANSPORT 29

	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"></td> <td style="width: 50%;">students where school bus services are provided</td> </tr> <tr> <td>(iv) A health care facility or hospital</td> <td>1 drop-off/ pick up space per 10 professional staff</td> </tr> </table> <p>b. In calculating the total number of drop-off/ pick up car spaces required, where the required amount results in a fraction of a space less than 0.5 it shall be disregarded and where the fraction is 0.05 or higher, then the requirement shall be rounded up to the next highest whole number and where there are two activities on one site (such as healthcare and day care) the total required shall be combined prior to rounding.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment. 		students where school bus services are provided	(iv) A health care facility or hospital	1 drop-off/ pick up space per 10 professional staff	
	students where school bus services are provided					
(iv) A health care facility or hospital	1 drop-off/ pick up space per 10 professional staff					
<ul style="list-style-type: none"> ▪ 	<p>Reverse manoeuvring for any day care facility, educational facility, or healthcare facility</p> <p>a. Where on-site manoeuvring area or drop off/ pick up (set down) areas are required, these shall be located and designed to ensure that no vehicle is required to reverse onto or off any road.</p> <p>Reverse Manoeuvring of heavy vehicles</p> <p>b. Where heavy vehicle parking spaces, on-site manoeuvring, and loading areas are required, these shall be designed and located to ensure that no heavy vehicle is required to reverse manoeuvre from (or onto) any site or service lane onto (or from) any road.</p> <p>c. Where a service lane does not meet the definition of a 'road', a heavy vehicle can reverse onto (or from) a site from (or onto) a service lane but this does not enable a heavy vehicle to then reverse from that service lane onto a road.</p> <p>Reverse Manoeuvring, other than where regulated by 29.5.7a to 29.5.7c above</p> <p>d. On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse onto or off any State Highway or arterial road.</p> <p>e. On-site manoeuvring shall be provided for a B85 vehicle to ensure that no such vehicle is required to reverse either onto or off any collector road where:</p> <ul style="list-style-type: none"> (i) the frontage road speed limit is 80km/h or greater, or (ii) six or more parking spaces are to be serviced by a single accessway; or (iii) three or more residential units share a single accessway; or (iv) the activity is on a rear site. <p>f. On-site manoeuvring shall be provided for a B85 vehicle to ensure that no such vehicle is required to reverse either onto or off any local road where:</p> <ul style="list-style-type: none"> (i) ten or more parking spaces are to be serviced by a single accessway, or 	RD				

Commented [vj102]: Paterson Pitts (Wanaka) (2457.25), The JEA group submissions (2448.42), Real Journeys et al (2492.59)

TRANSPORT 29

	<p>(ii) five or more residential units share a single accessway, or (iii) the activity is on a rear site.</p> <p>g. Where on-site manoeuvring areas are required, a B85 vehicle shall be able to manoeuvre in and out of any required parking space other than parallel parking spaces, with only one reverse manoeuvre, except:</p> <p>(i) Where such parking spaces are in the immediate vicinity of access driveways, ramps, and circulation roadways, a B99 vehicle shall be able to manoeuvre out of those parking spaces with only one reverse manoeuvre.</p> <p>h. The installation of a vehicle turntable for residential units and residential flats is an acceptable alternative to achieve the required turning manoeuvres illustrated in the swept path diagram 4, in Schedule 29.2.</p> <p>Discretion is restricted to: Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment. The design and location of required parking spaces, loading spaces, and on-site manoeuvring areas.</p> <p>Note: Diagram 4 in Schedule 29.2 provides the vehicle swept path designs for B85 and B99 vehicles and for various heavy vehicle types.</p>					
▪	<p>Residential Parking Space Design</p> <p>a. The minimum width of the entrance to a single garage shall be no less than 2.4 m.</p> <p>b. The minimum length of a garage shall be 5.5m.</p> <p>c. Where a car space is proposed between a garage door and the road boundary, the minimum length of this car space shall be 5.5m.</p> <p>d. Where onsite manoeuvring is required, the minimum manoeuvring area between the road boundary and the garage entrance shall be designed to accommodate a B85 design vehicle.</p> <p>e. Where two parking spaces are provided for on a site containing only <u>a single visitor accommodation unit or a single residential unit, which may also include a single residential flat, or single visitor accommodation unit</u>, the two parking spaces may be provided in tandem.</p> <p>Discretion is restricted to: The design of residential parking spaces. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>	RD				
▪	<p>Queuing</p> <p>a. On-site queuing space shall be provided for all vehicles entering a parking or loading area in accordance with the following:</p> <table border="1" style="margin-left: 40px;"> <thead> <tr> <th style="text-align: left;">Number of parking spaces</th> <th style="text-align: left;">Minimum queuing length</th> </tr> </thead> <tbody> <tr> <td>3 – 20</td> <td>6m</td> </tr> </tbody> </table>	Number of parking spaces	Minimum queuing length	3 – 20	6m	RD
Number of parking spaces	Minimum queuing length					
3 – 20	6m					

Commented [vj103]: Paterson Pitts (Wanaka) (2457.22), Real Journeys et al (2492.57, 2492.68) and JEA Group submissions (2448.27, 2448.37).

TRANSPORT 29

	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">21 – 50</td> <td style="width: 40%;">12m</td> </tr> <tr> <td>51 – 100</td> <td>18m</td> </tr> <tr> <td>101 – 150</td> <td>24m</td> </tr> <tr> <td>151 or over</td> <td>30m</td> </tr> </table> <p>b. Where the parking area has more than one access the required queuing space may be divided between the accesses based on the expected traffic volume served at each access point.</p> <p>c. Queuing space length shall be measured from the road boundary at the vehicle crossing to the nearest vehicle control point or point where conflict with vehicles already on the site may arise.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on safety, efficiency, congestion, and amenity of the site and of the transport network, including the pedestrian and cycling environment. 	21 – 50	12m	51 – 100	18m	101 – 150	24m	151 or over	30m		
21 – 50	12m										
51 – 100	18m										
101 – 150	24m										
151 or over	30m										
<ul style="list-style-type: none"> ▪ Loading Spaces 	<p>a. Off-street loading shall be provided in accordance with this standard on every site in the Business Mixed Use Zone, the Town Centre zones, and the Local Shopping Centre Zone, except <u>in relation to unstaffed utility sites and</u> on sites where access is only available from the following roads:</p> <p>Queenstown Mall Beach Street Shotover Street Camp Street Rees Street Marine Parade Church Street Earl Street Ballarat Street Memorial Street Helwick Street Buckingham Street.</p> <p>b. Every loading space shall meet the following dimensions:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;"></th> <th style="width: 60%;">Activity</th> <th style="width: 30%;">Minimum size</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">(i).</td> <td>Offices and activities of less than 1500m² floor area not handling goods and where on-street parking for occasional delivery is available.</td> <td>6m length 3m wide 2.6m high</td> </tr> <tr> <td style="text-align: center;">(ii)</td> <td>All other activities except residential, visitor accommodation, and those listed in Rule 29.5.13(ii)(a) above.</td> <td>9m length 3.5m wide 4.5m high</td> </tr> </tbody> </table>		Activity	Minimum size	(i).	Offices and activities of less than 1500m ² floor area not handling goods and where on-street parking for occasional delivery is available.	6m length 3m wide 2.6m high	(ii)	All other activities except residential, visitor accommodation, and those listed in Rule 29.5.13(ii)(a) above.	9m length 3.5m wide 4.5m high	<p>RD</p>
	Activity	Minimum size									
(i).	Offices and activities of less than 1500m ² floor area not handling goods and where on-street parking for occasional delivery is available.	6m length 3m wide 2.6m high									
(ii)	All other activities except residential, visitor accommodation, and those listed in Rule 29.5.13(ii)(a) above.	9m length 3.5m wide 4.5m high									

Commented [vj104]: Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies) (2484.14)

Commented [vj105]: Chorus (2194.17), Spark New Zealand Trading Ltd (2195.17), and Vodafone New Zealand Limited (2478.17)

TRANSPORT 29

	<p>c. Notwithstanding the above:</p> <ul style="list-style-type: none"> (i) Where articulated trucks are used in connection with any site sufficient space not less than 20m in depth shall be provided. (ii) Each loading space required shall have unobstructed vehicular access to a road or service lane. (iii) Parking areas and loading areas may be served in whole or in part by a common manoeuvre area, which shall remain unobstructed. <p>Discretion is restricted to: The location, size, and design of the loading space and associated manoeuvring. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>	
<ul style="list-style-type: none"> ▪ 	<p>Surface of Parking Spaces, Parking Areas, and Loading Spaces</p> <ul style="list-style-type: none"> a. The surface of all parking, loading and associated access areas and spaces shall be formed, sealed, or otherwise maintained so as to avoid creating a dust or noise nuisance, to avoid water ponding on the surface, and to avoid run-off onto adjoining roads. b. The first 10m of such areas, as measured from the edge of the traffic lane, shall be formed and surfaced to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane. <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on the efficient use and maintenance, safety, and amenity of the site and of the transport network, including the pedestrian and cycling environment. 	RD
<ul style="list-style-type: none"> ▪ 	<p>Lighting of parking areas</p> <ul style="list-style-type: none"> a. Excluding parking areas accessory to residential activity, where a parking area provides for 10 or more parking spaces, which are likely to be used during the hours of darkness, the parking and manoeuvring areas and associated pedestrian routes shall be adequately lit. b. Such lighting shall be designed in accordance with the Queenstown Lakes District Council Southern Light Part One - A Lighting Strategy (March 2017) and Queenstown Lakes District Council Southern Light Part Two – Technical Specifications (March 2017). c. Such lighting shall not result in a greater than 10 lux spill (horizontal or vertical) of light onto any adjoining site within the Business Mixed Use Zone, the Town Centre zones, and the Local Shopping Centre Zone, measured at any point inside the boundary of any adjoining site. or d. <u>Such lighting shall not result in a greater than 3 lux spill</u> (horizontal or vertical) of light onto any adjoining site that is zoned High Density Residential, Medium Density Residential, or Low Density Residential, <u>or Airport Zone (Wanaka)</u> measured at any point more than 2m inside the boundary of the adjoining site. 	RD

Commented [vj106]: The JEA group submissions (2448.30) and Real Journeys et al (2492.61)

Commented [vj107]: Queenstown Airport Corporation (2618.13)

TRANSPORT 29

	<p>Discretion is restricted to:</p> <p>Effects on the safety and amenity of pedestrian, cyclists, and motorists using the parking area.</p> <p>Effects from the lighting on adjoining sites.</p>									
<ul style="list-style-type: none"> ▪ Bicycle parking and the provision of lockers and showers <p>Bicycle parking, e-bicycle charging areas, lockers, and showers shall be provided in accordance with the minimum requirements specified in Table 29.7 and the layout of short term bicycle parking, <u>including aisle depth</u>, shall have minimum dimensions presented in Diagram 5 (bicycle layouts) of Schedule 29.2.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • The amount, location, and design of the cycle parks, charging areas, lockers, and showers proposed. • Effects on the mode share of those walking and cycling to and from the location. <p>Advice note: Further guidance on alternative bicycle parking layouts such as hanging bikes is presented in the Cycle Facilities Guidelines, QLDC 2009.</p>	RD									
	ACCESS									
<ul style="list-style-type: none"> ▪ Access and Road Design <p>a. All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with Section 3 and Appendices E and F of Table 3.2 (Road Design Standards) of the QLDC Land Development and Subdivision Code of Practice (2015 2018), including the notes within Table 3.2 and Appendices E and F; except as provided for in 29.5.14b below.</p> <p>b. All shared private vehicular accesses serving residential units and/ or visitor accommodation units in the High Density Residential Zone, Medium Density Residential Zone, and Low Density Residential Zone shall comply with the following standards:</p> <p>(i)</p> <table border="1" style="margin-left: 40px;"> <thead> <tr> <th>The greater of the actual number of units proposed to be serviced or the potential number of units able to be serviced by the permitted density.</th> <th>Formed width (m)</th> <th>Minimum legal width (m)</th> </tr> </thead> <tbody> <tr> <td>1 to 6</td> <td>2.75 - 3.0</td> <td>4.0</td> </tr> <tr> <td>7 to 12</td> <td>5.5 - 5.7</td> <td>6.7</td> </tr> </tbody> </table> <p>(ii) Except;</p> <p>i. where a shared vehicle access for 1 to 6 units adjoins a State Highway, arterial, or collector road, it shall have a formed width of 5.5m - 5.7m and a legal width of at least 6.7m for a</p>	The greater of the actual number of units proposed to be serviced or the potential number of units able to be serviced by the permitted density.	Formed width (m)	Minimum legal width (m)	1 to 6	2.75 - 3.0	4.0	7 to 12	5.5 - 5.7	6.7	RD
The greater of the actual number of units proposed to be serviced or the potential number of units able to be serviced by the permitted density.	Formed width (m)	Minimum legal width (m)								
1 to 6	2.75 - 3.0	4.0								
7 to 12	5.5 - 5.7	6.7								

Commented [vj108]: Queenstown Central Limited (2460.7) The JEA group submissions (2448.41) and Real Journeys et al (2492.62)

Commented [vj109]: Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited (2335.13) and Ngai Tahu Property Limited (2336.31)

Commented [vj110]: Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited (2335.13), Ngai Tahu Property Limited (2336.31)

Commented [vj111]: Minor wording Improvement only (Cl 16)

Commented [vj112]: Clark Fortune McDonald & Associates (2297.3)

Commented [vj113]: Clark Fortune McDonald & Associates (2297.3)

TRANSPORT 29

	<p>minimum length of 6m, as measured from the legal road boundary.</p> <p>ii. To allow vehicles to pass, formed access widths for 1 to 6 units shall include widening to not less than 5.5 m over a 15m length at no more than 50 m spacing (measured from the end of one passing bay to the beginning of the next).</p> <p>iii. The above access width rules do not apply at the time of subdivision to any developments authorised and given effect to by a landuse consent as at the date these provisions are made operative.</p> <p>c. No private way or private vehicle access or shared access in any zone shall serve sites with a potential to accommodate more than 12 units on the site and adjoining sites.</p> <p>d. Private shared vehicle accesses shall have legally enforceable arrangements for maintenance put in place at the time they are created.</p> <p>e. All vehicle access design shall comply with Schedule 29.2.</p> <p>f. The above access width rules do not apply to existing private shared vehicle accessways for the purpose of controlling the number of units that may be built using the accessways, unless the total land served by the accessway could provide for more than 12 units.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment. • The design of the access, including the width of the formed and legal width. • The on-going management and maintenance of the access. • <u>Urban design outcomes</u> • The vesting of the access in Council <p>Advice notes:</p> <p>The calculation of maximum developable capacity shall require, where necessary, the creation of sections to serve as future accessway extensions to link to other sites beyond the immediate development. As there is no maximum density provision in the High Density Residential Zone, it is not possible to calculate the maximum developable capacity and, as such, the number of units shall be taken as the total number proposed to be serviced by the access, including any existing units.</p>												
<p>▪</p>	<p>Width and design of vehicle crossings - urban zones</p> <p>a. The following vehicle crossing widths shall apply as measured at the property boundary:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th rowspan="2">Land use</th> <th colspan="2">Width of crossing(m) at the property boundary</th> </tr> <tr> <th>Minimum</th> <th>Maximum</th> </tr> </thead> <tbody> <tr> <td>a. Residential</td> <td style="text-align: center;">3.0</td> <td style="text-align: center;">6.0</td> </tr> <tr> <td>b. Other</td> <td style="text-align: center;">4.0</td> <td style="text-align: center;">9.0</td> </tr> </tbody> </table>	Land use	Width of crossing(m) at the property boundary		Minimum	Maximum	a. Residential	3.0	6.0	b. Other	4.0	9.0	<p>RD</p>
Land use	Width of crossing(m) at the property boundary												
	Minimum	Maximum											
a. Residential	3.0	6.0											
b. Other	4.0	9.0											

Commented [vj114]: Ngai Tahu Property Limited (2336.23)

TRANSPORT 29

	<p>b. Vehicle crossings in all zones other than in those Rural zones which are regulated by Rule 29.5.16 shall comply with Diagram 2 and with either Diagram 6 or 7 in Schedule 29.2, depending on the activity served by the access, such that:</p> <ul style="list-style-type: none"> (i) the access crosses the property boundary at an angle of between 45 degrees and 90 degrees; (ii) the vehicle crossing intersects with the carriageway at an angle of 90 degrees plus or minus 15 degrees; (iii) roading drainage shall be continuous across the length of the crossing; (iv) all vehicular accessways adjacent to State Highways shall be sealed from the edge of the carriageway to the property boundary. <p>c. For vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16, the width of the vehicle crossings at the kerb shall be 1.0m wider than the width at the boundary.</p> <p>d. All vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16 shall be located at least 500mm from any internal property boundary and from any other vehicle crossing on the same site.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment. • The location, design, and width of the vehicle crossing. 																				
<ul style="list-style-type: none"> ▪ 	<p>Design of vehicle crossings – Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct</p> <p>Vehicle crossings providing access to a road other than a state highway in the Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, and Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct shall comply with Diagram 2 and with either Diagram 8, 9, or 10 of Schedule 29.2, as determined by the following standards, except that in relation to vehicular crossings providing access to a State Highway, reference to Diagram 9 shall be replaced with Diagram 10.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 20%;">Type of traffic using access (>1 heavy vehicle movement per week)</th> <th style="width: 20%;">Volume of traffic using accessway (ecm/ day)</th> <th style="width: 20%;">Volume of traffic using road (vpd)</th> <th style="width: 40%;">Accessway type required</th> </tr> </thead> <tbody> <tr> <td rowspan="4" style="text-align: center; vertical-align: middle;">No</td> <td rowspan="2" style="text-align: center; vertical-align: middle;">1-30</td> <td style="text-align: center;">< 10,000</td> <td style="text-align: center;">Diagram 8</td> </tr> <tr> <td style="text-align: center;">≥ 10,000</td> <td style="text-align: center;">Diagram 9</td> </tr> <tr> <td rowspan="2" style="text-align: center; vertical-align: middle;">31-100</td> <td style="text-align: center;">< 10,000</td> <td style="text-align: center;">Diagram 9</td> </tr> <tr> <td style="text-align: center;">≥ 10,000</td> <td style="text-align: center;">Diagram 10</td> </tr> <tr> <td style="text-align: center; vertical-align: middle;">101+</td> <td style="text-align: center; vertical-align: middle;">All</td> <td style="text-align: center; vertical-align: middle;">All</td> <td style="text-align: center; vertical-align: middle;">Diagram 10</td> </tr> </tbody> </table>	Type of traffic using access (>1 heavy vehicle movement per week)	Volume of traffic using accessway (ecm/ day)	Volume of traffic using road (vpd)	Accessway type required	No	1-30	< 10,000	Diagram 8	≥ 10,000	Diagram 9	31-100	< 10,000	Diagram 9	≥ 10,000	Diagram 10	101+	All	All	Diagram 10	<p>RD</p>
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		≥ 10,000	Diagram 9																		
	31-100	< 10,000	Diagram 9																		
		≥ 10,000	Diagram 10																		
101+	All	All	Diagram 10																		

Commented [vj115]: NZTA (2538)

Commented [vj116]: NZTA (2538)

TRANSPORT 29

	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Yes</td> <td style="width: 15%;">1-30</td> <td style="width: 15%;">All</td> <td style="width: 55%;">Diagram 9</td> </tr> <tr> <td></td> <td>31-100+</td> <td>All</td> <td>Diagram 10</td> </tr> </table> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> Effects on safety, efficiency, and amenity of the transport network, including the pedestrian and cycling environment. <p>Advice note: In the absence of undertaking a traffic survey for the purpose of the application, the Council's traffic count data can be supplied on request and relied on to determine the vehicles per day using the road.</p>	Yes	1-30	All	Diagram 9		31-100+	All	Diagram 10							
Yes	1-30	All	Diagram 9													
	31-100+	All	Diagram 10													
<ul style="list-style-type: none"> <p>Maximum Gradient for Vehicle Access</p> <p>a. The maximum gradient for any private way used for vehicle access shall be 1 in 6.</p> <p>b. In residential zones where a private way serves no more than 2 residential units the maximum gradient may be increased to 1 in 5 provided:</p> <ul style="list-style-type: none"> (i) The average gradient over the full length of the private way does not exceed 1 in 6; and (ii) The maximum gradient is no more than 1 in 6 within 6m of the road boundary; and (iii) The private way is sealed with a non-slip surfacing. For the purpose of this rule gradient (maximum and average) shall be measured on the centreline of the access. <p>c. The vehicle break-over angles shown in Diagram 2 of Schedule 29.2 shall not be exceeded over any part of the width of the vehicle access/ crossing.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> Effects on the efficiency of landuse, safety and maintenance of the access and of the adjoining transport network. Effects on congestion resulting from any inability of cars or certain types of cars to readily use the access. <u>Effects on the ability to provide adequate emergency vehicle access to the property/ properties.</u> 	RD															
<ul style="list-style-type: none"> <p>Minimum Sight Distances from Vehicle Access on all roads other than State Highways</p> <p>a. The following minimum sight distances from any access, shall be complied with, as measured from the points shown on Diagram 11 of Schedule 29.2:</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th rowspan="2">Posted speed limit (km/hr)</th> <th colspan="2">Sight distance (m)</th> </tr> <tr> <th>Residential Activity</th> <th>Other Activities</th> </tr> </thead> <tbody> <tr> <td>50</td> <td>45</td> <td>80</td> </tr> <tr> <td>60</td> <td>65</td> <td>105</td> </tr> <tr> <td>70</td> <td>85</td> <td>140</td> </tr> </tbody> </table> 	Posted speed limit (km/hr)	Sight distance (m)		Residential Activity	Other Activities	50	45	80	60	65	105	70	85	140	RD	
Posted speed limit (km/hr)		Sight distance (m)														
	Residential Activity	Other Activities														
50	45	80														
60	65	105														
70	85	140														

Commented [vj117]: Fire and Emergency New Zealand ((2660.15, 2660.13) – which sought this be added as an assessment matter.

