29 Transport

This table identifies new provisions sought to be added:

Appellant Court Number	**Provision/s Sought to be Added into Chapter 29**
~~B Giddens Trust~~ ~~ENV-2019-CHC-063~~ Appeal Withdrawn	Apply parking standards to alternate zonings (e.g. the Local Shopping Centre Zone, High, Medium Density and/or Business Mixed Use Zonings) consistent with that applying to the town centre zones in the district. This includes removal of the car parking requirements in Table 1, for such zones
~~B Giddens Trust~~ ~~ENV-2019-CHC-063~~ Appeal Withdrawn	"Add a new ""parking reduction adjustment factor"" provisions to the transport chapter for all zones that enable a percentage reduction in the car parking requirements for activities which are located: (i) 200m from a public transport route (25% reduction); (ii) 50m from a public parking facility (15% reduction) (iii) 100m from Town Centre or Local shopping Centre Zone (15% reduction) (iv) 50m from a major cycle trail (10% reduction) "
Wayfare Group Ltd ENV-2019-CHC-076	Delete reference to "public" or amend definition of "public" to include commercially owned passenger transport services and infrastructure.
Wayfare Group Ltd ENV-2019-CHC-076	Definition of Public water ferry service 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 fixed regular schedule, i~~ncluding during normal commuting hours, runs between various stops~~ and provides the ability for passengers to embark and disembark from the vessel ~~at those various stops,~~ but does not include any such service that: · is contracted or funded by the Ministry of Education for the sole or primary purpose of transporting school children to and from school; or · is operated for the sole or primary purpose of transporting passengers to or from a predetermined event. 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.
Wayfare Group Ltd ENV-2019-CHC-076	Add new policies 29.2.1.X: <u>29.2.1.x "Acknowledge the potential need to establish park and ride facilities to ease traffic into and around the Queenstown Town Centre to reduce private vehicle use"</u> <u>29.2.1.x Accommodate and facilitate changes in transport technology when they arise and encourage any infrastructure required to enable future transport technology.</u>
Wayfare Group Ltd ENV-2019-CHC-076	Insert new policy under Objective 29.2.1 as follows: <u>29.2.1.x Across the district, encourage the provision of drop-off and pickup areas for shared, public and active transport.</u> Also amend Policy 29.2.1.6: Facilitate private coach transport as a form of large scale shared transport, through enabling the establishment of off-site or non-accessory coach parking <u>and pick-up and drop-off areas for tourism related activities</u> in specified zones and by allowing visitor accommodation activities to provide coach parking off-site.
Wayfare Group Ltd ENV-2019-CHC-076	Inclusion of "the benefits of the proposal" in matters which Council has restricted its discretion.

Safari Group of Companies Ltd ENV-2019-CHC-054	Insert new policy 29.2.1.7 as follows: Recognise that reducing the provision of car parks within multi unit residential and visitor accommodation developments, where they are located in proximity to public and active transport connections, supports modal shift and reduces the dependency on private motor vehicles.
	Amendments as identified in an appendix to the submission, to the extent that the Decision did not provide the relief sought or otherwise address the issues raised in the original submission.

29.1 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 land-use 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 land-use, which will contribute positively to limit increases in the use of fossil fuels and greenhouse gas emissions.

Chapter 29 is limited to the management of land and water based transport and does not contain provisions relating to air transport. Provisions relating to air transport are located primarily in Chapter 17 (Airport Zone), along with Chapters 2 (Definitions), 21 (Rural Zone), 22 (Rural Living), 24 (Wakatipu Basin), 35 (Temporary Activities), 37 (designations), and 41 (Jacks Point).

Purpose 29.1 and relief sought	**Appellant** Court Number
Amend 29.1 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 land-use 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. The chapter also establishes the strategy for car parking in the district.	Well Smart Investments Group ENV-2019-CHC-062

29.2 Objectives and Policies

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

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

f. **Enables the significant benefits arising from public walking and cycling trails.**

Objective 29.2.1 and relief sought	**Appellant** Court Number
Amend Objective 29.2.1 as follows: c. reduces dependency on private motor vehicles and promotes the use of shared, public, and active transport including through the management of car parking;	Well Smart Investments Group ENV-2019-CHC-062

Policies

29.2.1.1 Require that transport networks including active transport networks, are well-connected and specifically designed to:

a. enable an efficient public transport system;

b. reduce travel distances and improve safety and convenience through discouraging single connection streets; and

c. 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.

Policy 29.2.1.1 and relief sought	**Appellant** Court Number
Policy 29.2.1.1 29.2.1.1 Require that transport networks including active transport networks, are well-connected and specifically designed to: a. enable an efficient public transport system; b. reduce travel distances and improve safety and convenience through discouraging single connection streets; and c. 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. d. provide sufficient coach storage in and around the Queenstown Town Centre.	Wayfare Group Ltd ENV-2019-CHC-076

29.2.1.2 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.

29.2.1.3 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.

Policy 29.2.1.3 and relief sought	**Appellant** Court Number
Policy 29.2.1.3 Provide a roading network within and at the edge of the Town Centre zones that supports these zones becoming safe, multimodal ~~high quality pedestrian dominant places~~ and enable the function of such roads to change over time.	Wayfare Group Ltd ENV-2019-CHC-076

29.2.1.4 Acknowledge the potential need to establish new public transport corridors beyond existing roads in the future, particularly between Frankton and the Queenstown Town Centre.

29.2.1.5 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.

29.2.1.6 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.

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

29.2.2 Objective - Parking, loading, access, and onsite maneuvering that are consistent with the character, scale, intensity, and location of the zone and contributes toward:

a. providing a safe and efficient transport network;
b. compact urban growth;
c. economic development;
d. facilitating an increase in walking and cycling and the use of public transport; and
e. achieving the level of residential amenity and quality of urban design anticipated in the zone.

Policies

29.2.2.1 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;

b. 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.

c. 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;

d. provides sufficient parking spaces to meet demand 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;

e. 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;

f. 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;

g. avoids or mitigates adverse effects on the amenity of the streetscape and adjoining sites; and

h. provides adequate vehicle access width and manoeuvring for all emergency vehicles.

Policy 29.2.2.1 and relief sought	**Appellant** Court Number
Policy 21.2.2.1 f. is compatible with... g. Recognises that exceptions to design standards may be acceptable for on site parking areas, including basements for multi unit residential and visitor accommodation developments, where level of safety is acceptable and effects are contained on site; ~~g~~h. avoids or mitigates adverse effects on the amenity of the streetscape and adjoining sites;...	Safari Group of Companies Ltd ENV-2019-CHC-054

29.2.2.2 Discourage accessory parking in the Town Centre zones in order to support the growth, intensification, and improved pedestrian amenity of these zones.