TRANSPORT 29

	<table border="1" style="margin: auto;"> <tr><td style="padding: 5px;">80</td><td style="padding: 5px;">115</td><td style="padding: 5px;">175</td></tr> <tr><td style="padding: 5px;">90</td><td style="padding: 5px;">140</td><td style="padding: 5px;">210</td></tr> <tr><td style="padding: 5px;">100</td><td style="padding: 5px;">170</td><td style="padding: 5px;">250</td></tr> </table> <p>b. Proposed and existing landscaping (at maturity) and/ or structures shall be considered when assessing compliance with site distances.</p> <p>Discretion is restricted to: Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p> <p>Advice note: This Rule does not apply to State highways which are, instead, subject to Rule 29.5.19.</p>	80	115	175	90	140	210	100	170	250															
80	115	175																							
90	140	210																							
100	170	250																							
<ul style="list-style-type: none"> ▪ Minimum Sight Distances from Vehicle Access onto State Highways 	<p>The following minimum sight distances from any access, shall be complied with, as measured from the points shown on Diagram 11 of Schedule 29.2:</p> <table border="1" style="margin: auto; width: 80%;"> <thead> <tr> <th style="text-align: center;">Posted speed limit (km/hr)</th> <th style="text-align: center;">Sight distance (m)</th> </tr> </thead> <tbody> <tr><td style="text-align: center;">50</td><td style="text-align: center;">113</td></tr> <tr><td style="text-align: center;">60</td><td style="text-align: center;">140</td></tr> <tr><td style="text-align: center;">70</td><td style="text-align: center;">170</td></tr> <tr><td style="text-align: center;">80</td><td style="text-align: center;">203</td></tr> <tr><td style="text-align: center;">90</td><td style="text-align: center;">240</td></tr> <tr><td style="text-align: center;">100</td><td style="text-align: center;">282</td></tr> </tbody> </table> <p><u>Discretion is restricted to the effects on the safety of the transport network</u></p>	Posted speed limit (km/hr)	Sight distance (m)	50	113	60	140	70	170	80	203	90	240	100	282	RD									
Posted speed limit (km/hr)	Sight distance (m)																								
50	113																								
60	140																								
70	170																								
80	203																								
90	240																								
100	282																								
<ul style="list-style-type: none"> ▪ Maximum Number of Vehicle Crossings 	<p>The following maximum number of crossings shall be complied with:</p> <table border="1" style="margin: auto; width: 80%;"> <thead> <tr> <th rowspan="2" style="text-align: center;">Frontage length (m)</th> <th colspan="3" style="text-align: center;">Type of road frontage</th> </tr> <tr> <th style="text-align: center;">Local</th> <th style="text-align: center;">Collector</th> <th style="text-align: center;">Arterial</th> </tr> </thead> <tbody> <tr><td style="text-align: center;">0 - 18</td><td style="text-align: center;">1</td><td style="text-align: center;">1</td><td style="text-align: center;">1</td></tr> <tr><td style="text-align: center;">19 - 60</td><td style="text-align: center;">2</td><td style="text-align: center;">1</td><td style="text-align: center;">1</td></tr> <tr><td style="text-align: center;">61 - 100</td><td style="text-align: center;">3</td><td style="text-align: center;">2</td><td style="text-align: center;">1</td></tr> <tr><td style="text-align: center;">Greater than 100</td><td style="text-align: center;">3</td><td style="text-align: center;">3</td><td style="text-align: center;">2</td></tr> </tbody> </table> <p>Discretion is restricted to: Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p> <p>Advice note: This Rule does not apply to State highways which are, instead, subject to Rule 29.5.21.</p>	Frontage length (m)	Type of road frontage			Local	Collector	Arterial	0 - 18	1	1	1	19 - 60	2	1	1	61 - 100	3	2	1	Greater than 100	3	3	2	RD
Frontage length (m)	Type of road frontage																								
	Local	Collector	Arterial																						
0 - 18	1	1	1																						
19 - 60	2	1	1																						
61 - 100	3	2	1																						
Greater than 100	3	3	2																						

Commented [vj118]: NZ Transport Agency (2538.73)

TRANSPORT 29

<ul style="list-style-type: none"> ▪ 	<p>Minimum distance between vehicle crossings onto State Highways</p> <p>a. The minimum distance between any two vehicle crossings onto any State Highway, regardless of the side of the road on which they are located and whether they are single or combined, shall be:</p> <ul style="list-style-type: none"> (i) 40 metres where the posted speed is equal to or lower than 70 km/h (ii) 100 metres where the posted speed is 80 km/h (iii) 200 metres where the posted speed is 100 km/h. <p>Discretion is restricted to: Effects on the efficiency of landuse and the safety and efficiency of the transport network, including the pedestrian and cycling environment.</p>	RD																
<ul style="list-style-type: none"> ▪ 	<p>Minimum distances of Vehicle Crossings from Intersections</p> <p>a. No part of any vehicle crossing shall be located closer to the intersection of any roads than the following minimum distances permitted below and as shown in Diagram 12 of Schedule 29.2:</p> <p>b. Roads with a speed limit of less than 70 km/hr:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr> <th style="text-align: left;">Frontage Road</th> <th style="text-align: left;">Minimum Distance (m) from intersecting road</th> </tr> </thead> <tbody> <tr> <td>Arterial</td> <td>40</td> </tr> <tr> <td>Collector</td> <td>30</td> </tr> <tr> <td>Local</td> <td>25</td> </tr> </tbody> </table> <p>c. Roads with a speed limit equal to or greater than 70 km/ hr:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr> <th style="text-align: left;">Frontage Road</th> <th style="text-align: left;">Minimum Distance (m) from intersecting road</th> </tr> </thead> <tbody> <tr> <td>Arterial</td> <td>100</td> </tr> <tr> <td>Collector</td> <td>60</td> </tr> <tr> <td>Local</td> <td>50</td> </tr> </tbody> </table> <p>d. Except that where the boundaries of the site do not enable a conforming vehicle crossing to be provided, a single vehicle crossing may be constructed provided it is located 0.5m from the internal boundary of the site in the position that most closely complies with the above provisions.</p> <p>Discretion is restricted to: Effects on the efficiency of landuse and the safety and efficiency of the transport network, including the pedestrian and cycling environment.</p> <p><u>Urban design outcomes</u> <u>The efficiency of the landuse or subdivision layout</u></p> <p>Advice notes:</p> <p>1. Distances shall be measured parallel to the centre line of the carriageway of the frontage road from the centre line of the intersecting road. Where the roadway is median divided the edge of</p>	Frontage Road	Minimum Distance (m) from intersecting road	Arterial	40	Collector	30	Local	25	Frontage Road	Minimum Distance (m) from intersecting road	Arterial	100	Collector	60	Local	50	RD
Frontage Road	Minimum Distance (m) from intersecting road																	
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Collector	30																	
Local	25																	
Frontage Road	Minimum Distance (m) from intersecting road																	
Arterial	100																	
Collector	60																	
Local	50																	

Commented [vj119]: The JEA group submissions (2448.33) Real Journeys et al (2492.63)

TRANSPORT 29

	<p>the dividing strip nearest to the vehicle crossing shall for the purposes of this control be deemed the centre line.</p> <p>2. This Rule does not apply to State highways which are, instead, subject to Rule 29.5.23.</p>	
<ul style="list-style-type: none"> ▪ 	<p>Minimum distances of Vehicle Crossings from Intersections onto State Highways</p> <p>a. No part of any vehicle crossing shall be located closer to the intersection of any state highway than the following minimum distances permitted below and as shown in Diagram 12 of Schedule 29.2:</p> <ul style="list-style-type: none"> (i) 30 metres where the posted speed is less than 70 km/ h (ii) 100 metres where the posted speed is equal to or greater than 70 km/ h (iii) 200 metres where the posted speed is equal to or greater than 90 km/ h. <p>Discretion is restricted to: Effects on the efficiency of landuse and the safety and efficiency of the transport network, including the pedestrian and cycling environment.</p>	RD
<ul style="list-style-type: none"> ▪ 	<p>Service Stations</p> <p>a. All service stations shall comply with the following rules:</p> <p>b. The canopy shall be setback 2m from the road boundary.</p> <p>c. Accessways into Service Stations shall comply with the following minimum separation distances from other driveways.</p> <ul style="list-style-type: none"> (i) Between driveways for residential activities - 7.5m (ii) Between driveways for other activities - 15m <p>d. The width of any driveway into a Service Station shall comply with the following:</p> <ul style="list-style-type: none"> (i) One way - 4.5m min and 6.0m max. (ii) Two way: - 6.0m min and 9.0m max. <p>e. Any one way entrance or exit shall be signposted as such.</p> <p>f. The road boundary of the site shall be bordered by a nib wall or other device to control traffic flows and to clearly define entrance and exit points</p> <p>g. Pumps shall be located a minimum of 4.5m from the road boundary and 12m from the midpoint of any vehicle crossing at the road boundary. All vehicles shall be clear of the footpath and accessways when stopped for refuelling</p> <p>h. A minimum path width of 4.5m and a minimum inside turning radius of at least 7.5m shall be provided for vehicles through the service station forecourt, except that for pumps which are not proposed to be used by heavy vehicles, the minimum path width required is 3.5m.</p> <p>i. Tanker access to bulk tank filling positions shall ensure tankers drive in and out in a forward direction, without the need for manoeuvring</p>	RD

TRANSPORT 29

	<p>either on the site or adjacent roadways. Where this cannot be achieved tankers shall be able to be manoeuvred so they can drive out in a forward direction.</p> <p>j. Tankers discharging shall not obstruct the footpath or any part of the site intended for use by vehicles being served at refuelling positions or waiting for service.</p> <p>Discretion is restricted to: Effects on the efficiency of landuse and the safety and efficiency of the transport network, including the pedestrian and cycling environment.</p>	
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Commented [vj120]: Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (2484.16)

○ Rules –Standards for activities within roads

	Table 29.4 - Standards for activities within roads	Non compliance
*	<p>Transport infrastructure</p> <p>All transport infrastructure listed as permitted within a formed road shall comply with the following standards:</p> <p>a. Temporary works, buildings and structures must be removed from the road on completion of works.</p> <p>After completion of works, the ground must be reinstated to at least the condition existing prior to any work starting.</p> <p>Discretion is restricted to: Effects on the safety and efficiency of the transport network.</p>	RD
*	<p>Buildings</p> <p>Public transport facilities and public toilets that meet the definition of a building shall comply with the following standards of the zone adjoining the road:</p> <p style="margin-left: 20px;">(i) building height;</p> <p style="margin-left: 20px;">(ii) building height to boundary, and</p> <p style="margin-left: 20px;">(iii) recession planes</p> <p>Discretion is restricted to: • Effects on the amenity of neighbouring sites.</p> <p>Advice note: Where there are two different zones adjoining either side of the road, the adjacent zone extends to the centre line of the former road.</p>	RD

Commented [vj121]: JEA group submissions (2448.34) and Real Journeys et al (2492.64)

Commented [vj122]: The JEA group submissions (2448.35) and Real Journeys et al (2492.65)

[Consequential re-numbering required if Section 29.6 is deleted in the decision version of the chapter]

○ Non-Notification of Applications

- All applications for controlled activities shall not require the written consent of other persons and shall not be notified or limited notified.

TRANSPORT 29

- **Any application for resource consent for the following restricted discretionary activities shall not be notified but may require the written consent of other persons and may be limited notified:**
 - a. Park and Ride.
 - b. Access to the State Highway.
- **Assessment Matters**
- **In considering whether or not to grant consent or impose conditions on a resource consent, the Council shall have regard to, but not be limited by, the following assessment matters.**
- **Discretionary Activity and Restricted Discretionary Activity - Non-accessory parking, excluding off-site parking**
- Whether and to what extent the non-accessory parking will:
 - a. not undermine the success of the public transport system or discourage people from walking or cycling;
 - b. consolidate and rationalise parking provision;
 - c. result in more efficient land use within the general locality or better enable the planned growth and intensification enabled by the zone;
 - d. improve the quality of the streetscape and amenity by, for example, removing on street parking or providing for some of the required parking to be provided off site;
 - e. cater for an existing or projected undersupply of parking in the locality. Related to this is:
 - (i) a consideration of the type of parking proposed (such as whether it is short term or long term parking, campervan parking, or coach parking); and
 - (ii) whether alternative parking exists in the surrounding area to accommodate existing and future parking demands in the area and the extent to which parking demand can be adequately addressed by improved parking management of existing or permitted parking, without providing additional non-accessory parking.
- **Restricted Discretionary Activity - Park and Ride and public transport facilities**
- Whether and to what extent the location and design of Park and Ride or any public transport facility:
 - a. is within close proximity to public transport stations, stops, or terminals;
 - b. is well linked to the active transport network and provides secure bicycle parking in a manner that facilitates the option of travelling to the facility by bicycle;
 - c. makes public transport more convenient and more pleasant, thereby encouraging commuters and other users to shift to public transport;
 - d. improves the operational efficiency of existing and future investments in the public transport network and facilitates existing and future investments in the public transport network, including public water ferry services; and

TRANSPORT 29

e. assists with extending the catchment for public transport into areas where it is otherwise not cost-effective to provide traditional services or feeders.

▪ **Restricted Discretionary Activity - Size of parking spaces and layout**

- Whether, in relation to parking spaces within buildings that do not comply with the required stall width or aisle width, the design is in accordance with the Australian/New Zealand Standard Off-street Parking, Part 1: Car Parking Facilities, AS/NZS 2890.1:2004.

Commented [vj123]: Ngāi Tahu Property Limited and Ngāi Tahu Justice Holdings Limited (2335, 2336, 2739)

▪ **Restricted Discretionary Activity - Access, manoeuvring space, queuing space**

- Whether and to what extent the design, location, and number of accesses/ vehicle crossings proposed will achieve Objective 29.2.2 and the associated policies, taking into account:

- a. the hours of operation of activities on the site and the extent to which they coincide with the peak flows and vehicle queues on the road;
- b. any positive or adverse effects of dispersing the traffic volumes amongst more than one accesses;
- c. the operating speed of the road and volume of vehicles on the road;
- d. the geometry of the road; ~~and~~
- e. any positive or adverse effects on the pedestrian and cycling environment and on the amenity and streetscape values of the locality;

f. the provision of appropriate access for emergency vehicles;

Commented [vj124]: Fire and Emergency New Zealand (2660.16)

g. the extent to which the access design complies with Section 3 and Appendices E and F of the QLDC Land Development and Subdivision Code of Practice (2015); and

Commented [vj125]: Clark Fortune McDonald & Associates (2297.1), Darby Planning LP (2376.5), the JEA group submissions (2448.15), Clark Fortune McDonald & Associates (2297.3)

h. any site constraints which affect the practicality of constructing to the standards set out in Table 29.3.

Commented [vj126]: Fire and Emergency New Zealand (2660.16)

Commented [vj127]: The JEA group submissions (2448.32)

- Whether and to what extent the manoeuvring space proposed is acceptable in terms of achieving Objective 29.2.2, taking into account:

- a. whether the reduced space will necessitate reverse manoeuvring onto roads;
- b. the width of the access and visibility at the road boundary; and
- c. the provision of alternative ways of avoiding reversing onto the road, including the installation of turntables or carpark stackers.

- Whether and to what extent a narrower private access is acceptable in terms of achieving Objective 29.2.2, taking into account:

- a. the availability of sufficient on-site manoeuvring;
- b. the provision of passing areas and/ or turning heads and adequate on-site parking; and
- c. the opportunity for improved urban amenity outcomes from providing a narrower private access;

Commented [vj128]: Formatting only

TRANSPORT 29

- d. the extent to which the access design complies with Table 3.2 and Appendices E and F of the QLDC Land Development and Subdivision Code of Practice (2018); and
- e. any site constraints which affect the practicality of constructing to the standards set out in Table 29.3 of the QLDC Land Development and Subdivision Code of Practice (2018).
- Whether and to what extent a shorter queuing space is acceptable in terms of achieving Objective 29.2.2, taking into account:
 - a. the traffic volume in surrounding streets;
 - b. the number of parking spaces on the site;
 - c. the anticipated peak traffic flows from/ to the site;
 - d. tidal flows relation to residential developments and the potential for a reduced chance of vehicles meeting one another; and
 - e. in relation to large scale non-accessory parking areas:
 - (i) the rate of entry/ exit at control points and the freedom of movement beyond the control point in relation to carparks that have barrier arms, boom gates, or similar; and
 - (ii) the hourly parking accumulation and turnover of the carpark.
- Whether and to what extent a steeper vehicle access gradient is acceptable in terms of achieving Objective 29.2.2, taking into account:
 - a. the length, curvature, and width of the access;
 - b. the gradient of the access and break over angles adjacent to the road;
 - c. the surface of the access;
 - d. sight lines; and
 - e. the extent to which the proposed gradient applies with the AS/ NZS2890.1:2004; and
 - f. the provision of appropriate access for emergency vehicles.
- Whether and to what extent on-site loading space is necessary or whether the reduced space proposed is acceptable in terms of achieving Objective 29.2.2, taking into account:
 - a. the disruption to the adjacent transport network resulting from on street loading due to the reduced provision or lack of on-site loading space;
 - b. whether a smaller loading space is sufficient due to the nature of the proposed activities on the site; and
 - c. whether loading on-street or allowing manoeuvring areas and/ or loading spaces to be shared will result in a higher quality pedestrian environment, which may be more appropriate in areas where it is desirable to limit access points in order to maintain or enhance safety, amenity, efficient traffic flows, intensification, or high levels of streetscape amenity.

Commented [vj129]: Clark Fortune McDonald & Associates (2297.1), Darby Planning LP (2376.5), the JEA group submissions (2448.15), Clark Fortune McDonald & Associates (2297.3)

Commented [vj130]: The JEA group submissions (2448.32)

Commented [vj131]: Fire and Emergency New Zealand (2660.13)

TRANSPORT 29

- **Restricted Discretionary Activity - Bicycle parking and the provision of showers, lockers, e bicycle charging, and changing facilities**
- Whether and to what extent the design, location, and amount of bicycle parking and end-of-trip facilities proposed may be appropriate taking into account:
 - a. whether there is adequate alternative, safe and secure bicycle parking, showers, and lockers that meet the needs of the intended users in a nearby location that is readily accessible and secured by a legal mechanism;
 - b. whether the required bicycle parking and end of trip facilities can be provided and maintained via a jointly-used facility bicycle parking area; and
 - c. whether the location of the activity is such that it is unrealistic to expect staff or visitors to travel by bicycles (including electric bicycle) now or in the future.

Advice Note: Refer to detailed Policy 29.2.2.5 for direction on how the Council will assess a shortfall in the provision of accessory parking

- **Restricted Discretionary Activity – High Traffic Generating Activities**
- Whether and to what extent:
 - a. Any proposed improvements to the transport network within or in the vicinity of the site are proposed, including additions or improvements to the active and public transport network and infrastructure and the roads themselves, in accordance with road controlling authority's standards and adopted infrastructure network development plans either within or beyond the site;
 - b. the site and/ or its frontage have been designed to accommodate any planned public transport infrastructure proposed by Council;
 - c. pedestrian and cycle infrastructure is proposed to be provided or upgraded;
 - d. a Travel Demand Management Plan is proposed to be provided; and
 - e. electric vehicle charging points/ parking spaces are proposed to be provided.

Minimum Parking Requirements

Table 29.5			
	Minimum Parking Requirements, excluding minimum cycle parking requirements which are listed in table 29.7	Resident/ Visitor	Staff/ Guest
▪	All activities in the: <ul style="list-style-type: none"> • Queenstown Town Centre Zone; • Wanaka Town Centre Zone; • Arrowtown Town Centre Zone; • <u>Local Shopping Centre Zone;</u> • <u>Within the immediate environs of the Queenstown airport</u> 	0	0

Commented [vj132]: Queenstown Central (2460)

Commented [vj133]: B Giddens Trust (2585.2), McBride Street Queenstown Ltd (2593.6)

Commented [vj134]: NTZA (2538.64)

Commented [vj135]: Ministry of Education (2151.4), the JEA group submissions (2448.9, 2448.14, 2448.22), Ngai Tahu Property Limited (2336.14), Real Journeys et al (2492.34, 2492.45, 2492.52), Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd (2381.27), Safari Group of Companies Limited (2339.10), Darby Planning LP (2376.54),

Commented [vj136]: NTZA (2538.64)

Commented [vj137]: NTZA (2538.64)

Commented [vj138]: Minor wording Improvement only (Cl 16)
Drafting improvement only for improved clarity

Commented [vj139]: Formatting only

Commented [vj140]: QLDC (2239.10)

Commented [vj141]: Minor amendment to shift these matters of consideration from Rule 29.4.10 to the Assessment Matters (Cl 16). NB – consideration of the cycle parking and end of trip facilities is removed as sought by RCL (2465). Refer to Rule 29.4.10 for specific wording changes in response to submissions and in all other respects the effect of the wording has not been changed.

Commented [vj142]: Active Transport Wanaka (2078.3)

Commented [vj143]: B Giddens Trust (2585.1), McBride Street Queenstown Ltd (2593.5)

TRANSPORT 29

Table 29.5		
Minimum Parking Requirements, excluding minimum cycle parking requirements which are listed in table 29.7	Resident/ Visitor	Staff/ Guest
terminal facility located within the Airport Zone (Queenstown).		
Residential Activities		
<ul style="list-style-type: none"> ▪ Residential units and residential flats in the: <ul style="list-style-type: none"> • High Density Residential Zone • Medium Density Residential Zone between Park and Suburb Streets, Queenstown 	0.25 per studio unit/ flat and 1 bedroom unit/ flat 0.5 per unit/ flat for all other units. Footnote (3)	0
<ul style="list-style-type: none"> ▪ Residential units and residential flats in the: <ul style="list-style-type: none"> • Medium Density Residential Zone in Arrowtown and Wanaka • <u>The Jacks Point Village Activity Area of the Jacks Point Zone.</u> 	0.7 per studio unit/ flat and 1 bedroom unit/ flat 1.0 per 2 bedroom unit/ flat 1.5 per unit/ flat comprising 3 or more bedrooms. Footnote (3)	0
<ul style="list-style-type: none"> ▪ Residential units and residential flats in the Medium Density Residential Zone other than the areas of Medium Density Residential Zone listed above in 29.9.2 and 29.9.3 	0.5 per studio unit/ flat, 1 bedroom unit/ flat, and 2 bedroom unit/ flat 1.0 per unit/ flat comprising 3 or more bedrooms. Footnote (3)	0
<ul style="list-style-type: none"> ▪ Residential units and residential flats in the Business Mixed Use Zone 	0.7 per residential unit/ flat containing 3 bedrooms or less; and For units/ flats containing more than 3 bedrooms, 0.7 for every 3 bedrooms Footnote (3)	0
<ul style="list-style-type: none"> ▪ Minimum number of carparks required for a residential flat in all zones, except otherwise listed in standards 29.9.1 - 29.9.5 	1 per flat. Footnote (3)	0
<ul style="list-style-type: none"> ▪ Minimum number of carparks required for a residential unit in all zones, except otherwise listed in standards 29.9.1 - 29.9.5 	2 per unit. Footnote (3)	0
<ul style="list-style-type: none"> ▪ Elderly persons housing unit and elderly care homes, either within a retirement village or not 	1 per residential unit 1 per 5 beds for elderly care homes	1 per 5 beds for elderly care homes. Footnote (1)
Visitor Accommodation Activities		

Commented [vj142]: Active Transport Wanaka (2078.3)

Commented [vj144]: Queenstown Airport Corporation (2618.11)

Commented [vj145]: Darby Planning LP (2376, 2381, FS2788, 2384, FS2789, 2373, FS2790)

TRANSPORT 29

Table 29.5			
	Minimum Parking Requirements, excluding minimum cycle parking requirements which are listed in table 29.7	Resident/ Visitor	Staff/ Guest
▪	Homestay or a registered homestay	1 per bedroom used for homestay	0
▪	Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) in the: <ul style="list-style-type: none"> • High Density Residential Zone • Medium Density Residential Zone between Park and Suburb Streets, Queenstown • <u>Business Mixed Use Zone</u> 	0.25 per studio unit and 1 bedroom unit 0.5 per unit for all other units; and In addition, where over 30 units are proposed over one or more sites, 1 coach park per 30 units, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation. Footnotes (3)(4)	0
▪	Unit type visitor accommodation (includes all units containing a kitchen facility. E.g. motels and cabins) in the: <ul style="list-style-type: none"> • Medium Density Residential Zone in Wanaka • Medium Density Residential Zone in Arrowtown • <u>The Jacks Point Village Activity Area of the Jacks Point Zone.</u> 	0.7 per studio unit and 1 bedroom unit 1.0 per 2 bedroom unit 1.5 per unit comprising 3 or more bedrooms. Footnote (3)(4)	0
▪	Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) in the Medium Density Residential Zone other than the areas of Medium Density Residential listed above in 29.9.10 and 29.9.11	0.5 per studio unit, 1 bedroom unit, and 2 bedroom unit 1.0 per unit comprising 3 or more bedrooms Footnotes (3)(4)	0.2 per 5 units. Footnotes (1)(2)(3)
▪	Unit type visitor accommodation (includes all units containing a kitchen facility. E.g. motels and cabins) in the: <ul style="list-style-type: none"> • Low Density Residential Zone • Arrowtown Residential Historic Management Zone 	2 per unit. Footnote (3)	0

Commented [vj142]: Active Transport Wanaka (2078.3)

Commented [vj147]: Minor formatting and wording to improve clarity (Cl 16)

Commented [vj146]: Safari Group of Companies Limited (2339), Remarkables Park Limited and Queenstown Park Limited (2462, 2468).

Commented [vj148]: Darby Planning LP (2376, 2381, FS2788, 2384, FS2789, 2373, FS2790)

TRANSPORT 29

Table 29.5			
	Minimum Parking Requirements, excluding minimum cycle parking requirements which are listed in table 29.7	Resident/ Visitor	Staff/ Guest
<ul style="list-style-type: none"> ▪ Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) except in those zones listed in standards 29.9.10 - 29.9.13 above 		<p>1 per unit up to 15 units; thereafter 1 per 2 units.</p> <p>In addition, where over 30 units are proposed over one or more sites; and 1 coach park per 30 units, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation.</p> <p>Footnotes (3) (4)</p>	<p>For developments comprising 10 or more units, 1 per 10 units. Footnotes (1)(2)(3)</p>
<ul style="list-style-type: none"> ▪ <u>Guest room type visitor accommodation (e.g. hotels) in the:</u> <ul style="list-style-type: none"> • <u>High Density Residential Zone</u> • <u>Medium Density Residential Zone between Park and Suburb Streets, Queenstown</u> • <u>Business Mixed Use Zone</u> 		<p><u>1 per 4 guest rooms up to 60 guest rooms; thereafter 1 per 5 guest rooms. Footnotes (1)(2)(3)</u></p> <p><u>In addition, where over 50 guest rooms are proposed over one or more sites: 1 coach park per 50 guest rooms, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation.</u></p>	<p><u>1 per 20 beds. Footnotes (1)(2)(3)(4)</u></p>
<ul style="list-style-type: none"> ▪ Guest room type visitor accommodation (e.g. hotels) in <u>all zones other those zones listed in Rule 29.9.15</u> 		<p>1 per 3 guest rooms up to 60 guest rooms; thereafter 1 per 5 guest rooms. Footnotes (1)(2)(3)</p> <p>In addition, where over 50 guest rooms are proposed over one or more sites; 1 coach park per 50 guest rooms, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in</p>	<p>1 per 20 beds. Footnotes (1)(2)(3)(4)</p>

Commented [vj142]: Active Transport Wanaka (2078.3)

Commented [vj149]: Ngai Tahu Property Limited (2336.28) – minor clarification.

Commented [vj150]: Minor amendment for clarity only (Cl 16)

Commented [vj151]: Remarkables Park Limited and Queenstown Park Limited (2462, 2468) and Safari Group of Companies Limited (2339)

Commented [vj153]: Minor amendment for clarity only (Cl 16)

Commented [vj152]: Remarkables Park Limited and Queenstown Park Limited (2462, 2468) and Safari Group of Companies Limited (2339)

TRANSPORT 29

Table 29.5		
Minimum Parking Requirements, excluding minimum cycle parking requirements which are listed in table 29.7	Resident/ Visitor	Staff/ Guest
	accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation.	
<ul style="list-style-type: none"> Backpacker hostel type visitor accommodation 	1 per 5 guest beds. In addition, where over 50 beds are proposed over one or more sites; 1 coach park per 50 beds, provided that coach parks may overlay the required car parking spaces or may be located off-site in accordance with Rule 29.5.2 provided that where located off-site, a loading area shall be provided on the site containing the visitor accommodation. Footnotes (3) (4).	1 per 20 beds Footnotes (1)(2)(3)
Commercial Activities		
<ul style="list-style-type: none"> Commercial activity, <u>other than where the commercial activity is more specifically defined elsewhere in this table (Table 29.5)</u> 	1 per 25m ² GFA; and For large format retail, of the total parking provided, 1 park per 500m ² GFA shall accommodate a medium rigid truck (in order to accommodate campervans and other vehicles larger than a B85 vehicle).	0
<ul style="list-style-type: none"> Industrial activity or service activity, <u>other than where the activity is more specifically defined elsewhere in this table (Table 29.5)</u> 	0	1 per 50m ² of indoor and outdoor area/ GFA <u>or 0.7 per FTE employee where the number of employees is known, whichever results in requiring a lower amount of on-site accessory parking</u> ; except 1 per 100m ² of GFA used for warehousing and indoor or outdoor storage (including self-storage units); and

Commented [vj142]: Active Transport Wanaka (2078.3)

Commented [vj154]: The JEA group submissions (2448.38) and Real Journeys et al (2492.69)

Commented [vj155]: Clause 16 amendment - For improved clarification only and to be consistent with the amendment above re commercial activity

Commented [vj156]: Queenstown Central Limited (2460.6)

TRANSPORT 29

Table 29.5			
	Minimum Parking Requirements, excluding minimum cycle parking requirements which are listed in table 29.7	Resident/ Visitor	Staff/ Guest
			1 per 100m ² of GFA for distribution centres
▪	Motor vehicle repair and servicing	1 per 25m ² of servicing/ workshop area or 2.5 per work bay (up to a maximum of 50m ² for each work bay), whichever is greater. In addition, 2 heavy vehicle parking spaces per establishment	1 per 25m ² servicing/ workshop area or 1 per work bay, whichever is greater Note: parking spaces will also be required for any on-site office and retail space pursuant to those rules.
▪	Drive-through facility except in the Town Centre	5 queuing spaces per booth or facility, based on a B85 vehicle.	0
▪	Office	0	1 per 50m ² GFA
▪	Restaurant	1 per 25m ² PFA	1 per 100m ² PFA (2 minimum)
▪	Tavern or bar	2 per 25m ² PFA	1 per 100m ² PFA (2 minimum)
▪	Rural selling place	3 for the initial 25m ² GFA and outdoor display area; and thereafter 1 per 25m ² GFA and outdoor display area.	0
▪	Home occupation (in addition to residential requirements)	1 per home occupation activity	0
▪	Service station	1 per 25m ² of GFA used for retail sales	3 2 per service station
Community Activities			
▪	Place of assembly or place of entertainment, except where specifically listed below	1 per 10m ² PFA or per 10 seats, whichever is greater; except for: Libraries, museums, and non-commercial art galleries, which shall provide 1 per 50m ² GFA	0
▪	Swimming pools for public use or private club use	1 per 15m ² swimming pool area	1 per 200m ² swimming pool area

Commented [vj142]: Active Transport Wanaka (2078.3)

Commented [vj157]: Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies) (2484.17)

TRANSPORT 29

Table 29.5			
	Minimum Parking Requirements, excluding minimum cycle parking requirements which are listed in table 29.7	Resident/ Visitor	Staff/ Guest
▪	Gymnasiums for public use or private club use	1 per 100m ² GFA	1 per 200m ² PFA
▪	Sports courts for public or private club use	1 per 75m ² court area	1 per 200m ² court area
▪	Sports fields	12.5 per hectare of playing area	0
▪	Hospital Note: Also see drop off/ pick up (set down) Rule 29.5.7	1 per 5 beds	2 per bed
▪	Health care facility Note: Also see drop off/ pick up (set down) Rule 29.5.7	2 per professional staff	1 per professional staff In addition; 1 per 2 other full time staff, or 1 per consulting room, whichever is greater.
▪	Education activity at facility Note: Also drop off/ pick up (set down) Rule 29.5.7	1 per classroom for Year 11 and above. Tertiary education: 0.5 per FTE employee plus 0.25 per FTE student the facility is designed to accommodate	1 per 2 staff.
▪	Day care facility Note: Also see drop off/ pick up (set down) Rule 29.5.7	1 per 10 children/elderly person	0.5 per staff.
▪	Convention centre	1 car park per 10 persons or 1 car park per 10 m ² of public floor area, whichever is greater. In addition, one coach park per 50 people the site is designed to accommodate.	0
▪	Commercial recreational activity	1 carpark per 5 people the facility is designed to accommodate.	0
▪	Unstaffed utility	0	1 for any unstaffed utility which includes a building or structure with a GFA of over 25m ²

Commented [vj142]: Active Transport Wanaka (2078.3)

Commented [vj158]: QLDC (2239.3)

Commented [vj159]: The Ministry of Education (2151.10)

Commented [vj160]: QLDC (2239.3)

Commented [vj161]: QLDC (2239.3)

Commented [vj162]: Chorus (2194.16) and Spark New Zealand Trading Ltd (2195.16)

TRANSPORT 29

Table 29.5			
	Minimum Parking Requirements, excluding minimum cycle parking requirements which are listed in table 29.7	Resident/ Visitor	Staff/ Guest
▪	Emergency Service Facilities:	1 space / emergency service vehicle bay	1 space/ emergency service vehicle bay

Commented [vj142]: Active Transport Wanaka (2078.3)

Commented [vj164R163]:

Commented [vj163]: Fire and Emergency New Zealand (2660.17)

TRANSPORT 29

- **The following advice notes apply to all provisions relating to minimum car parking requirements:**

- In calculating the total parking requirement:

- a. the requirement for residents/ visitors and the requirement for guests/ staff shall be added together (including fractional spaces), then rounded up or down in accordance with 29.9.38.1(c) below.
- b. where a development comprises more than one activity, the parking requirements for all activities shall be added together (including fractional spaces), and then then rounded up or down in accordance with 29.9.38.1(c) below.
- c. where the total parking requirement (as outlined in (a) and (b) above) for the development includes a fraction less than 0.5 it shall be disregarded and where it includes a fraction equal to or greater than 0.5, the parking requirement shall be rounded up to the next highest whole number, except that where the total carpark requirement is a fraction less than 1.0 (e.g. in the case of a single ~~dwelling residential unit~~ in the High Density Residential zone) then this shall be rounded up to 1.0.
- d. The area of any parking space(s) and vehicular access, drives, and aisles provided within a building shall be excluded from the assessment of gross floor area of that building for the purpose of ascertaining the total number of parking spaces required or permitted.
- e. Where the parking requirement is based on the number of bedrooms within a residential or visitor accommodation unit, any room with a window and which is able to be shut off from any living room or communal part of the unit shall be deemed to be a bedroom, regardless of whether it is identified as such on the building plans.

Commented [vj165]: Minor clause 16 amendment

- **The following footnotes apply only where indicated in Table 29.5:**

- Footnote (1): Where the site is used for visitor accommodation these spaces shall be made available for staff. Where the site is used for residential purposes these spaces are to be accessible to guests, or for use for parking trailers and other vehicles.
- Footnote (2): These spaces shall all be located on land that is held in common ownership. Once the total onsite requirement is established in accordance with 29.9.38.1(c) above, if the number of 'staff/ guest' spaces required results in a fractional space, then in regard to the locating these spaces, the staff/ guest component of the overall parking requirement be may be rounded down to the next highest whole number.
- Footnote (3): Some or all of these carparks can be provided off-site in accordance with Rule 29.5.2.
- Footnote (4): The site's access and three of the spaces must be arranged so that a tour coach can enter and park on or near these spaces. This includes applications to develop over 30 units over one or more sites in the Medium Density Residential Zone where no coach parking is specifically required.

TRANSPORT 29

- **Thresholds for new high traffic generating activities, including changes of use**

Table 29.6			
	Activity	Development type	Threshold
▪	Residential	Dwelling-Residential units	50 Dwelling-Residential units
▪	Visitor accommodation	Visitor accommodation (unit type construction)	100 units
▪	Visitor accommodation	Visitor accommodation (guest room type construction).	150 rooms
▪	Commercial Activities, other than those specifically listed below		2000m ²
▪	Office		2000m ²
▪	Retail		1000m ²
▪	Industrial		5000m ²
▪	All other activities		50 or more car parking spaces proposed and/or required under Table 29.5.
▪	All other activities		Traffic generation of greater than 400 additional vehicle trips per day or 50 additional trips during the commuter peak hour.

Commented [vj166]: Minor clause 16 amendment

TRANSPORT 29

○ Minimum requirements for cycle parking, lockers and showers

Activity	Customer/Visitor Short-Term Bicycle Parking	Private Long-Term Bicycle Parking, including e-bicycle charging capability provided in a secure facility. This is for the use of staff, students, and residents.	End of trip facilities
Office	2 bicycle spaces (i.e. 1 stand) for the first 500m ² GFA and 1 space for every 500m ² GFA, thereafter.	For offices at least 125-150 m ² in area, 1 space per 425-150 m ² GFA	Where 1 long-term bicycle parking space is required: no end of trip facilities required.
Industrial and Service Activities	Nil	For such activities of at least 300-500 m ² in area, 1 space per 300-500 m ² GFA	Where 2-8-2-10 long-term bicycle parking spaces required: 1 locker per every space required.
Hospital	1 bicycle space per 25 beds	1 per 10 beds	Where 8-11-100 long-term bicycle parking spaces required: 1 locker for every space required and 1 shower per every 10 spaces required Footnote (1).
Other Health Care Facility	For facilities of at least 100m ² in area, 1 per 100m ² GFA	For facilities of at least 200m ² in area, 1 space per 200m ² GFA	<u>Where >100 long-term bicycle parking spaces required: 10 showers for the first 100 spaces required plus two showers for each additional 50 spaces required</u>
Restaurants, Cafes, Taverns and Bars	2 bicycle spaces (i.e. 1 stand) for the first 125m ² PFA and 1 space for every 125m ² GFA, thereafter	For such activities facilities of at least 500m ² in area, 1 space per 500m ² GFA	
Day care facility	2 bicycle spaces per centre	For facilities with at least 10 workers, 1 bicycle space per 10 on-site workers	
Educational Facility – primary and secondary	1 visitor space per 50 students (capacity)	1 per 5 pupils Year 5 and above (capacity) for primary and secondary schools	Nil Where 1 long-term bicycle parking space is required: no end of trip facilities required. Where >1 long-term bicycle parking spaces are required: 1 locker per every space required.
Educational Facility - tertiary	1 visitor space per 50 students (capacity)	1 student/staff space per 5 FTE students (capacity)	Where 1 long-term bicycle parking space is required: no end of trip facilities required.