Policy 29.2.2.2 and relief sought	**Appellant** Court Number
Amend Policy 29.2.2.2: Discourage accessory parking in the Town Centre zones in order to support the growth, intensification, and improved pedestrian amenity of these zones, other than where accessory parking is required to support the activities identified in Policy 29.2.2.3.	Wayfare Group Ltd ENV-2019-CHC-076

29.2.2.3 Require that a lower amount of accessory parking 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 in order to:

a. support intensification and increased walking, cycling, and public transport use, and

b.in recognition of the land values, high pedestrian flows, amenity, accessibility, and existing and anticipated density of these zones.

Policy 29.2.2.3 and relief sought	**Appellant** Court Number
Extend policy to other areas and all land uses rather than for just residential flat, residential and visitor accommodation.	Wayfare Group Ltd ENV-2019-CHC-076

Policy 29.2.2.3 ~~Require that a~~Recognise the benefits of a lower amount of accessory parking ~~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 ~~in order to~~that: ...	Safari Group of Companies Ltd ENV-2019-CHC-054
Amend Policy 29.2.2.3: Enable accessory parking to be ~~Require that a lower amount of accessory parking be~~ provided for at levels necessary to support the following activities: 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 (including at lower levels when compared to other zones) in order to: …	Well Smart Investments Group ENV-2019-CHC-062

29.2.2.4 Enable some of the parking required for residential and visitor accommodation activities and for residential and visitor accommodation 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.

Policy 29.2.2.4 and relief sought	**Appellant** Court Number
Policy 29.2.2.4 Enable some of the parking required for residential and visitor accommodation activities, and for residential and visitor accommodation activities in the Business Mixed Use Zone, including coach parking, 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.	Safari Group of Companies Ltd ENV-2019-CHC-054

29.2.2.5 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; and/ or

b. 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

c. 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

d. 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.

Policy 29.2.2.5 and relief sought	**Appellant** Court Number
Policy 29.2.2.5 Enable a reduction in the minimum number of car parking spaces required ~~only~~ where: ... d. there is an ability for shared or reciprocal parking arrangements to meet on-site car parking demands at all times and projected demand can be demonstrated to be lower than the minimum required by the rules.	Safari Group of Companies Ltd ENV-2019-CHC-054

e. It is demonstrated that a reduction in car parks will increase efficiency and enable increased density, while reducing effects on amenity and supporting reduced dependence on private vehicles.	
Amend Policy 29.2.2.5: Enable a reduction in the minimum number of car parking spaces required ~~only~~ where: …	Well Smart Investments Group ENV-2019-CHC-062

29.2.2.6 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 land-use or better enable the planned growth and intensification enabled by the zone; and
b. 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

29.2.2.7 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.

29.2.2.8 Require Park and Ride and public transport facilities to be located and designed in a manner that:

a. is convenient to users;
b. is well connected to public and active transport networks;
c. improves the operational efficiency of the existing and future public transport network; and
d. extends the catchment of public transport users.
e. makes it accessible and safe for users, including pedestrians and cyclists within and beyond the facility;
f. provides an integrated and attractive interface between the facility and adjacent streets and public open spaces;
g. mitigates effects on the residential amenity of adjoining properties, including effects from noise, vehicle emissions, and visual effects; and
h. minimises adverse effects on the operation of the transport network.

29.2.2.9 Non-accessory parking and off-site parking facilities are to be designed, managed, and operated in a manner that:

a. makes it accessible and safe for users, including pedestrians and cyclists within and beyond the facility;
b. provides an integrated and attractive interface between the facility and adjacent streets and public open spaces;
c. mitigates effects on the residential amenity of adjoining properties, including effects from noise, vehicle emissions, and visual effects; and

d. minimises adverse effects on the operation of the transport network.

29.2.2.10 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.

Policy 29.2.2.10 and relief sought	**Appellant** Court Number
Policy 29.2.2.10: Prioritise pedestrian movement, safety, and amenity in the Town Centre and high density 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.	Safari Group of Companies Ltd ENV-2019-CHC-054

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

Policy 29.2.2.11 and relief sought	**Appellant** Court Number
Policy 29.2.2.11 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 intersections and adjoining the State Highway, while not unreasonably preventing development and intensification or promoting poor amenity outcomes.	Wayfare Group Ltd ENV-2019-CHC-076

29.2.3 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.

Policies

29.2.3.1 Establish design standards for roads and accesses, including those in Table 3.2 of the QLDC Land Development and Subdivision Code of Practice (2018), and require adherence to those standards 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.

Policy 29.2.3.1 and relief sought	**Appellant** Court Number

Amend Policy 29.2.3.1: Establish design standards for roads and accesses, including those in Table 3.2 of the QLDC Land Development and Subdivision Code of Practice (2018), and require adherence to those standards 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 <u>or can otherwise be appropriately avoided, remedied or mitigated</u>.	Well Smart Investments Group ENV-2019-CHC-062

29.2.3.2 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;

b. 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

c. requiring transport infrastructure to be undertaken in a manner that avoids or mitigates effects on landscape values.

29.2.3.3 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;

b. provides connections to existing and future roads and active transport network;

c. 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;

d. 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

e. 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.

29.2.3.4 Provide for services and new linear 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.

29.2.3.5 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.

29.2.3.6 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 enrichens the social and cultural wellbeing of the community.

Policy 29.2.3.6 and relief sought	**Appellant** Court Number
Delete Policy 29.2.3.6.	Well Smart Investments Group ENV-2019-CHC-062

29.2.3.7 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.

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

a. **supports improvements to active and public transport networks;**
b. **promotes an increase in the use of active and public transport networks and shared transport;**
c. **reduces traffic generation; and**
d. **manages the effects of the transport network on adjoining land uses and the effects of adjoining land-uses on the transport network.**

Policies

29.2.4.1 That vehicle storage and parking in association with commercial activities and home occupations in residential zones be restricted to prevent adverse effects on residential amenity or the safety of 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.

Policy 29.2.4.1 and relief sought	**Appellant** Court Number
Policy 29.2.4.1 That vehicle storage and parking in association with commercial activities and home occupations in residential zones be restricted to prevent adverse effects on residential amenity or the safety of 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.~~	Wayfare Group Ltd ENV-2019-CHC-076
Amend Policy 29.4.2.1: ~~Manage~~That vehicle storage and parking in association with commercial activities and home occupations in residential zones be restricted to prevent or otherwise minimise adverse effects on residential amenity or the safety of 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.	Well Smart Investments Group ENV-2019-CHC-062

29.2.4.2 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.

Policy 29.2.4.2 and relief sought	**Appellant** Court Number
Policy 29.2.4.2 Allow lower levels of accessory parking set out in Table 29.5 where demand can be shown to be lower and/or where initiatives to encourage alternative methods of travel are proposed.	Wayfare Group Ltd ENV-2019-CHC-076

29.2.4.3 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.

Policy 29.2.4.3 and relief sought	**Appellant** Court Number
Amend Policy 29.2.2.3 as follows, or combine with Policy 29.2.2.4: Promote the uptake of public and active transport by reducing car park requirements 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.	Safari Group of Companies Ltd ENV-2019-CHC-054

29.2.4.4 Avoid or mitigate the adverse effects of high traffic generating activities on the transport network and the amenity of the environment by taking into account the location and design of the activity and the effectiveness of the methods proposed to limit increases in traffic generation and to encourage people to walk, cycle, or travel by public transport.

Policy 29.2.4.4 and relief sought	**Appellant** Court Number
Delete Policy 29.2.4.4 relating to High Traffic Generating Activities	RCL Henley Downs Ltd and Others ENV-2019-CHC-022
~~Policy 29.2.4.4~~ ~~Avoid or mitigate the adverse effects of high traffic generating activities on the transport network and the amenity of the environment by taking into account the location and design of the activity and the effectiveness of the methods proposed to limit increases in traffic eneration and to encourage people to walk, cycle, or travel by public transport.~~	Wayfare Group Ltd ENV-2019-CHC-076
Amend Policy 29.2.2.4 as follows, or combine with Policy 29.2.2.3: Avoid or mitigate the adverse effects of high traffic generating activities on the transport network and the amenity of the environment by reducing car park requirements where ~~taking into account~~ the location and design of the activity and the effectiveness of the methods proposed ~~to~~ limit increases in traffic generation and ~~to~~ encourage people to walk, cycle, or travel by public transport.	Safari Group of Companies Ltd ENV-2019-CHC-054

Replace Policy 29.4.4.4: ~~Avoid or mitigate the adverse effects of high traffic generating activities on the transport network and the amenity of the environment by taking into account the location and design of the activity and the effectiveness of the methods proposed to limit increases in traffic generation and to encourage people to walk, cycle, or travel by public transport.~~ Allow lower levels of accessory parking set out in Table 29.5 where demand can be shown to be lower and / or where initiatives to encourage alternative methods of travel are proposed.	Well Smart Investments Group ENV-2019-CHC-062

29.2.4.5 Encourage compact urban growth through reduced parking requirements in the most accessible parts of the District.

Policy 29.2.4.5 and relief sought	**Appellant** Court Number
Policy 29.2.4.5 Encourage compact urban growth through reduced parking requirements in ~~the most~~parts of the District that are, or will be, accessible~~ parts of the District~~.	Safari Group of Companies Ltd ENV-2019-CHC-054

29.2.4.6 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 land-use changes, it may be appropriate to consider the proposed activity and its access against more current traffic volume data.

29.2.4.7 Control the number, location, and design of additional accesses onto the State Highway and arterial roads.

29.2.4.8 Require any large scale public transport facility or Park and Ride to be located, designed, and operated in a manner that 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.

29.2.4.9 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

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

29.3 Other Provisions and Rules

29.3.1 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		

29.3.2 Interpreting and Applying the Rules

Provision 29.3.2 and relief sought	**Appellant** Court Number
Amend clause 29.3.2 Interpreting and Applying the Rules to insert the following new clause: Where inconsistency arises between the transport provisions of Chapter 17 and Chapter 29, Chapter 17 shall prevail.	Queenstown Airport Corporation ENV-2019-CHC-039
Amend 29.3.2 to insert new provision 29.3.2.3 for car park dimensions and re-number the following provisions, as follows: 29.3.2.3 Table 29.7 specifies dimensional requirements for car parks and access aisles for Class 1 and Class 2 users, as defined in the District Plan. It is important to recognize that this is a guideline and if the dimensions are breached, then the effects of that breach must be assessed in terms of safety, efficiency and amenity.	Safari Group of Companies Ltd ENV-2019-CHC-054

29.3.2.1 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

a. At the time the land is vested or dedicated as road, the land shall no longer be subject to any zone provisions, including sub-zone provisions; and

b. 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

(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.

c. 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

d. 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.

29.3.2.2 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.

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

29.3.2.4 Activities on zoned land are also subject to the zone-specific provisions. The provisions relating to activities outside of roads in this chapter apply in addition to 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 the zone rules a non-complying or discretionary activity.

29.3.3 Advice Notes - General

29.3.3.1 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 (2018); and

b. 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).

29.3.3.2 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.

29.3.3.3 The purpose of the road classification maps in Schedule 29.1 is to assist in interpreting those provisions contained in this chapter that specifically relate to collector, arterial, and local roads. They are not for the purpose of determining whether certain land is a road or not.

29.4 Rules – Activities

	Table 29.1 – Transport related activities outside a road	Activity Status
29.4.1	Activities that are listed in this Table as permitted (P) and comply with all relevant standards in Table 29.3 in this Chapter.	P
29.4.2	Transport activities that are not listed in this Table.	P
29.4.3	**Parking** for activities listed in Table 29.4, other than where listed elsewhere in this table.	P
29.4.4	**Loading spaces, set down spaces, manoeuvring (including the installation of vehicle turntables), and access**	P
29.4.5	**Bus shelters, bicycle parking, and development of the active transport network**	P
29.4.6	**Off-site and non-accessory parking used exclusively for the parking of coaches and buses in the Business Mixed Use Zone and Local Shopping Centre Zone** Control is reserved over: a. Design, external appearance, and landscaping and the resultant potential effects on visual amenity and the quality of the streetscape; b. Effects on the amenity of adjoining sites' compatibility with surrounding activities; c. The size and layout of parking spaces and associated manoeuvring areas	C

Rule 29.4.6 and relief sought	**Appellant** Court Number
Rule 29.4.6 Off-site and non-accessory parking used exclusively for the parking of coaches and buses ~~in the Business Mixed Use Zone and Local Shopping Centre Zone~~ Control is reserved over: a. Design, external appearance, and landscaping and the resultant potential effects on visual amenity and the quality of the streetscape; b. Effects on the amenity of adjoining sites' compatibility with surrounding activities; c. The size and layout of parking spaces and associated manoeuvring areas [activity status:] C	Wayfare Group Ltd ENV-2019-CHC-076

	Table 29.1 – Transport related activities outside a road	Activity Status
29.4.7	**Off-site parking areas in the Business Mixed Use Zone and Local Shopping Centre Zone, excluding off-site parking used exclusively for the parking of coaches and buses** Discretion is restricted to: a. Design, external appearance, and landscaping and the resultant potential effects on visual amenity and the quality of the streetscape. b. Effects on the amenity of adjoining sites' compatibility with surrounding activities. **Advice Note:** This rule applies to the establishment of new parking areas for the express purpose of providing required parking spaces for specific land-uses, which are located on a different site to the car parking area. It does not apply to instances where a land-use consent seeks to lease or otherwise secure offsite parking spaces within an existing parking area.	RD
29.4.8	**Non-accessory parking, excluding:** - **off-site parking in the Business Mixed Use Zone and Local Shopping Centre Zone;** - **non-accessory parking used exclusively for the parking of coaches and buses in the Business Mixed Use Zone and Local Shopping Centre Zone; and** - **off-site parking associated with activities located within Ski Area Sub-Zones.** Discretion is restricted to: a. Effects on the transport network, including the pedestrian and cycling environment and effects on the feasibility of public transport; b. Effects on land use efficiency and the quality of urban design; c. Location, design and external appearance and effects on visual amenity, the quality of the streetscape and pedestrian environment; d. Effects on safety for its users and the employment of CPTED principles in the design; e. Compatibility with surrounding activities and effects on the amenity of adjoining sites; and f. The provision of electric vehicle charging points/ parking spaces.	RD