Commented [vj167]: Queenstown Central Limited (2460.7), the JEA group submissions (2448.41), and Real Journeys et al (2492.62)

Commented [vj168]: Queenstown Central Limited (2460)

Commented [vj170]: Queenstown Central Limited (2460)

Commented [vj169]: Queenstown Central Limited (2460)

Commented [vj171]: Ministry of Education (2151.11)

TRANSPORT 29

Table 29.7				
	Activity	Customer/Visitor Short-Term Bicycle Parking	Private Long-Term Bicycle Parking, including e-bicycle charging capability provided in a secure facility. This is for the use of staff, students, and residents.	End of trip facilities
				Where 2-20 long-term bicycle parking spaces are required: 1 locker per every space required. Where >20 long-term bicycle parking spaces are required: 1 locker for every space required and 1 shower per every 10 spaces required. Footnote (1).
•	Restaurant	For restaurants of at least 250m ² in area, 1 space per 250m ² of GFA	For restaurants of at least 500m ² in area, 1 space per 500m ² GFA	Nil
▪	Retail < 300m ²	Nil	Nil	Nil
▪	Retail ≥ 300m ²	For retail at least 300m ² in area, 1 space per 300m ² GFA	For retail of at least 200m ² in area, 1 space per 200m ² GFA	Nil
▪	Recreational Activity	1 space per court/bowling alley lane Gymnasium of at least 200m ² in area: 1 space per 200m ² of GFA 3 spaces per field for field sports 3 spaces per netball court 1 space per tennis court 1 space per 15m ² of GFA for Club for clubhouse component	Nil	Nil
▪	Places of assembly, community activities, and places of entertainment	For such activities of at least 500m ² in area, 2 bicycle spaces per 500m ² located directly outside the main entrance or ticket office	For such activities of at least 500m ² in area, 1 space per 500 m ² GFA	Nil

Commented [vj167]: Queenstown Central Limited (2460.7), the JEA group submissions (2448.41), and Real Journeys et al (2492.62)

Commented [vj172]: Ngai Tahu Property Limited (2336.25, 2336.26)

- **The following advice note applies to all the provisions in Table 29.7 relating to minimum requirements for cycle parking, lockers, and showers:**
- In calculating the requirement, all development floor areas cited in the above table shall be rounded down. For example, an office space development of 150m² would require one Private Long-Term Bicycle Parking space and an office of 510m² would require four spaces.

TRANSPORT 29

- The following footnotes apply only where indicated in Table 29.7:

Footnote (1): One unisex shower where the shower and associated changing facilities are provided independently of gender separated toilets, or a minimum of two showers (one separate shower per gender) with associated gender separated toilet/changing facilities.

Car Parking Sizes and Layout

Table 29.8									
Parking Angle		Stall Width (m)	Aisle Width (m)	Aisle Run (m)	Stall Depth (m)	Overhang (m)	Wheel-stop Depth (m)	Interlock Depth (m)	Stall Depth (m)
90	Class 1 User	2.4	7.0		5.0	0.8	4.2		
		2.5	6.6		5.0	0.8	4.2		
		2.6	6.2		5.0	0.8	4.2		
	Class 2 User	2.5	8.0		5.0	0.8	4.2		
		2.6	7.0		5.0	0.8	4.2		
		2.7	6.0		5.0	0.8	4.2		
Disabled		3.6	8.0		5.0	0.8	4.2		
60°		2.5	4.5	2.9				1.25	5.55
		2.7	4.0	3.1				1.35	5.65
		2.9	3.5	3.4	5.4	0.8	4.6	1.45	5.75
		3.0	3.5	3.5				1.5	5.8
45°		2.5	3.8	3.5				1.8	5.3
		2.7	3.5	3.8				1.9	5.4
		2.9	3.5	4.2	5.0	0.7	4.3	2.05	5.55
		3.0	3.5	4.2				2.1	5.6
30°		2.5	3.5	5.0				2.15	4.65
		2.7	3.5	5.4				2.3	4.8
		2.9	3.5	5.8	4.4	0.6	3.8	2.5	5.0
		3.0	3.5	6.0				2.6	5.1
Parallel parking		Stall Length (m) = 6.1		Stall Width (m) = 2.5		Aisle Width (m) = 3.7			

- **The following notes apply to Table 29.8 in relation to car parking sizes and layout:**
 1. Two way flow is permitted with 90° parking.
 2. Aisle run distances are approximate only.
 3. Stall widths shall be increased by 0.300m where they abut obstructions such as columns or walls. For mobility parking spaces obstructions would include a kerb or garden.
 4. Minimum one way aisle width 3.7m.
 5. Minimum two way aisle width 5.5m.
 6. At blind aisles, the aisle shall be extended a minimum of 1m beyond the last parking space.
 7. The installation of a vehicle turntable is an acceptable alternative for residential units and residential flats to achieve the required manoeuvring space.
 8. Class 1 User: long term parking, including tenant and employee parking but not visitor parking, where regular use gives the motorist a familiarity with the building or parking area.
 9. Class 2 User: short to medium term parking, including visitor parking, parking associated with visitor accommodation and general town centre parking, where goods can be expected to be loaded into vehicles.
 10. Narrower parking spaces may be acceptable for parking areas in buildings where they are designed in accordance with the Australian/New Zealand Standard Off-street Parking, Part 1: Car Parking Facilities, AS/NZS 2890.1:2004.

○ **Heavy Vehicle Parking Layout**

Table 29.9				
Parking Angle	Vehicle Type	Minimum Stall Depth (m)	Minimum Aisle Width (m)	Minimum Stall width minimum width of access path to service tour coaches
90°	Medium Rigid Truck	9.0	16.0	3.5 stall width and 1.5m pedestrian access path to service tour coaches
	Large Rigid Truck	12.0	19.5	
	Semi – Trailer	18.0	26.0	
	B – Train	21.0	26.0	
	Midi – Bus	10.3	16.0	
	Tour Coach	13.6	24.0	
60°	Medium Rigid Truck	9.43	10.5	3.5 stall width and 1.5m pedestrian access path to service tour coaches
	Large Rigid Truck	12.03	14.0	
	Semi – Trailer	17.22	19.0	
	B – Train	19.82	19.0	
	Midi – Bus	10.59	10.5	
	Tour Coach	13.41	18.0	
45°	Medium Rigid Truck	8.64	-	3.5 stall width and 1.5m pedestrian access path to service tour coaches
	Large Rigid Truck	10.76	-	
	Semi – Trailer	15.0	-	
	B – Train	17.12	-	
	Midi – Bus	9.58	-	
	Tour Coach	11.89	-	
30°	Medium Rigid Truck	7.3	6.0	3.5 stall width and 1.5m pedestrian access path to
	Large Rigid Truck	8.8	8.0	
	Semi – Trailer	11.8	11.0	
	B – Train	13.3	11.0	

Commented [vj173]: Minor wording Improvement only (Cl 16)

Commented [vj174]: Ngai Tahu Property Limited (2336.27)

Commented [vj175]: Ngai Tahu Property Limited (2336.27)

Commented [vj176]: Ngai Tahu Property Limited (2336.27)

	Midi – Bus Tour Coach	7.97 9.6	6.0 10.0	service tour coaches
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Commented [vj177]: Ngai Tahu Property Limited (2336.27)

Advice note: Alternative heavy vehicle parking arrangements may be appropriate where design vehicle tracking curves demonstrate unimpeded manoeuvring into spaces with no more than one reverse manoeuvre permitted when entering, and no more than one reverse manoeuvre permitted upon exit.

Commented [vj178]: Ngai Tahu Property Limited (2336.27)

○ **Schedule 29.1- Road Classification**

State Highways		
Road Name	Start Name	End Name
Albert Town		
State Highway 6	Dublin Bay Road	Alison Avenue
Frankton		
State Highway 6/ Grant Road Roundabout	Start of Roundabout	End of Roundabout
State Highway 6/ Hawthorne Drive Roundabout	Start of Roundabout	End of Roundabout
SH6/ Lucas Place Roundabout	State Highway 6 Queenstown side	State Highway 6 Queenstown side
State Highway 6	Pisa Road	Drift Bay Road
State Highway 6A	Kawarau Rd (S State Highway 6)	Remarkables View- Middleton Road
State Highway 6A/BP/Frankton Road Roundabout	State Highway 06A	State Highway 06A
State Highway 6 Stalker Road Roundabout	State Highway 6	State Highway 6
Hawea		
State Highway 6	Meads Road	Dublin Bay Road
Kingston		
State Highway 6	Drift Bay Road	End
Luggate		
State Highway 6	Alison Avenue	Pisa Road
State Highway 8A	State Highway 8A Intersection	State Highway 6 Intersection
Makarora		
State Highway 6	Haast Makarora Road	Meads Road
Queenstown		
State Highway 6A	Remarkables View- Middleton Road	Beach Street
State Highway 6A/ Brecon Street/Rees Street	Brecon Street (lower)	Brecon Street (lower)
State Highway 6A/ Camp Street East/ West Roundabout	Camp Street (West)	Camp Street (West)
Wanaka Urban		
State Highway 84	State Highway 6 Intersection	State Highway 84/ Ardmore Street/ Brownston Street

Commented [vj179]: NZ Transport Agency (2538.80)

Commented [vj180]: NZ Transport Agency (2538.8, 2538.81)

Commented [vj181]: NZ Transport Agency (2538.80)

Arterial Roads		
Road Name	Start Name	End Name
Arrowtown		
Arrowtown-Lake Hayes Road	Butel Road	Malaghans Road
Bedford Street	Buckingham Street	Suffolk Street
Berkshire Street	Malaghans Road	Buckingham Street
Berkshire Street/Wiltshire Street Roundabout	Whiltshire Street	Whiltshire Street
Buckingham Street (East)	Wiltshire Street	Bedford Street
Centennial Avenue	Bedford, Suffolk, Ford, Devon Streets	McDonnell Road
Crown range Road	State Highway 6	Glencoe Road
Malaghans Road	Middlerigg Lane	Lake Hayes/ Arrowtown Road
Wiltshire Street	Roundabout	Buckingham Street
Arthurs Point		
Arthurs Point Road	Oxenbridge Place Road	Littles Road
Gorge Road	Industrial Place	Oxenbridge Place Road
Ben Lomond		
Glenorchy-Queenstown Road	Sunshine Bay Boat Ramp	Moke Lake Road
Cardrona		
Cardrona Valley Road	Bridge #11/erp 16/8.11	Riverbank Road
Closeburn		
Glenorchy-Queenstown Road	Moke Lake Road	Twelve Mile Delta
Dalefield		
Lower Shotover Road	Spence Road	Speargrass Flat & Hunter Road
Malaghans Road	Littles Road	Middlerigg Lane
Fernhill		
Fernhill Road	Queenstown Glenorchy Road	Watts Road
Glenorchy-Queenstown Road	Fernhill Road (North)	Sunshine Bay Boat Ramp
Frankton		
Glenda Drive	SH Roundabout	End of Road
Grant Road	State Highway 6	Shopping Centre Entrance
Hardware Lane	State Highway 6	Jock Boyd Place
Hardware Lane Roundabout	Hardware Lane	Hardware Lane
Hawthorne / Glenda Drive Roundabout	Start of Roundabout	End of Roundabout
Hawthorne Drive	Roundabout	Glenda Drive
Hawthorne Drive North section	State Highway Roundabout	Glenda Drive Roundabout
Hawthorne Drive Roundabout	Lucas Place	Lucas Place
Lucas Place	State Highway 6	Robertson Street Roundabout
Lucas Place Roundabout	Lucas Place	Lucas Place
Kelvin Heights		
Peninsula Road	State Highway 6	Willow Place
Lake Hayes		
Arrowtown-Lake Hayes Road	State Highway 6	Butel Road

Arterial Roads		
Road Name	Start Name	End Name
Howards Drive	State Highway 6 RS 983/7.24	Howards Drive North
Lower Place Road	State Highway 6	Spence Road
Mcdonnell Road	Centennial Ave	State Highway 6
Lake Hayes South		
Banbury Roundabout	Stalker Road	Stalker Road
Stalker Road	Roundabout New Layout	Jones Avenue
Woodstock Roundabout	Stalker Road	Stalker Road
Quail Rise		
Tucker beach Road	State Highway 6	Jims way
Queenstown		
Ballarat Street (West)	State Highway Traffic Lights	Camp Street
Beach Street	Shotover Street	Brunswick Street
Camp Street (East)	State Highway 6A/ Shotover Street	Roundabout
Camp Street (West)	State Highway 6A	Isle Street
Camp Street/Church Street Roundabout	Camp Street (East)	Camp Street (East)
Dublin Street	Frankton Road (State Highway 6A)	Hallenstein Street
Fernhill Road/Lake Esplanade Roundabout	Lake Esplanade	Lake Esplanade
Gorge Road	Shotover Street/Henry Street	Industrial Place
Industrial Place	Gorge Road	End Industrial Place
Lake Esplanade	Brunswick Street	Roundabout
Man Street	Camp Street	Thompson Street
Man Street/ Camp Street Roundabout	Camp Street (West)	Camp Street (West)
Memorial Street	Stanley Street	Camp Street
Robins Road	Gorge Road	Isle Street
Shotover Street	State Highway Traffic Lights	Gorge Road
Stanley Street	State Highway Traffic Lights	Memorial Street
Wanaka Rural		
Crown Range Road	Glencoe Road	End of Bridge #11
Glenorchy		
Glenorchy-Queenstown Road	Twelve Mile Delta	Oban Street 50/100km sign
Oban Street	Glenorchy-Queenstown 50/100km	Mull Street
Wanaka Urban		
Anderson Road	Roundabout	Aubrey Road
Brownston Street (East)	MacDougall Street	Roundabout
Cardrona Valley Road	Riverbank Road	Faulks Terrace
McDougall Street	Faulks Terrace	Brownston Street

Collector Roads		
Road Name	Start Name	End Name
Albert Town		
Alison Avenue	State Highway 6	Gunn Road
Aubrey Road	Outlet Road	State Highway 6
Gunn Road	Lagoon Avenue	Aubrey Road
Gunn Road/Aubrey Road Roundabout	Aubrey Road	Aubrey Road
Arrowtown		
Adamson Drive	Kent Street	Centennial Avenue
Bush Creek Road	Manse Road	End of Road
Caernarvon Street	Manse Road	Denbigh Street
Kent Street (Arrowtown)	Merioneth Street	Stafford, Denbeigh Streets
Manse Road	Malaghans Road	Caernarvon Street
McDonnell Road	Arrowtown Lake Hayes Road	80km sign
Ramshaw Lane	Buckingham Street	Wiltshire Street
Stafford Street	Berkshire Street	Denbigh Street
Wiltshire Street	Buckingham Street	Ramshaw Lane
Wiltshire Street	Caernarvon Street	Roundabout
Dalefield		
Coronet Peak Road	Malaghans Road	End of Road
Dalefield Road	Speargrass Flat/Littles Road	Malaghans Road
Domain Road (Lake Hayes)	Lower Shotover Road	Littles/Speargrass Flat Road
Hunter Road	Speargrass Flat Road	Malaghans Road
Littles Road	Arthurs Point Road	Domain & Dalefield Road
Speargrass Flat Road	Domain/Dalefield Roads	Slopehill Rd East (End of Seal)
Fernhill		
Aspen Grove Roundabout	Richards Park Lane	Richards Park Lane
Fernhill Road	Watts Road	Queenstown Glenorchy Road
Richards Park Lane	Fernhill Road	Aspen Grove
Sainsbury Road	Fernhill Road	Thorn Crescent
Aspen Grove	Thorn Crescent	Aspen Grove Roundabout
Frankton		
Boyes Crescent	McBride Street	Wilmot Avenue
Douglas Street	Robertson Street	End of Road
Frankton Shopping Centre Street	McBride Street	Gray Street
Grant Road	Shopping Centre Entrance	End of Road
Gray Street	State Highway 6	McBride Street
Humphrey Street	State Highway 6	Douglas Street
Lake Avenue	Yewlett Crescent	McBride Street
McBride Street	State Highway 6A	State Highway 6
Riverside Road East	Roundabout	Kawarau Place
Riverside Road West	Kawarau Place	Roundabout
Robertson Street (East)	Douglas Street	Riverside Road

Collector Roads		
Road Name	Start Name	End Name
Yewlett Crescent	State Highway 6A	Lake Avenue
Hawea		
Camp Hill Road	State Highway 6	Gladstone/Kane Road
Capell Avenue	State Highway 6	Lake View Terrace
Cemetery Road (Hawea)	Domain Road	Gladstone Road, Gray Road
Domain Road (Lake Hawea)	Capell Avenue	Gladstone Road
Gladstone Road	Camphill Road	Cemetery Road
Kane Road	State Highway 8A	Camphill Road
Lake View Terrace	Capell Avenue	Muir Road
Muir Road	Corner at 1412	Cemetery Road
Kelvin Heights		
Peninsula Road	Willow Place	Grove Road
Kingston		
Kent Street (Kingston)	State Highway 6	Somerset Street
Lake Hayes		
Hogans Gully Road	Arrowtown Lake Hayes Road	End of Seal
Howards Drive North	Howards Drive	Nerin Square
Howards Drive Roundabout	Howards Drive	Howards Drive
Howards Drive South	Nerin Square	Howard's Drive
McDonnell Road	80km sign	Centennial Ave
Nerin Square	Howards North/South	Howards North/South
Speargrass Flat Road	Slopehill Rd East (End of Seal)	Lake Hayes Arrowtown Road
Lake Hayes south		
Jones Avenue	Howards Drive	Stalker Road
Jones Avenue Roundabout	Stalker Road	Stalker Road
Luggate		
Church Road	State Highway 6	State Highway 8A
Quail Rise		
Ferry Hill Drive	Tucker Beach Road	Coleshill Lane
Queenstown		
Athol Street	State Highway 6A	End of Street
Ballarat Street (East)	State Highway Traffic Lights	Hallenstein Street
Boundary Street (Queenstown)	Start (Robins Road end)	Gorge Road
Brecon Street (upper)	Man Street	End Brecon Street
Brecon Street (lower)	State Highway 6A	End Brecon Street (lower)
Brunswick Street	Lake Esplanade	Thompson Street
Camp Street (East)	Roundabout	Earl Street - Seal Change
Church Street	Marine Parade	Camp Street
Coronation Drive	State Highway 6A/ Stanley Street	Sydney Street (LHS)
Dublin Street	Hallenstein Street	Edinburgh Drive
Duke Street	Roundabout	Brecon Street (lower)
Earl Street	Camp Street	Marine Parade

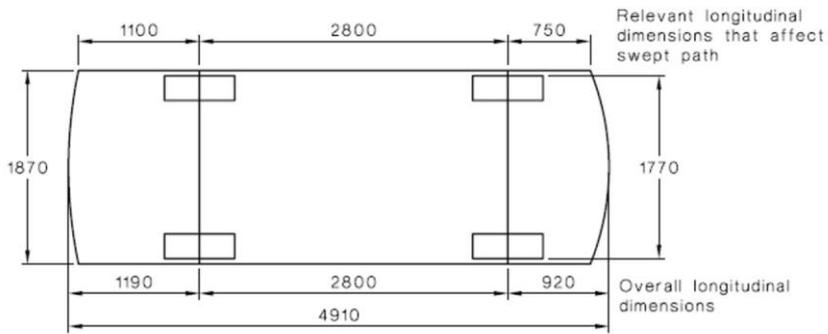
Collector Roads		
Road Name	Start Name	End Name
Edgar Street	Hallenstein Street	Kent Street
Edinburgh Drive	York Street/Dublin Street	Wakatipu Heights
Frankton Road	Stanley Street	Sydney Street
Fryer Street	Hamilton Road	High School-end Fryer Street
Goldfield Heights	State Highway 6A	St Georges Avenue
Hallenstein Street	Gorge Road	Dublin Street (End of Road)
Hamilton Road	Robins Road	Fryer Street
Hensman Road	State Highway 6A	Wakatipu Heights
Highview Terrace	Hensman Road	St Georges Avenue
Hylton Place	Gorge Road	End of Hylton Place
Industrial Lane	Industrial Place	End of cul de sac
Isle Street	Robins Road	Hay Street
Lake Street	Lake Esplanade	Man Street
Marine Parade (East)	Earl Street	Church Street
Marine Parade (West)	Rees Street	Church Street
Panorama Terrace	Suburb Street North	Hensman Road
Rees Street	Marine Parade	Shotover Street
St Georges Avenue	Goldfield Heights	Highview Terrace
Suburb Street (North)	Frankton Road (SH 6A)	Panorama Terrace
Suburb Street (South)	(State Highway 6A) Frankton Road	Veint Crescent
Templeton Way	Memorial Street	End of Bridge at carpark
Windsor Place	Edinburgh Drive	London Lane
York Street	Hallenstein Street	Edinburgh Drive
Glenorchy-Paradise Road	50km sign Mull Street	Priory Road
Glenorchy-Routeburn Road	Swamp Road	Routeburn Road
Mull Street	50km sign Glenorchy/ Paradise Road	Oban Street
Priory Road	Glenorchy-Paradise Road	Glenorchy Routeburn Road
Routeburn Road	Glenorchy-Routeburn Road	End of Kinloch Routeburn
Wanaka Urban		
Allenby Place reserve	Ballantyne Road	WRC junction
Ardmore Street	Roundabout	MacDougall Street
Aubrey Road	Beacon Point Road	Outlet Road
Ballantyne Road	Faulks Road	State Highway 84
Beacon Point Road	Lakeside Road	End of Seal Penrith Park Drive
Cliff Wilson Street	Reece Crescent	Plantation Road
Dungarvon Street	Ardmore Street	Brownston Street (West)
Dunmore Street	Dungarvon Street	Helwick Street
Frederick Street	Ballantyne Road	End of Seal
Golf Course Road	Ballantyne Road	Cardrona Valley Road
Gordon Road	Ballantyne Road	End of Gordon Place
Hedditch Street	Little Street	Hedditch Street connection