Rule 29.4.8 and relief sought	**Appellant** Court Number
Rule 29.4.8: Add a matter of discretion as follows: <u>Reduction in the reliance on private vehicles</u>	Queenstown Park Ltd ENV-2019-CHC-057

<table>
<tr><th></th><th>Table 29.1 – Transport related activities outside a road</th><th>Activity Status</th></tr>
<tr><td>29.4.9</td><td>Park and Ride and public transport facilities
Discretion is restricted to:
a. Effects on the transport network, including the pedestrian and cycling environment and effects on the feasibility of public transport;
b. Location, design and external appearance and effects on visual amenity and the quality of the streetscape;
c. Compatibility with surrounding activities and effects on the amenity of adjoining sites, including consideration of nuisance effects such as noise;
d. Effects on the safety of its users and employment of CPTED principles in the design;
e. Compatibility with surrounding activities; and
f. The provision of electric vehicle charging points/ parking spaces.</td><td>RD</td></tr>
<tr><td>29.4.10</td><td>Rental vehicle businesses in those zones where commercial activities are permitted
<table><tr><th>Rule 29.4.10 and relief sought</th><th>Appellant
Court Number</th></tr><tr><td>Amend Rule 29.4.10 as follows:
<u>Rental vehicle businesses in those zones, excluding the Airport Zone, where commercial activities are permitted…</u></td><td>Queenstown Airport Corporation
ENV-2019-CHC-039</td></tr></table>
Discretion is restricted to:
a. 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;
b. Effects on amenity from rental vehicles being parked on roads and other public land when not in use; and
c. 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.</td><td>RD</td></tr>
</table>

29.4.11	**High Traffic Generating Activities** Any new land-use or subdivision activity, including changes in use that exceeds the traffic generation standards or thresholds set out in Table 29.5. Discretion is restricted to effects on the transport network.	RD

Rule 29.4.11 and relief sought	**Appellant** Court Number
Amend Rule 29.4.11 to exempt Airport Activities and Airport Related Activities in the Airport Zone and in the Rural Zone that applies to QAC's land at Queenstown Airport (as shown in Appendix A) from the application of the Rule	Queenstown Airport Corporation ENV-2019-CHC-039
Delete Rule 29.4.11 relating to High Traffic Generating Activities	RCL Henley Downs Ltd and Others ENV-2019-CHC-022
~~Rule 29.4.11~~ ~~High Traffic Generating Activities~~ ~~Any new land-use or subdivision activity, including changes in use that exceeds the traffic generation standards or thresholds set out in Table 29.5.~~ ~~Discretion is restricted to effects on the transport network.~~ ~~[activity status – RD]~~	Wayfare Group Ltd ENV-2019-CHC-076
Amend Rule 29.4.11 to exempt any new subdivision or development that is provided for as a permitted or controlled activity within the Jacks Point Zone; or in the manner detailed below. By adding the following statement to the rule: *This rule shall not apply to any land use or subdivision activity that is otherwise provided for as a permitted or controlled activity in the Jacks Point Zone via Chapters 41 and 27 of this Plan*	Darby Planning Ltd Partnership ENV-2019-CHC-085
Delete Rule 29.4.11	Willowridge Developments Ltd ENV-2019-CHC-017
Amend Rule 29.4.11 to exempt any new subdivision or development that is provided for as a permitted or controlled activity within the Jacks Point Zone; or in the manner detailed below: ***High Traffic Generating Activities*** *Any new land-use or subdivision activity, including changes in use that exceeds the traffic generation standards or thresholds set out in Table 29.5, except where the associated trip generation and transport effects of the proposed land use 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. This rule shall not apply to any land use or subdivision activity that is otherwise provided for as a permitted or controlled activity in the Jacks Point Zone via Chapters 41 and 27 of this Plan.*	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd ENV-2019-CHC-095
Amend Rule 29.4.11 (and any other RDA Rules as required) to ensure that the "benefits" of the proposal can be taken into	Well Smart Investments Group

	Table 29.1 – Transport related activities outside a road	Activity Status
	account as well as any adverse effects: High Traffic Generating Activities Any new land-use or subdivision activity, including changes in use that exceeds the traffic generation standards or thresholds set out in Table 29.5. Discretion is restricted to effects on the transport network, together with the benefits of the proposal. ENV-2019-CHC-062	
29.4.12	Parking for any activity not listed in Table 29.4 and the activity is not a permitted or controlled activity within the zone in which it is located. **Rule 29.4.12 and relief sought** — **Appellant** Court Number Amend Rule 29.5.12 to exclude parking areas associated with Ski Area Activities located within Ski Area Sub-Zones. — Darby Planning Ltd Partnership ENV-2019-CHC-085	D

	Table 29.2 - Activities within a road	Activity Status
29.4.13	**Activities that are not listed in this Table.**	D
29.4.14	**Construction of new transport infrastructure and the operation, use, maintenance, and repair of existing transport infrastructure.** Advice Note: 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
29.4.15	**Public amenities**	P
29.4.16	**Any veranda, balcony, or floor area of a building overhanging a road, where the building is a controlled 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. Control is restricted to those matters listed for buildings in the adjoining zone and: a. effects on traffic safety;	C

	b. effects on the kerbside movement of high-sided vehicles; and c. effects on the active transport network. **Rule 29.4.16 and relief sought** — **Appellant** Court Number ~~Rule 29.4.16~~ ~~Any veranda, balcony, or floor area of a building overhanging a road, where the building is a controlled 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.~~ ~~Control is restricted to those matters listed for buildings in the adjoining zone and:~~ ~~a. effects on traffic safety;~~ ~~b. effects on the kerbside movement of high-sided vehicles; and~~ ~~c. effects on the active transport network.~~ ~~[activity status – C]~~ Wayfare Group Ltd ENV-2019-CHC-076	
29.4.17	**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: a. effects on traffic safety; b. effects on the kerbside movement of high-sided vehicles; and c. effects on the active transport network.	RD
29.4.18	**Construction of any unformed road into a formed road for the purpose of vehicular access.** Discretion is restricted to: a. The safety and functionality of the road design, including the safety of intersections with existing roads; b. Ongoing maintenance costs of the road design; c. Effects on the environment and/ or character of the surrounding area (including effects from dust, noise and vibration and effects on visual amenity); and d. 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

Rule 29.4.18 and relief sought	Appellant Court Number
Rule 29.4.18 Construction of any unformed road into a formed road for the purpose of vehicular access. Discretion is restricted to: a. The safety and functionality of the road design, including the safety of intersections with existing roads; b. Ongoing maintenance costs of the road design; c. Effects on the environment and/ or character of the surrounding area (including effects from dust, noise and vibration and effects on visual amenity); and d. 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. [activity status – ~~RD~~ C]	Wayfare Group Ltd ENV-2019-CHC-076

29.5 Rules - Standards for activities outside roads

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	PARKING AND LOADING	
29.5.1	**Minimum Parking Requirements** The number of parking spaces (other than cycle parking) shall be provided in accordance with the minimum parking requirements specified in Table 29.4, except that where consent is required for a High Traffic Generating Activity pursuant to Rule 29.4.11 no minimum parking is required.	RD Discretion is restricted to: a. The number of parking spaces provided. b. The allocation of parks to staff/ guests and residents/ visitors.