Collector Roads		
Road Name	Start Name	End Name
Hedditch Street connection	State Highway 84	Hedditch Street
Helwick Street	Ardmore Street	Brownston Street (West)
Kings Drive	Plantation Road	Aubrey Road
Lakeside Road	Ardmore Street	Beacon Point Road
Link Way	Anderson Road	Reece Crescent
MacPherson Street	State Highway 84	Ballantyne Road
McDougall Street	Brownston Street	Ardmore Street
Orchard Road	Cardrona Valley Road	Riverbank Road
Outlet Road	Anderson Road	End of Seal
Penrith park Drive	Beacon Point Road	Minaret Ridge
Plantation Road	Beacon Point Road	Anderson Road
Rata Street	Aubrey Road	Forest Heights
Reece Crescent	Anderson Road	Plantation Road (LHS)
Riverbank Road	Cardrona Valley Road	State Highway 6
Sargood Drive	Ardmore Street	Norman Terrace
<u>Wanaka-Mount Aspiring Road, including Wanaka-Mount Aspiring/Sargood Drive Roundabout</u>	MacDougall Street	<u>End of the public road at Raspberry Flat, West Wanaka 50km sign</u>
<u>Wanaka-Mount Aspiring/Sargood Drive Roundabout</u>	<u>Wanaka-Mount Aspiring Road</u>	<u>Wanaka-Mount Aspiring Road</u>
West Wanaka		
<u>Wanaka-Mount Aspiring Road</u>	<u>50km sign at the Wanaka-Mount Aspiring/Sargood Drive Roundabout</u>	<u>End of Public Road</u>
Local Roads		
All other roads		

Commented [vj182]: QLDC (2239.11)

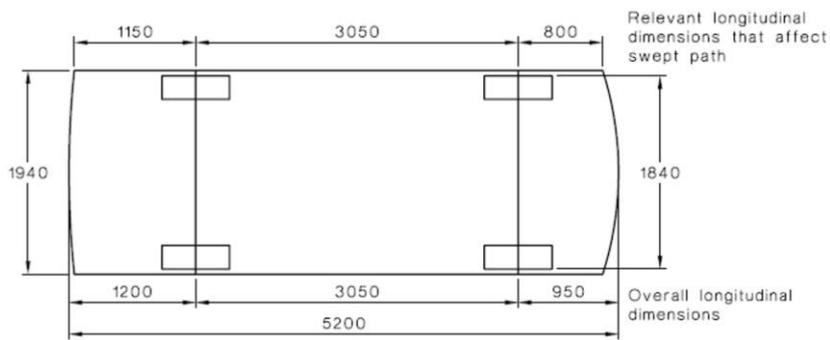
- **Schedule 29.2 - Interpretive Diagrams**

- **Diagram 1 – B85 and B99 design vehicle dimensions**



DIMENSIONS IN MILLIMETRES

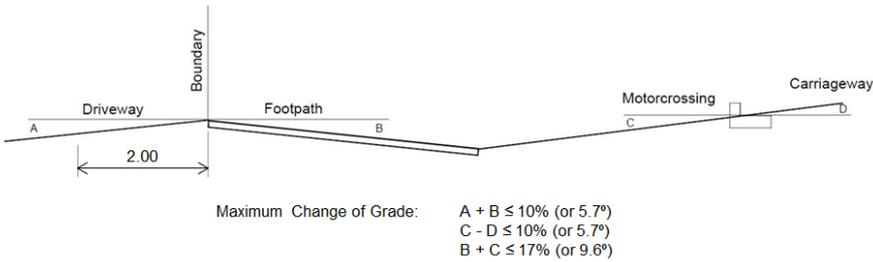
B85 (85TH PERCENTILE) CAR



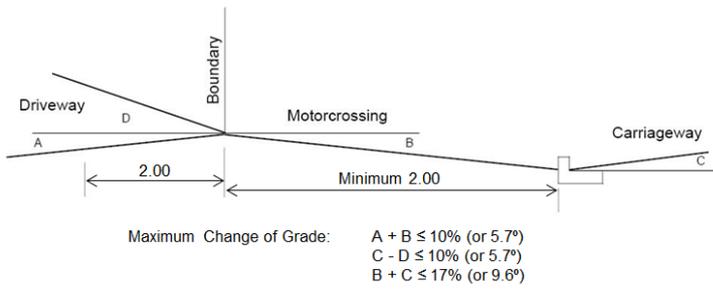
DIMENSIONS IN MILLIMETRES

B99 (99.8TH PERCENTILE) VEHICLE

Diagram 2 – Maximum Breakover Angles for Vehicle Crossings



Low Level Footpath



Standard Footpath

Note:

1. A, B, C and D refer to the gradients expressed either as a percentage or in degrees.
2. Low slung cars with ground effect features may not meet the criteria assumed in this design guide.
3. Buses are permitted lower clearance value of (A+B) or 6% of 3.4° .

Diagram 3 - Carpark Layouts

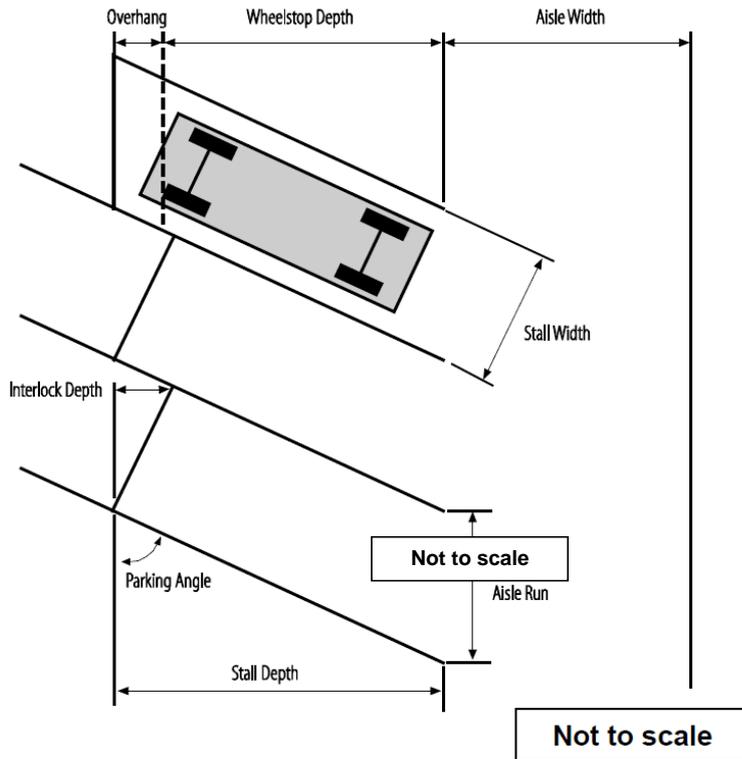
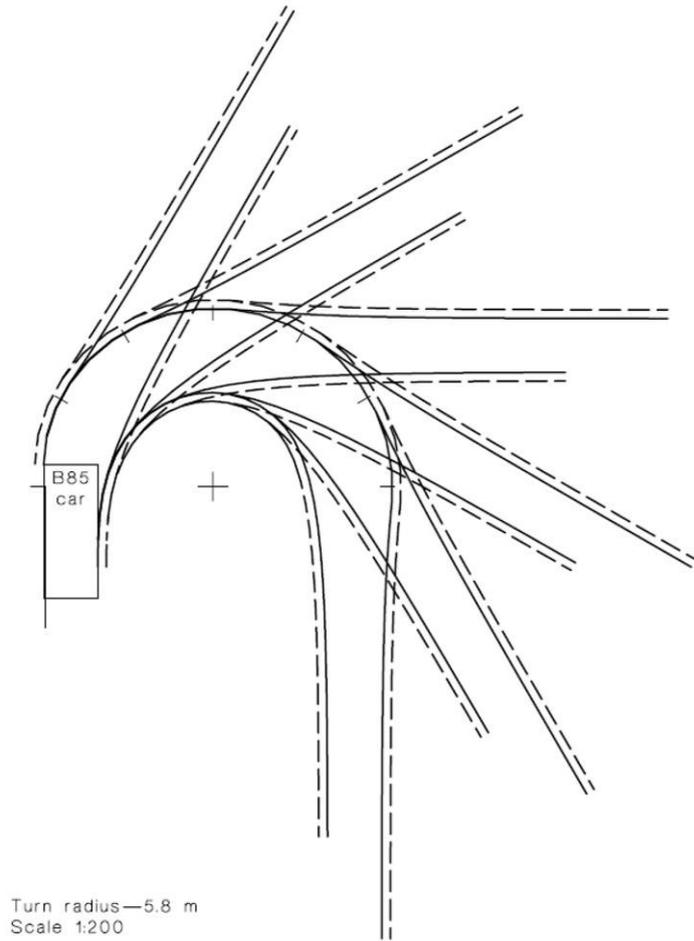


Diagram 4 – Vehicle Swept Path Design



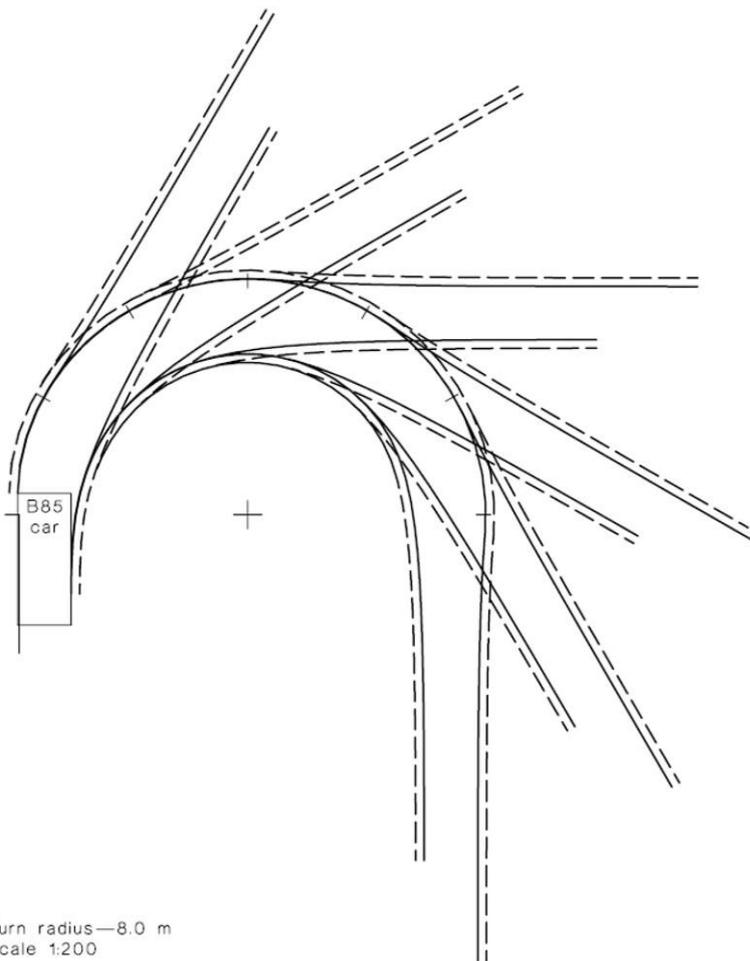
LEGEND:

- = Denotes the B85 base dimension swept path
- - - = Denotes the B85 design template which includes 2 x 300 mm manoeuvring clearances only

NOTE: This is the minimum radius turn for a B85 vehicle.

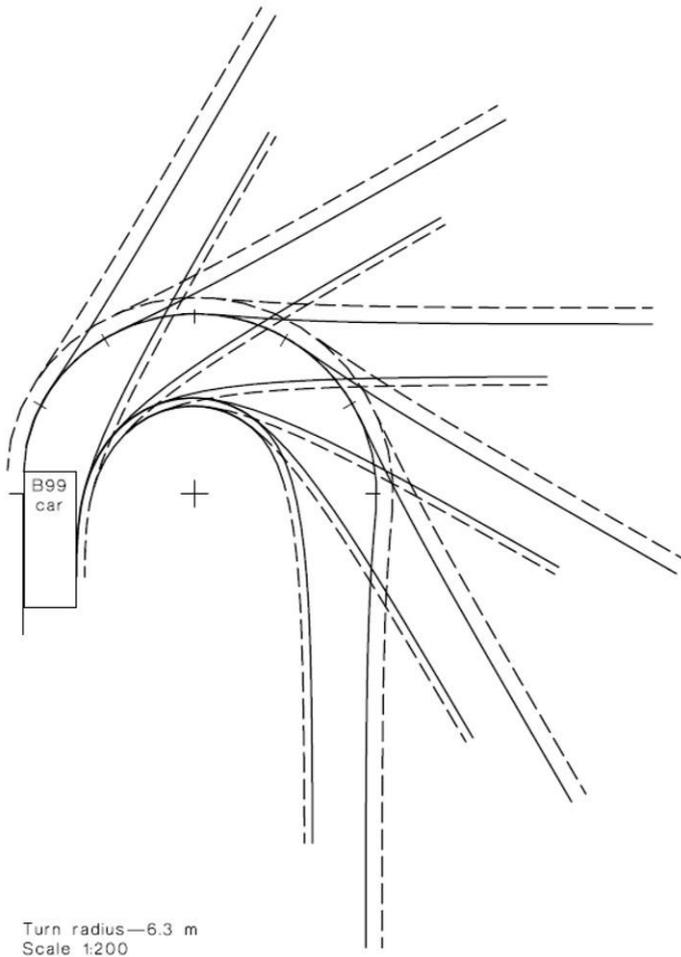
Example of the B85 Design Template

5.8m Radius Turn



- LEGEND:
- = Denotes the B85 base dimension swept path
 - = Denotes the B85 design template which includes 2 x 300 mm manoeuvring clearances only

Example of the B85 Design Template
8.0m Radius Turn

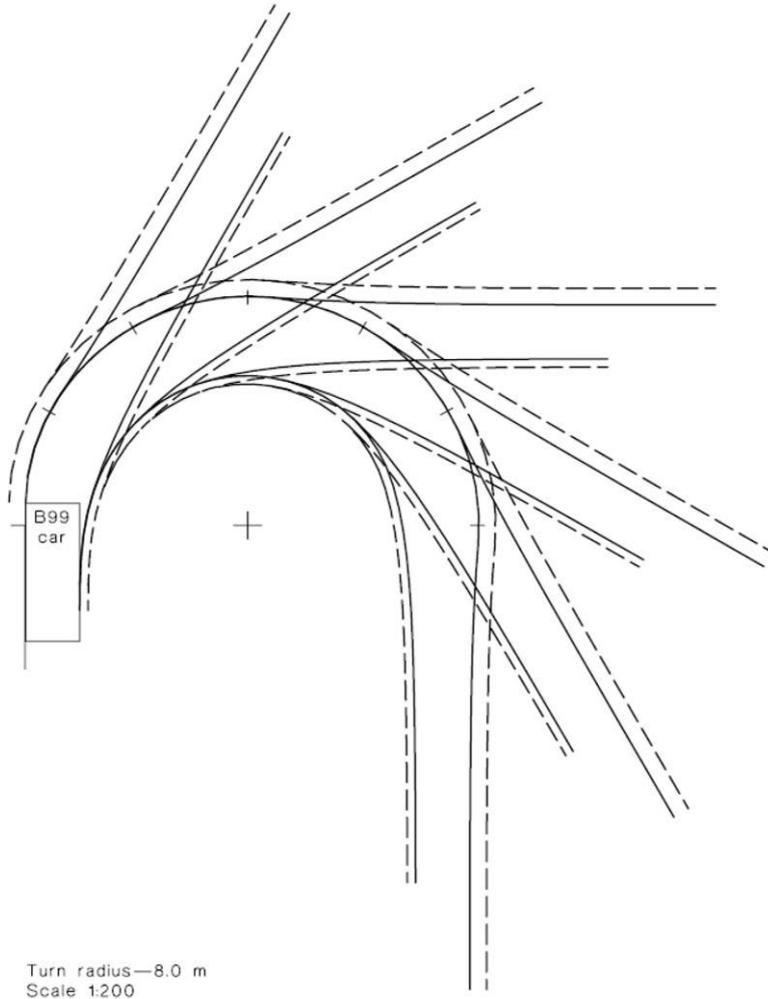


LEGEND:

- = Denotes the B99 base dimension swept path
- - - = Denotes the B99 design template which includes manoeuvring and circulation clearances, 300 mm on the inside and 600 mm on the outside

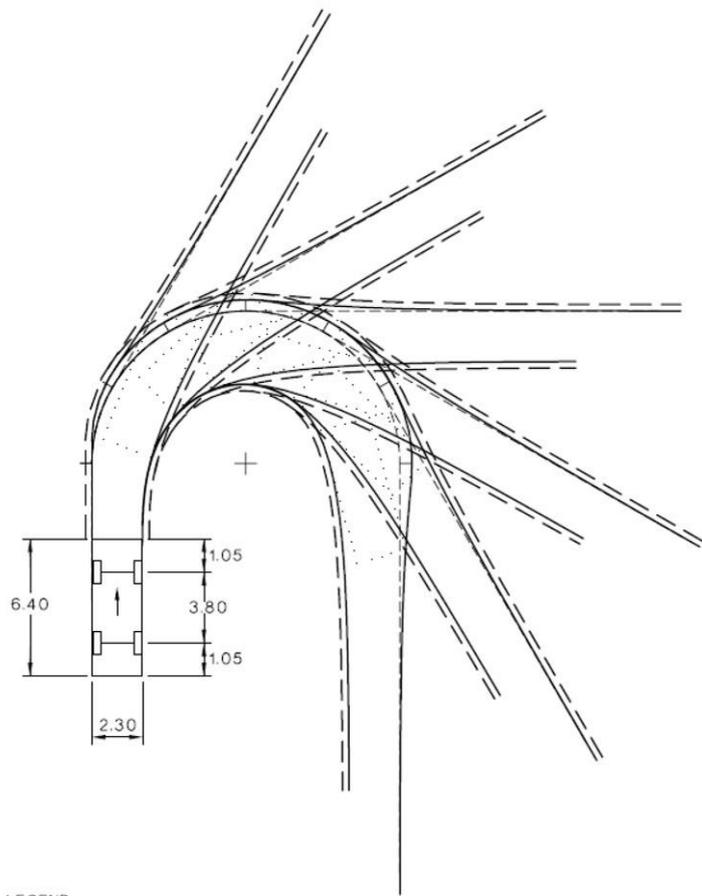
NOTE: This is the minimum radius turn for a B99 vehicle.