Rule 29.5.1 and relief sought	Appellant Court Number
Rule 29.5.1 Minimum Parking Requirements The number of parking spaces (other than cycle parking) shall be provided in accordance with the minimum parking requirements specified in Table 29.4, except that where consent is required for a High Traffic Generating Activity pursuant to Rule 29.4.11 no minimum parking is required. RD Discretion is restricted to:	Wayfare Group Ltd ENV-2019-CHC-076

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	a. The number of parking spaces provided. b. The allocation of parks to staff/ guests and residents/ visitors. c. The benefits of the proposal. d. The effect of a shortfall.	
	Amend Rule 29.5.1 (and any other RDA Rules as required) to ensure that the "benefits" of the proposal can be taken into account as well as any adverse effects: Discretion is restricted to: a. The number of parking spaces provided, and the effect of any shortfall in parking spaces provided below the minimum. b. The allocation of parks to staff/ guests and residents/ visitors. c. The benefits of the proposal. Well Smart Investments Group ENV-2019-CHC-062	
29.5.2	**Location and Availability of Parking Spaces** a. Any parking space required by Table 29.4 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. b. No parking space required by Table 29.4 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, except where tandem parking is specifically provided for by Rule 29.5.8. 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. d. The following activities may provide some or all of the parking spaces required by Table 29.4 off-site (on a different site to that which the land-use activity is located on), (i) Residential units and visitor accommodation units or activities in any High Density Residential Zone, Medium Density Residential Zone, or Business Mixed Use Zone located within 800m of an established public transport facility or a public transport facility identified on any Council Active Transport Network Plan may provide all of the car parking required off-site.	RD Discretion is restricted to: a. The long term availability of parking spaces for staff and visitors. b. The location of parking spaces and manoeuvring areas within a site. c. 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. d. The location, accessibility, and legal agreements proposed.

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	(ii) some or all coach parking required by Table 29.4 in relation to visitor accommodation activity may be provided off-site. (iii) all other residential activity and visitor accommodation activity not captured by 29.5.2(d)(i) may provide up to one-third of the parking spaces required by Table 29.4 off-site. (iv) all activities other than residential and visitor accommodation activity in the Business Mixed Use Zone may provide all of the car parking required off-site. (v) off-site parking spaces provided in accordance with the above rules 29.5.2(d)(i)-(iv) must be: i. dedicated to the units or rooms or floor space within the development; and ii. 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; iii. not located on a private road or public road; and iv. 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.	

Rule 29.5.2 and relief sought	Appellant Court Number
Rule 29.5.2: Amend as follows: The following activities may provide some or all of the parking spaces required by Table 29.4 off-site (on a different site to that which the landuse activity is located on), (i) Residential units and visitor accommodation units or activities in any High Density Residential Zone, Medium Density Zone, or Business Mixed Use Zone ~~located within 800m of an established public transport facility or a public transport facility identified on any Council Active Transport Network Plan~~ may provide all of the car parking required off-site. … (v) Any commercial activity may provide all the required car parking off-site. ~~(v)~~(vi) off-site parking spaces provided in	Remarkables Park Ltd ENV-2019-CHC-058

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	accordance with the above rules 29.5.2(d)(i)-~~(iv)~~(v) must be: …	
29.5.3	**Size of Parking Spaces and layout** 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 29.7, Table 29.8 and Diagram 3 (car space layouts) of Schedule 29.2. This standard does not apply to parking, loading and associated access areas for Ski Area Activities in the Ski Area Subzone. 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. **Advice note**: Refer to Rule 29.5.8 for additional design requirements of residential parking spaces. **Rule 29.5.3 and relief sought** / **Appellant** Court Number Rule 29.5.3: Amend to refer to latest NZ Standard as follows: Size of Parking Spaces and layout a. All required parking spaces and associated manoeuvring areas are to be designed and laid out in accordance with AS/NZS 2890.1:2004. ~~the Car Parking Layout requirements of Table 29.6, Table 29.7, and Diagram 3 (car space layouts) of Schedule 29.2.~~ Remarkables Park Ltd ENV-2019-CHC-058	RD Discretion is restricted to the size and layout of parking spaces and associated manoeuvring areas.
29.5.4	**Gradient of Parking Spaces and Parking Areas** Parking spaces and parking areas shall have a gradient of no more than 1 in 20 in any one direction. **Rule 29.5.4 and relief sought** / **Appellant** Court Number Delete rule 29.5.4 Remarkables Park Ltd ENV-2019-CHC-058	RD Discretion is restricted to the gradient of the parking space and parking area.

<table>
<tr><th></th><th>Table 29.3 - Standards for activities outside roads</th><th>Non-compliance status</th></tr>
<tr><td>29.5.5</td><td>
Mobility Parking spaces
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:
<table>
<tr><th>Total number of parks to be provided by the activity or activities on the site</th><th>Minimum number of mobility parking spaces required</th></tr>
<tr><td>1 to 10 spaces:</td><td>1 space</td></tr>
<tr><td>11 to 100 spaces:</td><td>2 spaces</td></tr>
<tr><td>More than 100 spaces</td><td>2 spaces plus 1 space for every additional 50 parking spaces provided</td></tr>
</table>
b. Mobility parking spaces shall be:
(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.
</td><td>
RD
Discretion is restricted to:
a. The number, location, and design of mobility parking spaces, including the accessibility of the spaces to the building(s); and
b. Effectiveness of the associated signage.
</td></tr>
<tr><td>29.5.6</td><td>
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
a. All day care facilities, educational activities, 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:
<table>
<tr><td>(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>
</table>
</td><td>
RD
Discretion is restricted to effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.
</td></tr>
</table>

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	<table><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 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> 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 0.5 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.	
29.5.7	**Reverse manoeuvring for any day care facility, educational facility, or healthcare facility** 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. **Reverse Manoeuvring of heavy vehicles** 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. 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.	RD Discretion is restricted to: a. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment. b. The design and location of required parking spaces, loading spaces, and on-

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	Reverse Manoeuvring, other than where regulated by 29.5.7a to 29.5.7c above 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. 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: (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. 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: (i) ten or more parking spaces are to be serviced by a single accessway, or (ii) five or more residential units share a single accessway, or (iii) the activity is on a rear site. 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: (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. 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. Note: Diagram 4 in Schedule 29.2 provides the vehicle swept path designs for B85 and B99 vehicles and for various heavy vehicle types.	site manoeuvring areas.