**Example of the B99 Design Template
6.3m Radius Turn**



- LEGEND:
- = Denotes the B99 base dimension swept path
 - - - = Denotes the B99 design template which includes manoeuvring and circulation clearances, 300 mm on the inside and 600 mm on the outside

Example of the B99 Design Template
8.0m Radius Turn

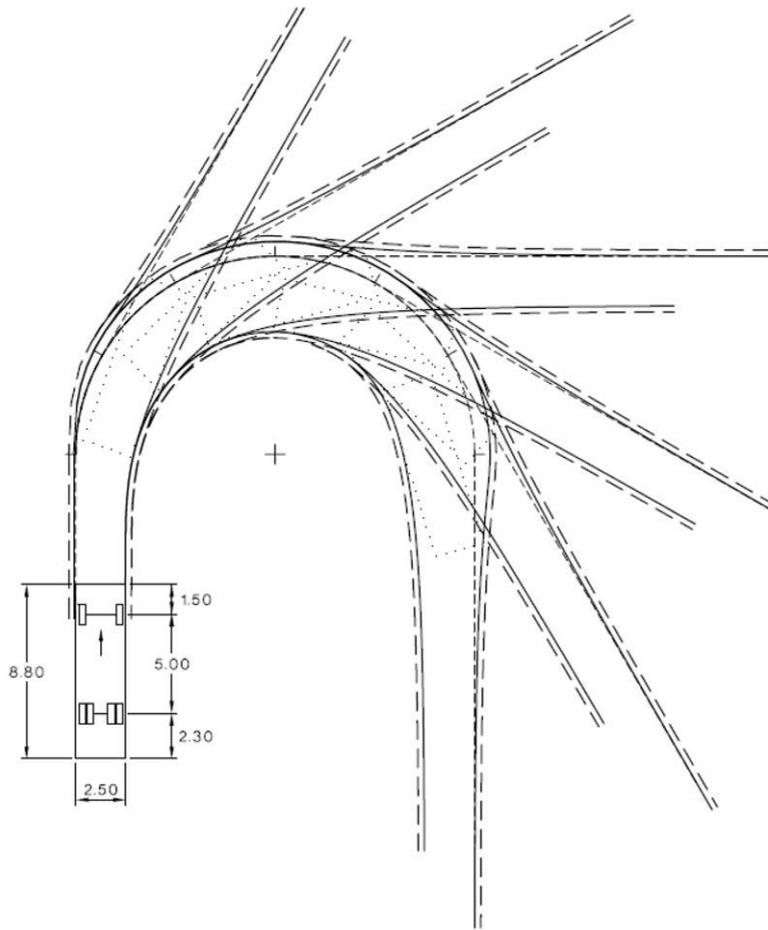


- LEGEND:
- = Swept path of vehicle body
 - = Swept path plus low speed manoeuvring clearance (300 mm both sides)
 - = Path of outer front wheel
 - = Successive positions of vehicle during turn



DIMENSIONS IN METRES

Turning Path Template - Small Rigid Vehicle
Minimum Radius Turn (7.1m)

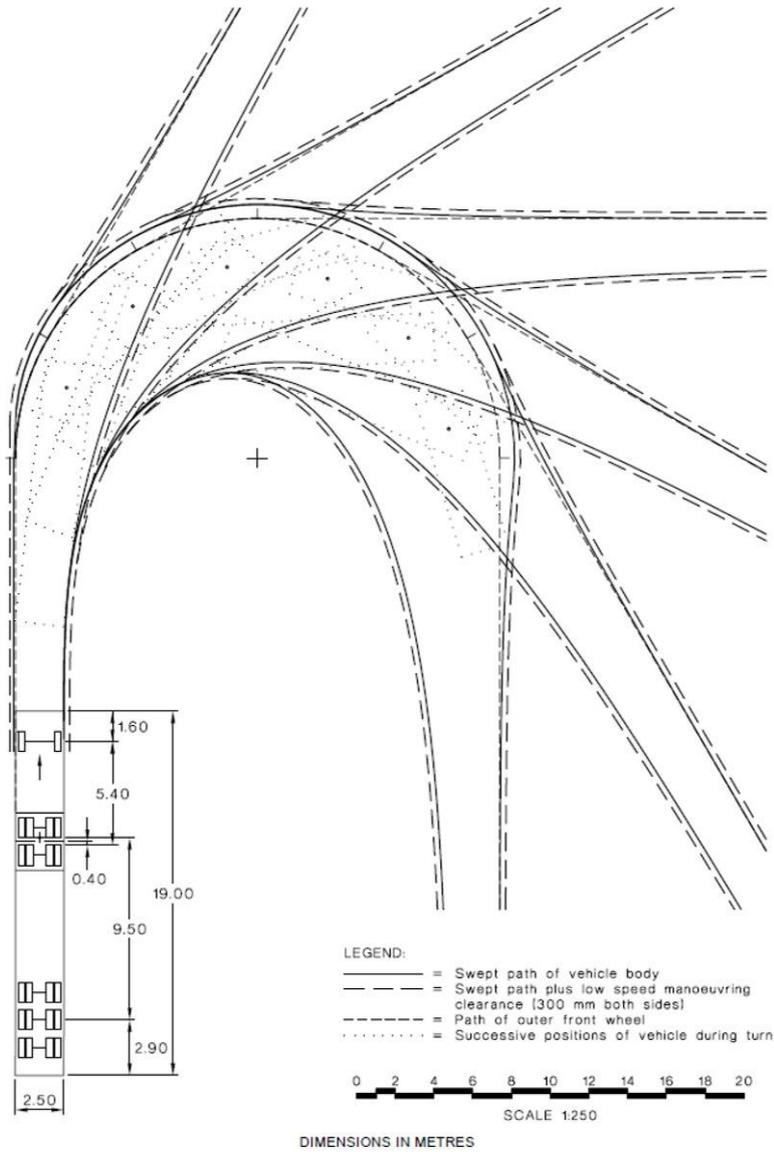


- LEGEND:
- = Swept path of vehicle body
 - = Swept path plus low speed manoeuvring clearance (300 mm both sides)
 - = Path of outer front wheel
 - = Successive positions of vehicle during turn



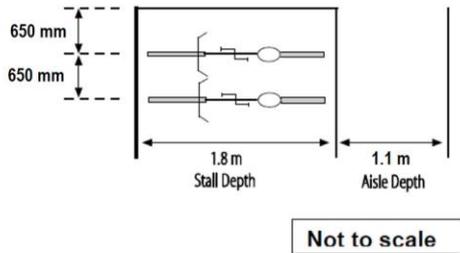
DIMENSIONS IN METRES

Turning Path Template - Medium Rigid Vehicle
Minimum Radius Turn (10m)



Turning Path Template - Articulated Vehicle
Minimum Radius Turn (12.5m)

Diagram 5 - Bicycle Parking Layout



Commented [vj183]: Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited (2335.13) and Ngai Tahu Property Limited (2336.31)

Diagram 6 - Residential Vehicle Crossing

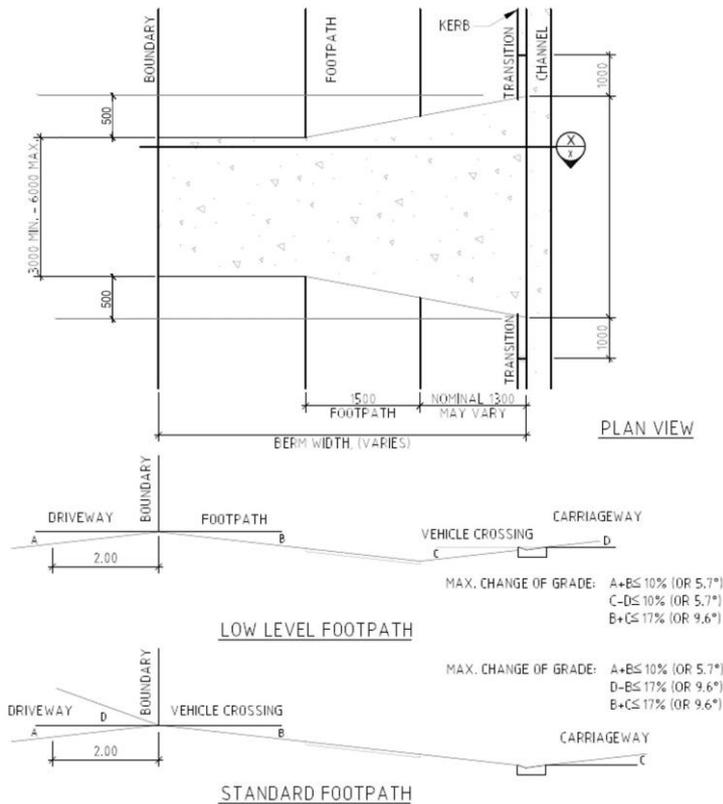


Diagram 7 - Commercial Vehicle Crossing

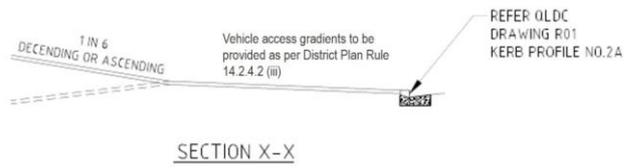
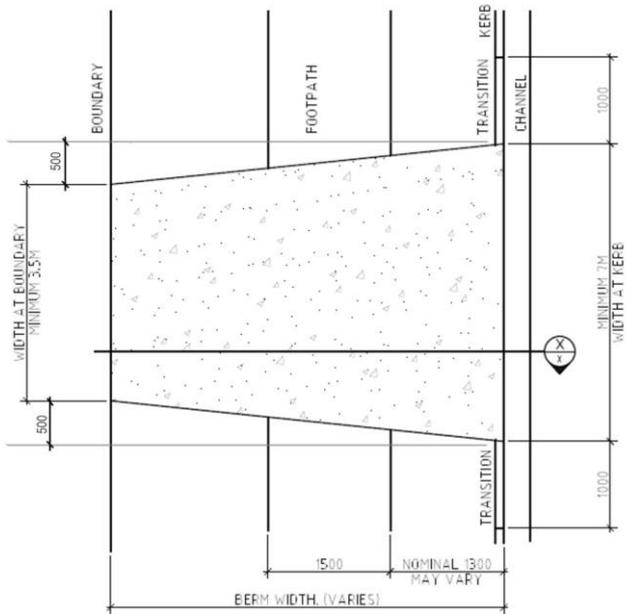


Diagram 8 - Access Design

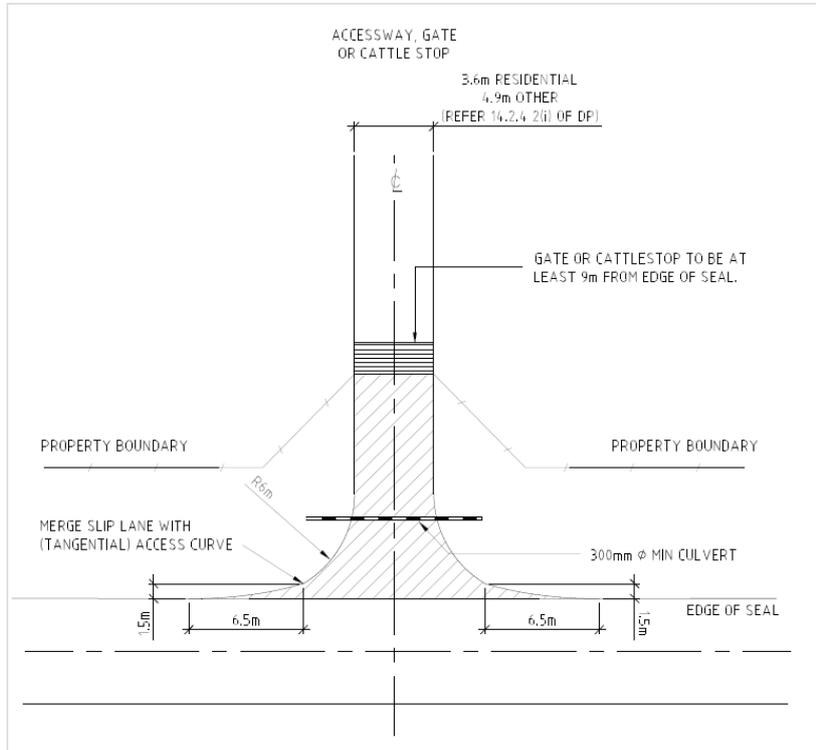


Diagram 9 - Access Design

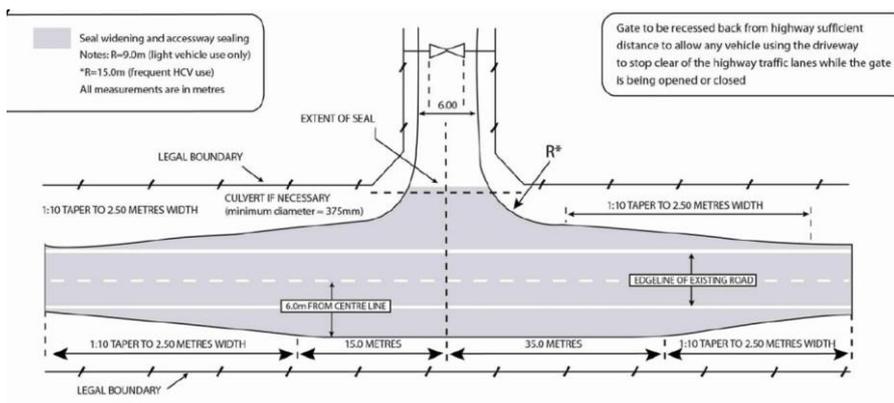


Diagram 10 - Access Design

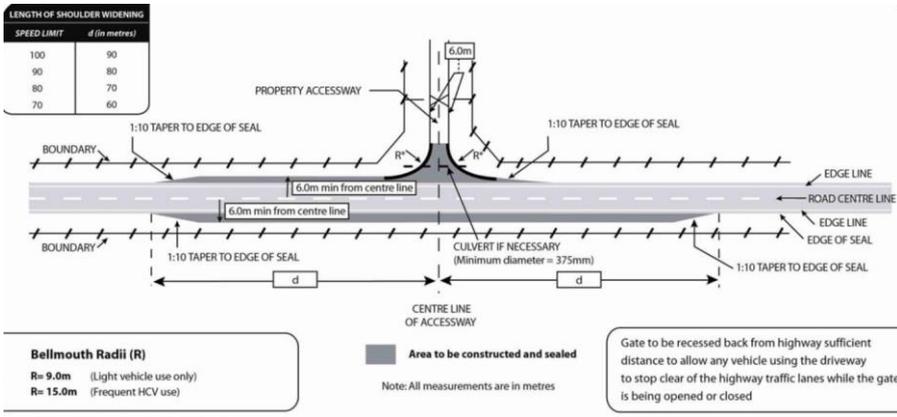
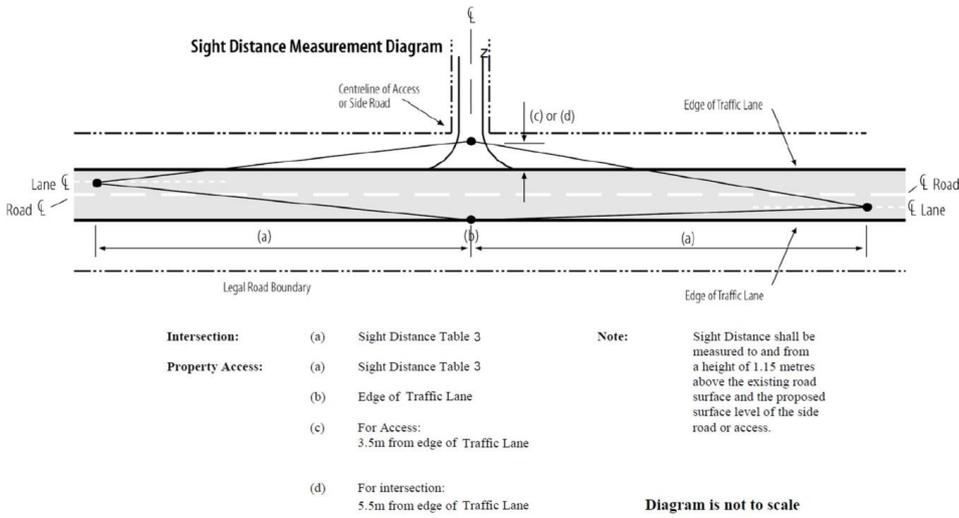
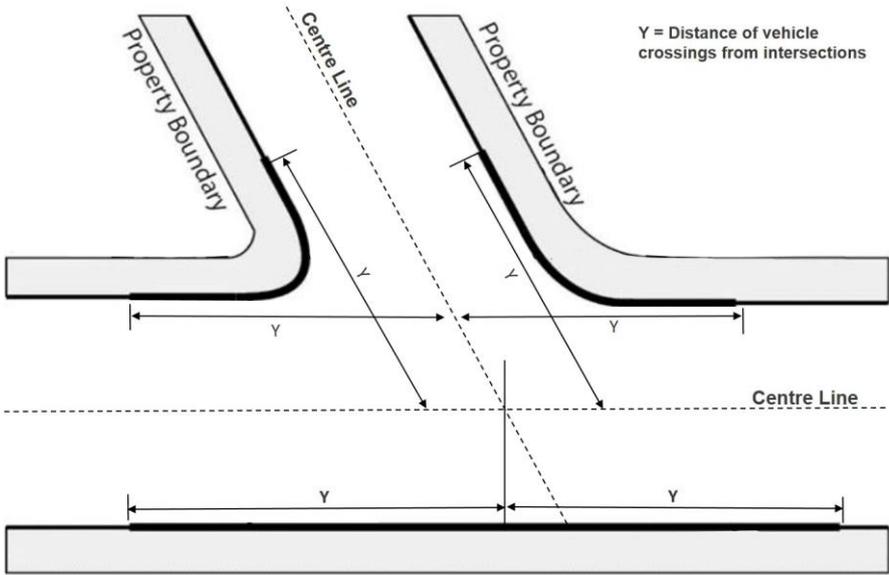


Diagram 11 – Sight Distance Measurement Diagram



▪ **Diagram 12 – Sight Distance Measurement Diagram**



Variation to Stage 1 PDP Chapter 2 Definitions:

Underlined text for additions and ~~strike-through~~ text for deletions. Double underlined text for additions that are recommended through the s 42A Report. Red underlined text for additions and ~~red strike through~~ text for deletions that are recommended through the s 42A Report.

Park and Ride	<p>Means an area to leave vehicles and transfer to public transport or car pool to complete the rest of a journey into an urban area.</p> <p><u>Means a parking area which is located and purposely designed to support the frequent public transport network and to provide specifically for users of a public transport network who:</u></p> <ul style="list-style-type: none"> <u>• travel by private vehicle to the park and ride parking area, then</u> <u>• leave their vehicle at the facility and transfer to the frequent public transport network to continue their journey.</u> <p><u>Park and Ride facilities includes car parking areas, public transport interchange and associated security measures, <u>bicycle parking</u>, fencing, lighting, ticketing systems, shelter and ticketing structures, landscape planting and earthworks.</u></p>
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Commented [vj184]: Paterson Pitts (Wanaka) (2457.18)

New Stage 2 PDP Chapter 2 Definitions

<u>Accessory car park (area)</u>	<u>Means parking that serves a supportive function to the primary activity and is located on the same site as the primary activity.</u>
<u>Active transport network</u>	<u>The network of commuter and recreational trails, pathways, and footpaths that provide for transport modes that rely on human power, including electric bicycles, primarily walking and cycling, and includes those that are located within and outside of the road network.</u>
<u>Balcony</u>	<u>Means a floor at other than ground level having at least one side completely open except for a balustrade of a maximum height of 1.2m above balcony floor level. The balcony may be roofed and shall have direct access to the residential unit it serves.</u>
<u>Backpacker Hostel</u>	<u>Means visitor accommodation where rooms and other facilities are shared by more than one person and beds are let as distinct from guest rooms</u>
<u>Elderly care home</u>	<u>Means a facility providing rest home care within the meaning of the <u>Health and Disability Services (Safety) Act (2001)</u>, or a home for the residential care of <u>older persons</u> and/or any land or <u>buildings</u> used for the care of <u>older persons</u> within a retirement village.</u>
<u>Large Format Retail</u>	<u>Means any single retail tenancy which occupies 500m² or more of GFA. Refer definition of GFA.</u>
<u>Mobility parking space</u>	<u>Means a <u>parking space</u> designed and reserved for the exclusive use of people whose mobility is restricted and who have a mobility permit issued. It also means 'accessible park/parking' and 'disabled/disability park/parking' as referred to in various external standards and guidance documents.</u>
<u>Motor vehicle repair and servicing</u>	<u>Means land and/or <u>buildings</u> used for the servicing, repair (including panel beating and spray painting repair) of motor vehicles, agricultural machinery or boats and <u>ancillary</u> activities (including the sale and/or fitting of accessories).</u>

Commented [vj185]: Queenstown Trails Trust (2575.13)

Commented [vj186]: Clause 16 amendment. This term was defined in the notified PDP chapter 2 and was relied on when Chapter 29 was drafted. Therefore, for added clarity of the rules, the definition should be added back into the PDP at this point.