<table>
<tr><th></th><th>Table 29.3 - Standards for activities outside roads</th><th>Non-compliance status</th></tr>
<tr><td>29.5.8</td><td>
Residential Parking Space Design
a. The minimum width of the entrance to a single garage shall be no less than 2.4 m.
b. The minimum length of a garage shall be 5.5m.
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.
<table>
<tr><th>Rule 29.5.8 c and relief sought</th><th>Appellant
Court Number</th></tr>
<tr><td>Delete 29.5.8(c)</td><td>Wayfare Group Ltd
ENV-2019-CHC-076</td></tr>
</table>
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.
e. Where two parking spaces are provided for on a site containing only a single visitor accommodation unit or a single residential unit, which may also include a single residential flat, the parking spaces may be provided in tandem.
</td><td>
RD
Discretion is restricted to:
a. The design of residential parking spaces.
b. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.
</td></tr>
<tr><td>29.5.9</td><td>
Queuing
a. On-site queuing space shall be provided for all vehicles entering a parking or loading area in accordance with the following:
<table>
<tr><th>Number of parking spaces</th><th>Minimum queuing length</th></tr>
<tr><td>3 – 20</td><td>6m</td></tr>
<tr><td>21 – 50</td><td>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>
</td><td>
RD
Discretion is restricted to effects on safety, efficiency, congestion, and amenity of the site and of the transport network, including the pedestrian and cycling environment.
</td></tr>
</table>

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	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. c. Queuing space length shall be measured from the road boundary at the vehicle crossing to the nearest vehicle control point	
29.5.10	**Loading Spaces** 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 in relation to unstaffed utility sites and on sites where access is only available from the following roads: • Queenstown Mall • Beach Street • Shotover Street • Camp Street • Rees Street • Marine Parade • Church Street • Earl Street • Ballarat Street • Memorial Street • Helwick Street • Buckingham Street. b. Every loading space shall meet the following dimensions:	RD Discretion is restricted to: a. The location, size, and design of the loading space and associated manoeuvring. b. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.

	Activity	Minimum size
(i).	Offices and activities of less than 1500m² floor area not handling goods and where on-street parking for occasional delivery is available.	6m length 3m wide 2.6m high

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	(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 c. Notwithstanding the above: (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.	
29.5.11	**Surface of Parking Spaces, Parking Areas, and Loading Spaces** 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. These standards do not apply to parking, loading and associated access areas for Ski Area Activities in the Ski Area Subzone.	RD Discretion is restricted to effects on the efficient use and maintenance, safety, and amenity of the site and of the transport network, including the pedestrian and cycling environment.
29.5.12	**Lighting of parking areas** 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.	RD Discretion is restricted to: a. Effects on the safety and amenity of pedestrian,

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	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. Such lighting shall not result in a greater than 3 lux spill (horizontal or vertical) of light onto any adjoining site that is zoned High Density Residential, Medium Density Residential, Low Density Residential, or Airport Zone (Wanaka) measured at any point more than 2m inside the boundary of the adjoining site. **Rule 29.5.12 and relief sought** / **Appellant** Court Number Amend Standard 29.5.12 as follows: … d. Such lighting shall not result in a greater than 3 lux spill (horizontal or vertical) of light onto any adjoining site that is zoned High Density Residential, Medium Density Residential, Low Density Residential, ~~or~~ Airport Zone, or Rural Zone at Queenstown Airport (as shown in Appendix A) (Wanaka) measured at any point more than 2m inside the boundary of the adjoining site. Queenstown Airport Corporation ENV-2019-CHC-039	cyclists, and motorists using the parking area. b. Effects from the lighting on adjoining sites.
29.5.13	**Bicycle parking and the provision of lockers and showers** Bicycle parking, lockers, and showers shall be provided in accordance with the minimum requirements specified in Table 29.6 and the layout of short term bicycle parking, including aisle depth, shall have minimum dimensions presented in Diagram 5 (bicycle layouts) of Schedule 29.2. **Advice note:** Further guidance on alternative bicycle parking layouts such as hanging bikes is presented in the Cycle Facilities Guidelines, QLDC 2009.	RD Discretion is restricted to: a. The amount, location, and design of the cycle parks, charging areas, lockers, and showers proposed. b. Effects on the mode share of

<table>
<tr><th></th><th>Table 29.3 - Standards for activities outside roads</th><th>Non-compliance status</th></tr>
<tr><td></td><td></td><td>those walking and cycling to and from the location.</td></tr>
<tr><td></td><td>ACCESS</td><td></td></tr>
<tr><td>29.5.14</td><td>Access and Road Design
a. All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with Table 3.2 (Road Design Standards) of the QLDC Land Development and Subdivision Code of Practice 2018, including the notes within Table 3.2 and Appendices E and F; except as provided for in 29.5.14b below.

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:

(i)
<table>
<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>
<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>
</table>
(ii) Except;
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 minimum length of 6m, as measured from the legal road boundary.
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</td><td>RD
Discretion is restricted to:
a. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.
b. The design of the access, including the width of the formed and legal width.
c. The on-going management and maintenance of the access.
d. Urban design outcomes
e. The vesting of the access in Council</td></tr>
</table>

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	(measured from the end of one passing bay to the beginning of the next). iii. The above access width rules do not apply at the time of subdivision to any developments authorised and given effect to by a land-use consent as at the date these provisions are made operative. 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. d. Private shared vehicle accesses shall have legally enforceable arrangements for maintenance put in place at the time they are created. e. All vehicle access design shall comply with Schedule 29.2. 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. **Advice notes:** 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.	

Rule 29.5.14 and relief sought	Appellant Court Number
Amend Rule 29.5.14 to include the following matter reserved for discretion: Discretion is restricted to: ... f. The practicality of constructing to the standards given matters such as site constraints.	Well Smart Investments Group ENV-2019-CHC-062

<table>
<tr><th></th><th>Table 29.3 - Standards for activities outside roads</th><th>Non-compliance status</th></tr>
<tr><td>29.5.15</td><td>

Width and design of vehicle crossings - urban zones

a. The following vehicle crossing widths shall apply as measured at the property boundary:

<table>
<tr><th>Land use</th><th colspan="2">Width of crossing(m) at the property boundary</th></tr>
<tr><th></th><th>Minimum</th><th>Maximum</th></tr>
<tr><td>a. Residential</td><td>3.0</td><td>6.0</td></tr>
<tr><td>b. Other</td><td>4.0</td><td>9.0</td></tr>
</table>

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:

(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.

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.

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.

</td><td>

RD

Discretion is restricted to:

a. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.

b. The location, design, and width of the vehicle crossing.

</td></tr>
<tr><td>29.5.16</td><td>

Design of vehicle crossings – Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct

Vehicle crossings providing access to a road in the Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, and Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct

</td><td>

RD

Discretion is restricted to: effects on safety, efficiency, and amenity of the transport network,

</td></tr>
</table>

<table>
<tr><th></th><th>Table 29.3 - Standards for activities outside roads</th><th>Non-compliance status</th></tr>
<tr><td></td><td>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.
<table>
<tr><th>Type of traffic using access (>1 heavy vehicle movement per week)</th><th>Volume of traffic using accessway (ecm/ day)</th><th>Volume of traffic using road (vpd)</th><th>Accessway type required</th></tr>
<tr><td rowspan="5">No</td><td rowspan="2">1-30</td><td>< 10,000</td><td>Diagram 8</td></tr>
<tr><td>>= 10,000</td><td>Diagram 9</td></tr>
<tr><td rowspan="2">31-100</td><td>< 10,000</td><td>Diagram 9</td></tr>
<tr><td>>= 10,000</td><td>Diagram 10</td></tr>
<tr><td>101+</td><td>All</td><td>Diagram 10</td></tr>
<tr><td rowspan="2">Yes</td><td>1-30</td><td>All</td><td>Diagram 9</td></tr>
<tr><td>31-100+</td><td>All</td><td>Diagram 10</td></tr>
</table>

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.</td><td>including the pedestrian and cycling environment.</td></tr>
<tr><td>29.5.17</td><td>Maximum Gradient for Vehicle Access
a. The maximum gradient for any private way used for vehicle access shall be 1 in 6.
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:
(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.</td><td>RD
Discretion is restricted to:
a. Effects on the efficiency of land-use, safety and maintenance of the access and of the adjoining transport network.
b. Effects on congestion resulting from any inability of</td></tr>
</table>

<table>
<tr><th></th><th>Table 29.3 - Standards for activities outside roads</th><th>Non-compliance status</th></tr>
<tr><td></td><td>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.</td><td>cars or certain types of cars to readily use the access.
c. Effects on the ability to provide adequate emergency vehicle access to the property/ properties.</td></tr>
<tr><td>29.5.18</td><td>Minimum Sight Distances from Vehicle Access on all roads other than State Highways
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:
<table>
<tr><th>Posted speed limit (km/hr)</th><th colspan="2">Sight distance (m)</th></tr>
<tr><th></th><th>Residential Activity</th><th>Other Activities</th></tr>
<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>
<tr><td>80</td><td>115</td><td>175</td></tr>
<tr><td>90</td><td>140</td><td>210</td></tr>
<tr><td>100</td><td>170</td><td>250</td></tr>
</table>
b. Proposed and existing landscaping (at maturity) and/ or structures shall be considered when assessing compliance with site distances.

Advice note: This Rule does not apply to State highways which are, instead, subject to Rule 29.5.19.</td><td>RD
Discretion is restricted to:
• Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</td></tr>
</table>

<table>
<tr><th></th><th>Table 29.3 - Standards for activities outside roads</th><th>Non-compliance status</th></tr>
<tr><td>29.5.19</td><td>

Minimum Sight Distances from Vehicle Access onto State Highways

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:

<table>
<tr><th>Posted speed limit (km/hr)</th><th>Sight distance (m)</th></tr>
<tr><td>50</td><td>113</td></tr>
<tr><td>60</td><td>140</td></tr>
<tr><td>70</td><td>170</td></tr>
<tr><td>80</td><td>203</td></tr>
<tr><td>90</td><td>240</td></tr>
<tr><td>100</td><td>282</td></tr>
</table>

</td><td>RD

Discretion is restricted to the effects on the safety of the transport network.</td></tr>
<tr><td>29.5.20</td><td>

Maximum Number of Vehicle Crossings

The following maximum number of crossings shall be complied with:

<table>
<tr><th>Frontage length (m)</th><th colspan="3">Type of road frontage</th></tr>
<tr><td></td><td>Local</td><td>Collector</td><td>Arterial</td></tr>
<tr><td>0 - 18</td><td>1</td><td>1</td><td>1</td></tr>
<tr><td>19 - 60</td><td>2</td><td>1</td><td>1</td></tr>
<tr><td>61 - 100</td><td>3</td><td>2</td><td>1</td></tr>
<tr><td>Greater than 100</td><td>3</td><td>3</td><td>2</td></tr>
</table>

Advice note:

This Rule does not apply to State highways which are, instead, subject to Rule 29.5.21.

</td><td>RD

Discretion is restricted to effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</td></tr>
<tr><td>29.5.21</td><td>

Minimum distance between vehicle crossings onto State Highways

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:

</td><td>RD

Discretion is restricted to effects on the efficiency of land-use and the safety and efficiency of the transport network, including</td></tr>
</table>

<table>
<tr><th></th><th>Table 29.3 - Standards for activities outside roads</th><th>Non-compliance status</th></tr>
<tr><td></td><td>(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.</td><td>the pedestrian and cycling environment.</td></tr>
<tr><td>29.5.22</td><td>Minimum distances of Vehicle Crossings from Intersections
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:
b. Roads with a speed limit of less than 70 km/hr:
<table>
<tr><th>Frontage Road</th><th>Minimum Distance (m) from intersecting road</th></tr>
<tr><td>Arterial</td><td>40</td></tr>
<tr><td>Collector</td><td>30</td></tr>
<tr><td>Local</td><td>25</td></tr>
</table>
c. Roads with a speed limit equal to or greater than 70 km/ hr:
<table>
<tr><th>Frontage Road</th><th>Minimum Distance (m) from intersecting road</th></tr>
<tr><td>Arterial</td><td>100</td></tr>
<tr><td>Collector</td><td>60</td></tr>
<tr><td>Local</td><td>50</td></tr>
</table>
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.
Advice notes:
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 the dividing strip nearest to the vehicle crossing shall for the purposes of this control be deemed the centre line.</td><td>RD
Discretion is restricted to:
a. Effects on the efficiency of land-use and the safety and efficiency of the transport network, including the pedestrian and cycling environment.
b. Urban design outcomes
c. The efficiency of the land-use or subdivision layout</td></tr>
</table>

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	2. This Rule does not apply to State highways which are, instead, subject to Rule 29.5.23.	
29.5.23	**Minimum distances of Vehicle Crossings from Intersections onto State Highways** 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: (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.	RD Discretion is restricted to effects on the efficiency of land-use and the safety and efficiency of the transport network, including the pedestrian and cycling environment.
29.5.24	**Service Stations** a. All service stations shall comply with the following rules: b. The canopy shall be setback 2m from the road boundary. c. Accessways into Service Stations shall comply with the following minimum separation distances from other driveways. (i) Between driveways for residential activities - 7.5m (ii) Between driveways for other activities - 15m d. The width of any driveway into a Service Station shall comply with the following: (i) One way - 4.5m min and 6.0m max. (ii) Two way: - 6.0m min and 9.0m max. e. Any one-way entrance or exit shall be signposted as such. 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	RD Discretion is restricted to effects on the efficiency of land-use and the safety and efficiency of the transport network, including the pedestrian and cycling environment.