<u>Non-accessory parking</u>	<p>Parking that is provided as a principal activity on the site and is not accessory to any of the approved activities on the site. The parking may be:</p> <ul style="list-style-type: none"> • <u>available to members of the public for a charge or fee</u> • <u>reserved or leased.</u> <p>Excludes:</p> <ul style="list-style-type: none"> • <u>Park and Ride</u> <p>Includes:</p> <ul style="list-style-type: none"> • <u>short term, long term, and off-site parking</u>
<u>Off-site parking</u>	<p>Parking on a site that is dedicated to the use of an activity taking place on another site and provides parking which would have otherwise been required or permitted on the same site as the activity, <u>excluding any off-site parking associated with activities undertaken within the Ski Area Subzone.</u></p>
<u>Place of Assembly</u>	<p><u>Means any land or building used for public and private assembly primarily for worship, recreation, education and discussion and includes churches, church halls, sports clubrooms, pavilions, indoor sports facilities and community centres whether such building has a general ancillary licence or not. It does not include any place of entertainment or licensed premises, other than general ancillary licensed premises.</u></p>
<u>Place of Entertainment</u>	<p><u>Means any theatre, amusement parlour, dance hall or other place used principally for any public meeting, performance or amusements whether a charge is made for admission or not.</u></p>
<u>Professional Staff</u>	<p>For the purpose of chapter 29, means staff excluding administrative staff in relation to Health Care Services.</p>
<u>Public amenities</u>	<p>Means, the following facilities established for the convenience and amenity of the public:</p> <ul style="list-style-type: none"> • <u>landscaping and planting</u> • <u>public toilets</u> • <u>street furniture, including seating, and picnic tables</u> • <u>bicycle stands</u> • <u>fountains</u> • <u>drinking fountains</u> • <u>rubbish bins</u> • <u>barbeques</u> • <u>lighting</u> • <u>shelters</u> • <u>post boxes</u> • <u>telephone booths</u> • <u>showers and changing rooms</u> • <u>playgrounds</u> • <u>public artwork</u>
<u>Public transport facility</u>	<p>A facility for passenger movements on/off and between public transport services, including:</p> <ul style="list-style-type: none"> • <u>Passenger waiting areas</u> • <u>Shelters</u> • <u>Public ferry terminals</u> • <u>Ticketing and other passenger facilities</u> • <u>Bus interchanges</u>

Commented [vj187]: Cardrona Alpine Resort Limited (2492.4)

Commented [vj188]: Clause 16 amendment. As above

Commented [vj189]: Clause 16 amendment. As above

<u>Full-Time Equivalent Person (FTE)</u>	<u>Means the engagement of a person or persons in an activity on a site for an average of 8 hours per day assessed over any 14 day period.</u>
<u>Rural Selling Place</u>	<u>Means any land, building or part of a building located in a rural or rural living zone, on or in which farm or garden produce, wine or handcrafts are offered for sale by wholesale and/or retail.</u>
<u>Transport infrastructure</u>	<p>Means:</p> <ul style="list-style-type: none"> • <u>footpaths, footways and footbridges, bridges for roads, tunnels, retaining walls for roads;</u> • <u>site access including vehicle crossings;</u> • <u>the road carriageway including widening;</u> • <u>bicycle paths and parking facilities, including electric bicycle and electric vehicle charging stations;</u> • <u>road lighting and support structures;</u> • <u>engineering measures (road markings, rumble strips, removal of roadside hazards, barriers, widened road margins, improving skid resistance, improving road geometry on bends and at intersections, fine tuning of signalised intersections, improving visibility at non-signalised intersections, fencing, speed humps, traffic separators);</u> • <u>public transport facilities and systems and supporting ancillary equipment and structures including seats, shelters, real time information systems and ticketing facilities, bicycle storage, and cabinets;</u> • <u>traffic control devices (including traffic islands, pedestrian crossings and roundabouts and intersection controls), traffic and cycle monitoring devices, traffic signals and support structures, cabinets and ancillary equipment associated with traffic signals;</u> • <u>devices and structures to implement regulatory controls (no stopping, no overtaking, parking control, bus lane controls, vehicle restrictions) including parking meters and pay and display kiosks, and speed cameras and red light/traffic cameras; and</u> • <u>parking; and</u> • <u>any other structures required for transport activities on land in relation to the establishment of roads, cycleways, walkways, rail, or any other means.</u>
<u>Transport Network</u>	<u>Means the public roading network, all transport infrastructure, park and ride, public transport facilities, and the on-road and off-road public transport network and active transport network.</u>
<u>Unformed road</u>	<u>For the purpose of Chapter 29, means land that is vested or dedicated as road that has never been formed in full or in part.</u>
<u>Vehicle control point</u>	<u>For the purpose of Chapter 29, means a point on a vehicle access route controlled by a barrier (or similar means) at which a vehicle is required to stop, or a point where conflict with vehicles already on the site may arise. For example, a point where vehicles on the access route may need to wait for a vehicle reversing from a parking space on the site or queueing for a service station filling point).</u>

Commented [vj190]: Clause 16 amendment. As above

Commented [vj191]: QLDC (2239.1)

Commented [vj192]: NZTA (2538.83)

Commented [vj193]: Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (2484.14)

<p><u>Public water ferry service</u></p>	<p><u>Means a ferry service for the carriage of passengers for hire or reward, which is available to the public generally and is operated to a regular schedule, but does not include any such service that:</u></p> <p><u>is contracted or funded by the Ministry of Education for the sole or primary purpose of transporting school children to and from school; or</u></p> <p><u>is operated for the sole or primary purpose of transporting passengers to or from a predetermined event; or</u></p> <p><u>is operated for the sole or primary purpose of tourism.</u></p> <p><u>The definition is limited to that part of the ferry service that occurs on the surface of the water and excludes any associated activity that occurs on land or on a structure attached to land, including the lake bed.</u></p>
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2.2 Acronyms Used in the District Plan

Listed below are acronyms used within the plan. They do not include the acronyms of names of activity areas identified within structure plans adopted under the PDP.

CPTED = Crime Prevention Through Environmental Design

Ecm = Equivalent car movements

GFA = Gross Floor Area

NZTA = New Zealand Transport Agency

PFA = Public Floor Area

Vpd = Vehicles per day

Variation to Stage 1 PDP Chapter 37 Designations:

Underlined text for additions and strike through text for deletions.

37.2 Schedule of Designations

~~All Queenstown Lakes District Council Roads are deemed to be designated for the purpose of road.~~

A.1 Stopped Roads

~~Council shall stop all roads in accordance with either the Local government Act 1974 or the Public Works Act 1981.~~

~~Where the boundary of a legal road is re-aligned, or a legal road is stopped, the Council shall apply to the land no longer designated road a zone(s), in accordance with one or more of the following provisions: (i) Zoning shall be that which best accommodates any existing land use activities on the site of the stopped road, and which cause no more than minor effect to the environment; and/or (ii) Zoning shall reflect any topographical or natural features that constitute logical reason for zoning; and/or (iii) Stopped roads shall be zoned in accordance with the adjoining zone of least intensive development potential (refer to Table A.1).~~

~~Table A.1 — Least Intensive District Zoning to most Intensive District Zoning (i) Rural (ii) gibbon Character (iii) Rural Lifestyle/Bendemeer (iv) Rural Residential (v) Resort/Rural Visitor (vi) Arrowtown Residential Historic Management (vii) Township (viii) Low Density Residential/Penrith park (ix) High Density Residential/Medium Density (x) Corner Shopping Centre (xi) Industrial (xii) Business (xiii) Remarkables park (xiv) Town Centre (xv) Airport Mixed Use.~~

Variation to Stage 1 PDP Chapter 21 Rural Zone:

Underlined text for additions and ~~strike through~~ text for deletions.

Note: The text in square brackets [xx] is not subject to this variation and is included below only in order to enable readers to understand the context of the new text.

[21.1 Pursuant to Section 86(b)(3) of the RMA, the following rules that protect or relate to water have immediate legal effect:]

21.5.43A relating to public water ferry services operating on the surface of lakes and rivers.

<u>21.5.43A</u>	<u>Public water ferry services</u> <u>Discretion is restricted to:</u> <ul style="list-style-type: none">• <u>Effects on the transport network.</u>• <u>Effects on navigational safety.</u>• <u>Location, scale, and intensity of the activity.</u>• <u>Effects on landscape and amenity values.</u>• <u>Congestion and safety, including effects on other commercial operators and recreational users.</u>• <u>Waste disposal.</u>• <u>Cumulative effects.</u>	<u>RD</u>
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Variation to Stage 1 PDP Chapter 12 Queenstown Town Centre:

Underlined text for additions and ~~strike through~~ text for deletions.

12.1 Pursuant to Section 86(b)(3) of the RMA, the following rules that protect or relate to water have immediate legal effect.

12.4.17 relating to public water ferry services operating on the surface of lakes and rivers.

12.2.5.7 Provide for public water ferry services within the Queenstown Town Centre Waterfront Subzone

12.4.17	Surface of Water Activities - Public water ferry services <u>Discretion is restricted to:</u> <ul style="list-style-type: none">• <u>Effects on the transport network.</u>• <u>Effects on navigational safety.</u>• <u>Location, scale and intensity of the activity.</u>• <u>Effects on landscape and amenity values.</u>• <u>Congestion and safety, including effects on other commercial operators and recreational users.</u>• <u>Waste disposal.</u>• <u>Cumulative effects.</u>	<u>RD</u>
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Variation to Stage 1 PDP Chapter 9 High Density Residential:

Underlined text for additions and ~~strike through~~ text for deletions.

9.2.6.7 A reduction in parking requirements may be considered in Queenstown and Wanaka where a site is located within ~~400~~ 800 m of a bus stop or the edge of a town centre zone.

Variation to Stage 1 PDP Planning Maps:

Roads shown on the Stage 2 planning maps are based on a data set that corrects and updates the spatial extent of roads notified in Stage 1. The spatial extent of Stage 1 zones have in some instances been varied as a consequence of new roads having been created or existing roads having been stopped since the Proposed District Plan planning maps were notified in Stage 1 of the review.

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
1997	13		ROAD	Sec 1, SO 495820, 1234m ²	Industrial A			924.7
1998	13		ROAD	Sec 1, SO 495820, 1234m ²	Industrial A			44.7
1999	13		ROAD	Sec 2, SO 495820, 62m ²	Industrial A			23.3
2000	13	Lot 12, DP 322851, 2616m ²	ROAD	Sec 2, SO 495820, 62m ²	Industrial A			13.7
2001	13		ROAD	Sec 2, SO 495820, 62m ²	Industrial A			24.9
13	10		Rural			ROAD	Crown Range Rd	348.1
15	10	Section 4, SO 342162, 956.2400Ha	Rural			ROAD	Crown Range Rd	115.7
31	10	Crown Land Block VII Cardrona Survey District, , 1.3470~Ha	Rural	Sec 13, SO 467007, 1772m ²		ROAD	Cardrona Valley Rd	1776.7
32	10	Crown Land Block III Crown Survey District, , 1.4521~Ha	WATER	Sec 78, SO 357952, 22m ²		ROAD	Crown Range Rd	21.3
34	10	Crown Land Block III Crown Survey District, , 1.5390~Ha	Rural	Sec 58, SO 357952, 5766m ²		ROAD	Crown Range Rd	5586.9
42	10	Section 41, SO 342162, 1.4150Ha	Rural	Sec 44, SO 357952, 44m ²		ROAD	Crown Range Rd	44.7
43	10	Section 1 Blk III, Crown SD, 132.7369Ha	Rural	Sec 74, SO 357952, 243m ²		ROAD	Crown Range Rd	244.5
44	10	Section 27 Blk VII, Cardrona SD, 21.2460Ha	Rural	Sec 1, SO 467007, 335m ²		ROAD	Cardrona Valley Rd	336.9
48	10	Section 45, SO 342162, 2360m ²	Rural	Sec 36, SO 357952, 186m ²		ROAD	Crown Range Rd	176.8

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
57	10	Crown Land Block III Crown Survey District, , 1.0208~Ha	Rural	Sec 84, SO 357952, 366m ²		ROAD	Crown Range Rd	368.4
63	10	Section 47, SO 342162, 1170m ²	Rural	Sec 29, SO 357952, 73m ²		ROAD	Crown Range Rd	72.7
65	10	Section 41, SO 342162, 1.4150Ha	Rural	Sec 48, SO 357952, 73m ²		ROAD	Crown Range Rd	73.4
67	10	Pt, RUN 25, 5626.5295~Ha	Rural	Sec 49, SO 357952, 298m ²		ROAD	Crown Range Rd	298.9
79	10	Section 4, SO 342162, 956.2400Ha	Rural	Sec 31, SO 357952, 1812m ²		ROAD	Crown Range Rd	1815.9
90	10	Section 41, SO 342162, 1.4150Ha	Rural	Sec 45, SO 357952, 164m ²		ROAD	Crown Range Rd	164.4
91	10	Crown Land Block III Crown Survey District, , 4852~m ²	Rural	Sec 63, SO 357952, 288m ²		ROAD	Crown Range Rd	126.2
92	10		Rural	Sec 63, SO 357952, 288m ²		ROAD	Crown Range Rd	51.0
98	10	Pt, RUN 340B, 5751.2176~Ha	Rural	Sec 18, SO 467007, 373m ²		ROAD	Cardrona Valley Rd	373.7
101	10	Section 4, SO 342162, 956.2400Ha	Rural	Sec 38, SO 357952, 266m ²		ROAD	Crown Range Rd	258.3
117	10	Pt, RUN 25, Total 7266.1307Ha	Rural			ROAD	Crown Range Rd	1584.9
118	10	Pt, RUN 25, 5626.5295~Ha	Rural			ROAD	Crown Range Rd	823.9
121	10		Rural			ROAD	Crown Range Rd	22.4
149	10		WATER	Sec 43, SO 357952, 198m ²		ROAD	Crown Range Rd	189.8

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
152	10	Section 2 Blk III, Crown SD, 152.3641Ha	Rural	Sec 57, SO 357952, 413m ²		ROAD	Crown Range Rd	411.4
154	10	Pt, RUN 25, 5626.5295~Ha	Rural	Sec 28, SO 357952, 59m ²		ROAD	Crown Range Rd	92.5
168	10	Pt, RUN 25, 5626.5295~Ha	Rural	Sec 26, SO 357952, 143m ²		ROAD	Crown Range Rd	145.0
170	10	Section 4, SO 342162, 956.2400Ha	Rural	Sec 52, SO 357952, 2231m ²		ROAD	Crown Range Rd	2235.3
176	10		WATER	Sec 42, SO 357952, 333m ²		ROAD	Crown Range Rd	227.3
177	10	Section 2 Blk III, Crown SD, 152.3641Ha	Rural	Sec 68, SO 357952, 811m ²		ROAD	Crown Range Rd	700.2
178	10	Crown Land Block III Crown Survey District, , 1.5390~Ha	Rural	Sec 68, SO 357952, 811m ²		ROAD	Crown Range Rd	12.3
181	10	Crown Land Block VII Cardrona Survey District, , 6.4114~Ha	Rural	Sec 7, SO 467007, 1009m ²		ROAD	Cardrona Valley Rd	1001.7
187	10	Section 48, SO 342162, 1300m ²	Rural	Sec 25, SO 357952, 90m ²		ROAD	Crown Range Rd	90.3
188	10	Pt, RUN 25, 5626.5295~Ha	Rural	Sec 24, SO 357952, 1869m ²		ROAD	Crown Range Rd	1542.7
189	10		Rural	Sec 24, SO 357952, 1869m ²		ROAD	Crown Range Rd	255.2
191	10	Section 4, SO 342162, 956.2400Ha	Rural	Sec 39, SO 357952, 301m ²		ROAD	Crown Range Rd	302.0
200	10	Section 46, SO 342162, 2520m ²	Rural	Sec 32, SO 357952, 159m ²		ROAD	Crown Range Rd	159.6
201	10	Crown Land Block III Crown Survey District, , 1.0208~Ha	Rural	Sec 80, SO 357952, 257m ²		ROAD	Crown Range Rd	241.4

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
219	10	Pt, RUN 25, Total 7266.1307Ha	Rural	Sec 50, SO 357952, 107m ²		ROAD	Crown Range Rd	105.8
230	10	Section 4, SO 342162, 956.2400Ha	Rural	Sec 30, SO 357952, 83m ²		ROAD	Crown Range Rd	82.8
237	10		WATER	Sec 66, SO 357952, 5m ²		ROAD	Crown Range Rd	30.7
238	10	Section 27 Blk VII, Cardrona SD, 21.2460Ha	Rural	Sec 6, SO 467007, 2180m ²		ROAD	Cardrona Valley Rd	2183.1
240	10	Pt, RUN 25, Total 7266.1307Ha	Rural	Sec 54, SO 357952, 156m ²		ROAD	Crown Range Rd	156.0
244	10	Section 27 Blk VII, Cardrona SD, 21.2460Ha	Rural	Sec 3, SO 467007, 134m ²		ROAD	Cardrona Valley Rd	134.4
248	10	Pt, RUN 25, Total 7266.1307Ha	Rural	Sec 53, SO 357952, 245m ²		ROAD	Crown Range Rd	246.1
258	10	Pt, RUN 25, 5626.5295~Ha	Rural	Sec 41, SO 357952, 3159m ²		ROAD	Crown Range Rd	3276.8
261	10	Section 2, SO 24173, 71.0000Ha	Rural			ROAD	Cardrona Valley Rd	27.8
268	10	Pt, RUN 25, 5626.5295~Ha	WATER	Sec 23, SO 357952, 1577m ²		ROAD	Crown Range Rd	12.3
269	10		WATER	Sec 23, SO 357952, 1577m ²		ROAD	Crown Range Rd	1648.0
270	10	Section 41, SO 342162, 1.4150Ha	Rural	Sec 46, SO 357952, 231m ²		ROAD	Crown Range Rd	231.6
271	10	Section 45, SO 342162, 2360m ²	Rural	Sec 33, SO 357952, 330m ²		ROAD	Crown Range Rd	301.2
277	10	Section 1 Blk III, Crown SD, 132.7369Ha	Rural	Sec 75, SO 357952, 146m ²		ROAD	Crown Range Rd	146.3

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
280	10	Pt, RUN 25, 5626.5295~Ha	Rural	Sec 19, SO 357952, 15m ²		ROAD	Crown Range Rd	14.9
289	10	Section 27 Blk VII, Cardrona SD, 21.2460Ha	Rural	Sec 5, SO 467007, 1108m ²		ROAD	Cardrona Valley Rd	1109.9
306	10	Pt, RUN 25, 5626.5295~Ha	Rural	Sec 22, SO 357952, 67m ²		ROAD	Crown Range Rd	30.5
310	10	Crown Land Blk I, Knuckle Peak SD, 8604~m ²	Rural	Sec 72, SO 357952, 320m ²		ROAD	Crown Range Rd	351.6
312	10	Section 28 Blk VII, Cardrona SD, 8600m ²	Rural	Sec 8, SO 467007, 29m ²		ROAD	Cardrona Valley Rd	28.9
326	10	Section 4, SO 342162, 956.2400Ha	Rural	Sec 35, SO 357952, 27m ²		ROAD	Crown Range Rd	38.4
1743	10	Section 11, SO 459834, 357.3183Ha	Rural			ROAD	Crown Range Rd	17.7
1915	11	Lot 2, DP 474192, 299.2370Ha	Rural			ROAD	Luggate-Cromwell Rd	11585.4
3646	11	Lot 2, DP 474192, 299.2370Ha	Rural	Lot 100, DP 504734, 2.5094Ha		ROAD	Luggate-Cromwell Rd	17207.1
4478	11	Lot 2, DP 474192, 299.2370Ha	Rural			ROAD	Luggate-Cromwell Rd	3316.7
27	12	Section 2 Blk XII, Mid Wakatipu SD, 5.8949Ha	Rural	Sec 2, SO 471631, 126m ²		ROAD	Glenorchy-Queenstown Rd	126.7
51	12	Pt Reserve A Blk XIII, Mid Wakatipu SD, 15.3063~Ha	Rural	Sec 7, SO 471631, 199m ²		ROAD	Glenorchy-Queenstown Rd	199.5
83	12	Section 37 Blk XIII, Mid Wakatipu SD, 4.9150Ha	Rural	Sec 5, SO 471631, 522m ²		ROAD	Glenorchy-Queenstown Rd	524.1
85	12	Pt Reserve A Blk XII, Mid Wakatipu SD, 90.9909~Ha	Rural	Sec 1, SO 471631, 865m ²		ROAD	Glenorchy-Queenstown Rd	867.5

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
129	12	Section 36 Blk XIII, Mid Wakatipu SD, 98.2000Ha	Rural			ROAD	Glenorchy-Queenstown Rd	43.9
130	12	, RUN 346A, 6.0039~Ha	Rural			ROAD	Glenorchy-Queenstown Rd	150.4
138	12	, RUN 346A, 2679.9486~Ha	Rural			ROAD	Glenorchy-Queenstown Rd	799.8
150	12	Section 36 Blk XIII, Mid Wakatipu SD, 98.2000Ha	Rural	Sec 6, SO 471631, 224m ²		ROAD	Glenorchy-Queenstown Rd	224.9
249	12	Pt, RUN 706, 4332.9595~Ha	Rural	Sec 3, SO 471631, 2679m ²		ROAD	Glenorchy-Queenstown Rd	2686.3
3	13	Pt Section 1, SO 342162, 222.4497Ha	Rural	Sec 4, SO 357952, 260m ²		ROAD	Crown Range Rd	261.0
11	13	Section 8, SO 342162, 365.9500Ha	Rural			ROAD	Crown Range Rd	162.1
86	13	Section 2, SO 342162, 199.8700Ha	Rural	Sec 7, SO 357952, 122m ²		ROAD	Crown Range Rd	122.8
235	13	Section 2, SO 342162, 199.8700Ha	Rural	Sec 3, SO 357952, 122m ²		ROAD	Crown Range Rd	122.2
239	13	Pt, RUN 25, 5626.5295~Ha	Rural	Sec 1, SO 476808, 2564m ²		ROAD	Crown Range Rd	2558.8
281	13	Section 4, SO 342162, 956.2400Ha	Rural	Sec 17, SO 357952, 492m ²		ROAD	Crown Range Rd	493.9
325	13	Section 2, SO 342162, 199.8700Ha	Rural	Sec 10, SO 357952, 528m ²		ROAD	Crown Range Rd	526.6
2453	13	Section 5, SO 461463, 7655m ²	Frankton Flats	Lot 100, DP 494556, 1504m ²		ROAD	Hawthorne Dr	1505.7
2456	13	Section 6, SO 461463, 17.4653Ha	Frankton Flats	Lot 101, DP 494556, 4065m ²		ROAD	Hawthorne Dr	4067.9

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
2602	13	Lot 3, DP 22742, 1.2000Ha	Frankton Flats	Lot 102, DP 495348, 778m ²		ROAD	Hawthorne Dr	779.2
3152	13	Section 26 Blk II, Shotover SD, 2.0234Ha	Medium Density Res	Sec 4, SO 502556, 216m ²		ROAD	Frankton-Ladies Mile Hwy	37.1
3154	13	Section 25 Blk II, Shotover SD, 2.0234Ha	Medium Density Res	Sec 4, SO 502556, 216m ²		ROAD	Frankton-Ladies Mile Hwy	11.0
3159	13	Section 130 Blk I, Shotover SD, 2.0234Ha	Medium Density Res	Sec 1, SO 502556, 4518m ²		ROAD	Frankton-Ladies Mile Hwy	238.0
3160	13	Section 132 Blk I, Shotover SD, 2.0234Ha	Rural	Sec 1, SO 502556, 4518m ²		ROAD	Frankton-Ladies Mile Hwy	2113.2
3161	13	Section 131 Blk I, Shotover SD, 2.0234Ha	Rural	Sec 1, SO 502556, 4518m ²		ROAD	Frankton-Ladies Mile Hwy	371.0
3162	13	Section 133 Blk I, Shotover SD, 2.0234Ha	Medium Density Res	Sec 1, SO 502556, 4518m ²		ROAD	Frankton-Ladies Mile Hwy	970.2
3574	13	Section 1, SO 461463, 279m ²	Frankton Flats	Lot 101, DP 505552, 1339m ²		ROAD	Frankton-Ladies Mile Hwy	279.4
3576	13	Section 5, SO 461463, 7655m ²	Frankton Flats	Lot 101, DP 505552, 1339m ²		ROAD	Frankton-Ladies Mile Hwy	1062.8
3191	16	Lot 2, DP 25911, 6.3680Ha	Rural Lifestyle	Sec 1, SO 502159, 109m ²		ROAD	Haast Pass-Makarora Rd	110.0
3708	17	Lot 998, DP 372972, 1.5151Ha	Township	Lot 99, DP 502374, 2492m ²		ROAD	Edna Lane	2494.9
3710	17	Lot 997, DP 372972, 1.8109Ha	Township	Lot 98, DP 502374, 2947m ²		ROAD	Francis Lane	2951.8
702	18	Lot 100, DP 453936, 2.4664Ha	Low Density Res	Lot 997, DP 482460, 2691m ²		ROAD	Nancy Lane	2694.4
932	18	Section 12 Blk VIII, Lower Hawea SD, Total 2.2662Ha	Rural	Sec 2, SO 489559, 2149m ²		ROAD	Church Rd	2130.5
938	18	Pt Section 34 Blk VIII, Lower Hawea SD, 1.7955Ha	Rural	Sec 5, SO 489559, 330m ²		ROAD	Church Rd	315.8

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
1134	18	Lot 919, DP 479637, 17.9589Ha	Low Density Res	Lot 816, DP 486039, 4637m ²		ROAD	Bull Ridge	4646.4
1159	18	Pt Section 49 Blk VII, Lower Hawea SD, Total 1.7402~Ha	Rural	Marked C, SO 21757, 1310m ²		ROAD	Luggate-Tarras Rd	1310.3
1282	18	Lot 49, DP 346120, 1.9911Ha	Low Density Res	Lot 98, DP 484206, 2102m ²		ROAD	Eden Close	2104.9
1470	18	Lot 500, DP 481348, 3.9087Ha	Low Density Res	Lot 300, DP 491833, 5111m ²		ROAD	Kahu Close	5115.3
1473	18	Lot 500, DP 481348, 3.9087Ha	Low Density Res	Lot 301, DP 491833, 1589m ²		ROAD	Matipo St	1590.7
1617	18	Lot 919, DP 479637, 17.9589Ha	Low Density Res	Lot 815, DP 491676, 5392m ²		ROAD	Avalanche Place	5400.9
1683	18	Lot 38, DP 443395, 4091m ²	Low Density Res	Lot 100, DP 489206, 798m ²		ROAD	Pukeko Place	795.9
2505	18	Pt Section 49 Blk VII, Lower Hawea SD, Total 1.7402~Ha	Rural	Sec 1, SO 496286, 788m ²		ROAD	Luggate-Tarras Rd	789.0
3412	18	Lot 5, DP 300734, 4.0183Ha	Low Density Res	Lot 28, DP 502229, 4561m ²		ROAD	Barclay Place	4566.0
3617	18	Lot 1, DP 356941, 2.5001Ha	Low Density Res	Lot 22, DP 500646, 3057m ²		ROAD	Stackbrae Ave	3060.9
3806	18	Lot 301, DP 471213, 4.3729Ha	Rural Residential (Operative)	Lot 100, DP 490923, 1469m ²		ROAD	Mount Linton Ave	1471.0
3807	18	Lot 301, DP 471213, 4.3729Ha	Rural Residential (Operative)	Lot 101, DP 490923, 24m ²		ROAD	Aubrey Rd	25.1
4966	18	Lot 65, DP 371470, 106.8838Ha	Rural General (Operative)	Lot 3000, DP 510104, 1.1679Ha		ROAD	Cluden Cr	11695.3
5121	18	Lot 3, DP 449599, 16.7836Ha	Low Density Res	Lot 900, DP 509001, 1.0417Ha		ROAD	Garnet Grove	10432.3

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
5147	18	Pt Section 52 Blk XIV, Lower Wanaka SD, 4381m ²	Low Density Res			ROAD	Kidson Lane	155.5
1091	24	Lot 1012, DP 475648, 13.2818Ha	Township	Lot 972, DP 483256, 3249m ²		ROAD	Finch St	3250.8
1637	24	Lot 1012, DP 475648, 13.2818Ha	Township	Lot 971, DP 492801, 3692m ²		ROAD	Kingfisher Cr	3697.8
2315	24	Lot 1012, DP 475648, 13.2818Ha	Large Lot Residential	Lot 971, DP 496259, 9286m ²		ROAD	Kingfisher Cr	9298.0
2857	24	Lot 1012, DP 475648, 13.2818Ha	Township	Lot 972, DP 498916, 7522m ²		ROAD	Kingfisher Cr	7534.1
3832	24	Pt Lot 1, DP 304935, 1.1711Ha	Township	Lot 13, DP 506991, 1563m ²		ROAD	Hebbard Court	1565.6
95	25	Crown Land Block XXI Town of Glenorchy, , 3.3471~Ha	Rural	Sec 2, SO 460860, 1240m ²		ROAD	Glenorchy-Queenstown Rd	1243.9
193	25	Section 15, SO 369025, 29.8891Ha	Rural			ROAD	Glenorchy-Queenstown Rd	38.3
194	25	Crown Land Block IV Glenorchy Survey District, , 4.1096~Ha	Rural			ROAD	Glenorchy-Queenstown Rd	23.1
195	25	Section 27 Blk IV, Glenorchy SD, 5893m ²	Rural			ROAD	Glenorchy-Queenstown Rd	293.1
257	25	Crown Land Block XXI Town of Glenorchy, , 3.3471~Ha	Rural	Sec 3, SO 460860, 1651m ²		ROAD	Glenorchy-Queenstown Rd	1583.2
320	25	Crown Land Block IV Glenorchy Survey District, , 4.1096~Ha	Rural	Sec 6, SO 460860, 405m ²		ROAD	Glenorchy-Queenstown Rd	407.1
493	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 800, DP 485096, 5466m ²		ROAD	Myles Way	5476.5
494	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 801, DP 485096, 391m ²		ROAD	Primrose Lane	391.8
495	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 802, DP 485096, 663m ²		ROAD	Primrose Lane	665.0
642	30	Lot 2, DP 479975, 2.0392Ha	Shotover Country SZ	Lot 101, DP 486079, 2034m ²		ROAD	Marston Rd	2038.0

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
645	30	Lot 2, DP 479975, 2.0392Ha	Shotover Country SZ	Lot 100, DP 486079, 1896m ²		ROAD	Coventry Cr	1900.2
1059	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 801, DP 488075, 1.1835Ha		ROAD	Marsden Place	11859.4
1060	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 802, DP 488075, 255m ²		ROAD	Tudor Lane	255.7
1061	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 803, DP 488075, 379m ²		ROAD	Violet Way	379.5
1062	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 804, DP 488075, 1798m ²		ROAD	Violet Way	1802.1
1575	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 800, DP 491188, 3091m ²		ROAD	Ashenhurst Way	2144.8
1576	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 800, DP 491188, 3091m ²		ROAD	Ashenhurst Way	952.6
1577	30	Lot 4, DP 473343, 17.7892Ha	Shotover Country SZ	Lot 801, DP 491188, 6702m ²		ROAD	Toni's Terrace	4309.7
1578	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 801, DP 491188, 6702m ²		ROAD	Toni's Terrace	2404.5
1735	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Sec 3, SO 494244, 411m ²		ROAD	Ashenhurst Way	411.0
2179	30	Lot 601, DP 473621, 4.3188Ha	Shotover Country SZ	Lot 600, DP 496374, 4270m ²		ROAD	Cheltenham Rd	4275.7
2181	30	Lot 601, DP 473621, 4.3188Ha	Shotover Country SZ	Lot 601, DP 496374, 2962m ²		ROAD	Cheltenham Rd	2966.9
2182	30	Lot 1, DP 459652, 6914m ²	Shotover Country SZ	Lot 604, DP 496374, 1303m ²		ROAD	Cheltenham Rd	1306.4
2271	30	Lot 4, DP 479975, 1.7730Ha	Shotover Country SZ	Lot 103, DP 491820, 3036m ²		ROAD	Coventry Cr	3041.6

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
2273	30	Lot 4, DP 479975, 1.7730Ha	Shotover Country SZ	Lot 104, DP 491820, 1910m ²		ROAD	Stone Walls Terrace	1913.7
2361	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 806, DP 491187, 1438m ²		ROAD	Primrose Lane	1441.1
2600	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 805, DP 497934, 2323m ²		ROAD	Tudor Lane	2327.8
2601	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 807, DP 497934, 720m ²		ROAD	Tudor Lane	721.5
2942	30	Lot 14, DP 386956, 8.3215Ha	Shotover Country SZ	Lot 2000, DP 501112, 9536m ²		ROAD	Regent St	5465.3
2943	30	Lot 15, DP 386956, 10.4683Ha	Shotover Country SZ	Lot 2000, DP 501112, 9536m ²		ROAD	Nobles Lane	2799.7
2944	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 2000, DP 501112, 9536m ²		ROAD	Regent St	1292.1
2945	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 2001, DP 501112, 1392m ²		ROAD	Ashenhurst Way	1394.8
2946	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 2002, DP 501112, 807m ²		ROAD	Stalker Rd	809.1
3195	30	Lot 2, DP 20797, 4.3946Ha	Rural			ROAD	Herries Lane	19.8
3202	30	Lot 500, DP 470412, 23.6578Ha	Shotover Country SZ			ROAD	Howards Dr	16.3
3279	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 2002, DP 503962, 8452m ²		ROAD	Regent St	1807.7
3280	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 2002, DP 503962, 8452m ²		ROAD	Peterley Rd	6660.2
3964	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 800, DP 506583, 2880m ²		ROAD	Chadlington Way	2494.9
3965	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 800, DP 506583, 2880m ²		ROAD	Stalker Rd	391.4

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
3966	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 801, DP 506583, 2012m ²		ROAD	Masons Court	1923.3
3967	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 801, DP 506583, 2012m ²		ROAD	Peterley Rd	93.4
3968	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 802, DP 506583, 1523m ²		ROAD	Chadlington Way	1526.0
3969	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 803, DP 506583, 919m ²		ROAD	Masons Court	548.0
3970	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 803, DP 506583, 919m ²		ROAD	Masons Court	372.6
4275	30	Lot 3, DP 337268, 4013m ²	Low Density Res	Lot 200, DP 505513, 1413m ²		ROAD	Red Cottage Dr	1414.0
4276	30	Lot 1, DP 26719, 3.8393Ha	Low Density Res	Lot 201, DP 505513, 1.1482Ha		ROAD	Bathans Lane	10948.0
4278	30	Lot 3, DP 392823, 6843m ²	Low Density Res	Lot 201, DP 505513, 1.1482Ha		ROAD	Dewar St	521.5
4279	30	Lot 4, DP 447906, 27.3981Ha	Low Density Res	Lot 201, DP 505513, 1.1482Ha		ROAD	Lorne St	30.8
4281	30	Lot 3, DP 392823, 6843m ²	Low Density Res	Lot 202, DP 505513, 7637m ²		ROAD	Lauder St	1412.4
4282	30	Lot 4, DP 447906, 27.3981Ha	Low Density Res	Lot 202, DP 505513, 7637m ²		ROAD	Clover Lane	6239.0
4285	30	Lot 4, DP 447906, 27.3981Ha	Rural	Lot 203, DP 505513, 5820m ²		ROAD	Hayes Creek Rd	5829.3
4288	30	Lot 4, DP 447906, 27.3981Ha	Rural	Lot 204, DP 505513, 2554m ²		ROAD	Huxley Place	2558.4
4293	30	Lot 1, DP 26719, 3.8393Ha	Low Density Res	Lot 300, DP 505513, 1656m ²		ROAD	Red Cottage Dr	1134.1
4294	30	Lot 3, DP 392823, 6843m ²	Low Density Res	Lot 300, DP 505513, 1656m ²		ROAD	Red Cottage Dr	525.4

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
4979	30	Lot 4, DP 473343, 17.7892Ha	Shotover Country SZ	Lot 800, DP 510123, 7046m ²		ROAD	Cherwell Lane	4396.4
4980	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 800, DP 510123, 7046m ²		ROAD	Butler Lane	2664.8
4981	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 801, DP 510123, 7861m ²		ROAD	Peterley Rd	1711.3
4982	30	Lot 4, DP 473343, 17.7892Ha	Shotover Country SZ	Lot 801, DP 510123, 7861m ²		ROAD	Cherwell Lane	2619.3
4983	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 801, DP 510123, 7861m ²		ROAD	Foxwell Way	3545.4
4984	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 802, DP 510123, 291m ²		ROAD	Chadlington Way	121.5
4985	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 802, DP 510123, 291m ²		ROAD	Chadlington Way	170.3
4986	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 803, DP 510123, 1826m ²		ROAD	Butler Lane	1829.5
4987	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 804, DP 510123, 900m ²		ROAD	Butler Lane	902.1
4988	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 805, DP 510123, 751m ²		ROAD	Headley Dr	752.9
4989	30	Lot 4, DP 473343, 17.7892Ha	Rural	Lot 806, DP 510123, 541m ²		ROAD	Peasmoor Rd	542.8
4990	30	Lot 4, DP 473343, 17.7892Ha	Rural	Lot 807, DP 510123, 2499m ²		ROAD	Hicks Rd	2504.0
4991	30	Lot 4, DP 473343, 17.7892Ha	Rural	Lot 808, DP 510123, 762m ²		ROAD	Cherwell Lane	764.0
2389	32	Lot 2, DP 305273, 3.5103Ha	Low Density Res	Lot 200, DP 490069, 6778m ²		ROAD	Highlands Close	6791.9
502	33	Lot 7, DP 475347, 43.9200Ha	Remarkables Park SZ	Lot 4, DP 485537, 2698m ²		ROAD	Red Oaks Dr	2702.9

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
1667	33	Lot 4, DP 475347, 11.0935Ha	Remarkables Park SZ	Lot 3, DP 492600, 960m ²		ROAD	Cherry Blossom Ave	962.7
4541	33	Lot 103, DP 411971, 2.2181Ha	Low Density Res	Lot 501, DP 505699, 7578m ²		ROAD	Middleton Rd	226.6
4542	33	Lot 102, DP 411971, 20.3888Ha	Low Density Res	Lot 501, DP 505699, 7578m ²		ROAD	Florence Close	6871.5
4543	33	Lot 104, DP 411971, 661m ²	Low Density Res	Lot 501, DP 505699, 7578m ²		ROAD	Middleton Rd	485.2
4545	33	Lot 102, DP 411971, 20.3888Ha	Low Density Res	Lot 502, DP 505699, 119m ²		ROAD	Middleton Rd	116.5
4547	33	Lot 102, DP 411971, 20.3888Ha	Low Density Res	Lot 510, DP 505699, 1460m ²		ROAD	Middleton Rd	1454.3
1963	39	Lot 104, DP 454410, 7.4031Ha	Low Density Res	Lot 101, DP 495396, 3170m ²		ROAD	Evening Star Rd	3175.0
131	9	Pt Reserve D Blk X, Glenorchy SD, 63.0931-Ha	Rural			ROAD	Glenorchy-Queenstown Rd	14079.4
165	9	Pt Reserve D Blk X, Glenorchy SD, 63.0931-Ha	Rural	Sec 8, SO 471631, 487m ²		ROAD	Glenorchy-Queenstown Rd	488.7
1	10		ROAD	Pt Sec 16 BLK XVIII, Shotover SD, 594m ²		Rural		222.9
2	10		ROAD	Pt Sec 16 BLK XVIII, Shotover SD, 594m ²		Rural		867.4
4	10		ROAD	Sec 12, SO 467007, 58m ²		Rural		59.0
53	10		ROAD	Sec 76, SO 357952, 613m ²		Rural		613.6
94	10		ROAD	Sec 83, SO 357952, 968m ²		Rural		1855.6
96	10		ROAD	Sec 4, SO 467007, 23m ²		Rural		23.7
99	10		ROAD	Sec 11, SO 467007, 192m ²		Rural		193.3
102	10		ROAD	Sec 9, SO 467007, 324m ²		Rural		324.8
104	10		ROAD	Sec 59, SO 357952, 6188m ²		Rural		232.5

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
105	10		ROAD	Sec 59, SO 357952, 6188m ²		Rural		5731.1
109	10		ROAD	Sec 2, SO 467007, 97m ²		Rural		97.3
125	10		ROAD	Sec 65, SO 357952, 22m ²		Rural		159.7
155	10		ROAD	Sec 69, SO 357952, 201m ²		Rural		216.9
192	10		ROAD	Sec 61, SO 357952, 53m ²		Rural		168.8
220	10		ROAD	Sec 82, SO 357952, 211m ²		Rural		231.9
267	10		ROAD	Sec 18, SO 357952, 4129m ²		Rural		4132.5
294	10		ROAD	Sec 10, SO 467007, 195m ²		Rural		195.5
3283	10		ROAD	Lot 3, DP 493411, 91.8608Ha		Rural		3276.1
66	12		ROAD	Sec 9, SO 471631, 350m ²		Rural		351.4
5164	12		ROAD	Sec 5, SO 510753, 6.2793Ha		Rural		871.6
1996	13		ROAD	Sec 1, SO 495820, 1234m ²		Rural		266.8
3114	18		ROAD	Pt Sec 4 Blk XI, Lower Wanaka SD, 25.77~Ha		Rural		1943.7
3117	18		ROAD	Pt Sec 9 Blk VI, Lower Hawea SD, 71.77~Ha		Rural		5506.1
3121	18		ROAD	Pt Sec 11 Blk VI, Lower Hawea SD, 57.85~Ha		Rural		6091.9
184	25		ROAD	Sec 5, SO 460860, 321m ²		Rural		299.1
234	25		ROAD	Sec 7, SO 460860, 6350m ²		Rural		6871.7
3194	30		ROAD	Sec 9, SO 504525, 927m ²		Rural		920.4
5151	9		ROAD	Sec 1, SO 510753, 22.1739Ha		Rural		54.5
5156	9		ROAD	Sec 2, SO 510753, 425.9659Ha		Rural		16900.0
5176	9		ROAD			Rural		13.5

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
5184	9		ROAD	Sec 3, SO 510753, 1484.2954Ha		Rural		958.6
3189	16		ROAD	Sec 2, SO 502159, 6.3561Ha		Rural Lifestyle		88.3
2869	30	Lot 101, DP 386956, 4980m ²	ROAD	Lot 555, DP 501112, 2044m ²	Shotover Country SZ			101.6
2871	30	Lot 101, DP 386956, 4980m ²	ROAD	Lot 556, DP 501112, 4273m ²	Shotover Country SZ			153.2
2874	30	Lot 101, DP 386956, 4980m ²	ROAD	Lot 557, DP 501112, 813m ²	Shotover Country SZ			152.2
7430989	31	Section 53, SO 459748, 12201m ²	ROAD	Lot 9, DP 491052, 41.9717Ha	Remarkables Park SZ			12219.0
7430990	31	Section 54, SO 459748, 17574m ²	ROAD	Lot 6, DP 475347, 18.8921Ha	Remarkables Park SZ			17623.0