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	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 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. i. Tanker access to bulk tank filling positions shall ensure tankers drive in and out in a forward direction, without the need for manoeuvring 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. j. Tankers discharging shall not obstruct the footpath	

29.6 Non-Notification of Applications

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

29.6.2 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.

Provision 29.6.2 and relief sought	**Appellant** Court Number
Amend 29.6.2 by inserting c. as follows: c. 29.5.1 Minimum parking requirements. 29.5.2 Location and availability of parking spaces, 29.5.3 size of parking spaces and layout, 29.5.4 gradient of parking spaces and parking areas, 29.5.8 residential parking space design	Safari Group of Companies Ltd ENV-2019-CHC-054

29.7 Assessment Matters

Provision 29.7 and relief sought	Appellant Court Number
Delete section 29.7 Assessment Matters	Wayfare Group Ltd ENV-2019-CHC-076 Well Smart Investments Group ENV-2019-CHC-062

29.7.1 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.

29.7.2 Discretionary Activity and Restricted Discretionary Activity - Non-accessory parking, excluding off-site parking.

29.7.2.1 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.

29.7.3 Restricted Discretionary Activity - Park and Ride and public transport facilities

29.7.3.1 Whether and to what extent the location and design of Park and Ride or any public transport facility:

Provision 29.7.3.1 and relief sought	Appellant Court Number
Assessment Matter 29.7.3.1: Add an additional criterion (f) as follows: Reduces demand on the roading network and provides an alternative to cars or other road-based transport	Queenstown Park Ltd ENV-2019-CHC-057 Remarkables Park Ltd ENV-2019-CHC-058

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

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

29.7.4 Restricted Discretionary Activity - Size of parking spaces and layout

29.7.4.1 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.

Provision 29.7.4 and relief sought	Appellant Court Number
Amend assessment matter 29.7.4 by inserting additional provisions, as follows: 29.7.4.2 Whether the car park layout and design, with reduced stall or aisle width: - maintains safety; - contains potential effects on site; - achieves an efficient layout; - maintains the amenity values of the streetscape;	Safari Group of Companies Ltd ENV-2019-CHC-054

29.7.5 Restricted Discretionary Activity - Access, manouvering space, queuing space

29.7.5.1 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;

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;

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 (2018) ;and

h. any site constraints which affect the practicality of constructing to the standards set out in Table 29,3.

29.7.5.2 Whether and to what extent the manouvering 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.

29.7.5.3 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;

c. the opportunity for improved urban amenity outcomes from providing a narrower private access;

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).

29.7.5.4 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.

29.7.5.5 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.

29.7.5.6 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.

29.7.6 Restricted Discretionary Activity - Bicycle parking and the provision of showers, lockers, e bicycle charging, and changing facilities

29.7.6.1 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; 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.

29.7.7 Restricted Discretionary Activity – High Traffic Generating Activities

29.7.7.1 Whether and to what extent:

a. an Integrated Transport Assessment has been provided with the application and is sufficiently detailed to provide a full understanding of the projected trip generation by all modes of transport, the accessibility of a proposal by all modes of transport, the transport effects of the proposal, and the proposed methods of avoiding or mitigating the transport effects;

b. the trip generation and transport effects of the proposed landuse or subdivision will be the same or similar in character, intensity and scale to those assessed in an approved Integrated Transport Assessment for any existing resource consent approved for the site;

c. the proposed landuse or subdivision is in accordance with district plan provisions that were informed by a detailed Integrated Transport Assessment and will result in associated trip generation and transport effects that are the same or similar in character, intensity and scale to those identified in the previous assessment;

d. any improvements to the transport network either within the site or in the vicinity of the site are proposed, including additions or improvements to the active and public transport network and infrastructure and the road;

e. the site and/ or its frontage have been designed to accommodate any planned public transport infrastructure proposed by Council;

f. public and active transport infrastructure is proposed to be provided or upgraded or, where planning for such infrastructure is not sufficiently advanced, space is provided for such infrastructure to be installed in the future;

g. public transport stops are provided in locations and at spacings that provide safe and efficient access to users;

h. a Travel Plan is proposed to be provided containing travel demand management techniques;

i. the amount of accessory parking proposed will contribute toward travel demand management;

j. a Development Agreement has been agreed to, as provided for by the Local Government Act;

k. electric vehicle charging points/ parking spaces are proposed to be provided.

29.8 Minimum Parking Requirements

	Table 29.4		
	Minimum Parking Requirements,	**Resident/ Visitor**	**Staff/ Guest**
29.8.1	All activities in the: • Queenstown Town Centre Zone; • Wanaka Town Centre Zone; • Arrowtown Town Centre Zone; • Local Shopping Centre Zone; • Within the immediate environs of the Queenstown airport terminal facility located within the Airport Zone (Queenstown).	0	0
	Residential Activities		
29.8.2	Residential units and residential flats in the: • 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
29.8.3	Residential units and residential flats in the: • Medium Density Residential Zone in Arrowtown and Wanaka • The Jacks Point Village Activity Area of the Jacks Point Zone.	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

	Table 29.4		
	Minimum Parking Requirements,	**Resident/ Visitor**	**Staff/ Guest**
29.8.4	Residential units and residential flats in the Medium Density Residential Zone other than the areas of Medium Density Residential Zone listed above in 29.8.2 and 29.8.3	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
29.8.5	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
29.8.6	Minimum number of carparks required for a residential flat in all zones, except otherwise listed in standards 29.8.1 - 29.8.5	1 per flat. Footnote (3)	0
29.8.7	Minimum number of carparks required for a residential unit in all zones, except otherwise listed in standards 29.8.1 - 29.8.5	2 per unit. Footnote (3)	0
29.8.8	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		
29.8.9	Homestay or a registered homestay **Rule 29.8.9 and relief sought** / **Appellant** Court Number Delete Rule 29.8.9 / Airbnb Australia Pty Ltd ENV-2019-CHC-061	1 per bedroom used for homestay	0
29.8.10	Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) in the:	0.25 per studio unit and 1 bedroom unit 0.5 per unit for all other units;	0

	Table 29.4		
	Minimum Parking Requirements,	**Resident/ Visitor**	**Staff/ Guest**
	• High Density Residential Zone • Medium Density Residential Zone between Park and Suburb Streets, Queenstown • Business Mixed Use Zone **Rule 29.8.10 and relief sought** / **Appellant** Court Number Table 29.4: remove the requirement for on-site coach parking in urban area. / Well Smart Investments Group ENV-2019-CHC-062	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)	
29.8.11	Unit type visitor accommodation (includes all units containing a kitchen facility. E.g. motels and cabins) in the: • Medium Density Residential Zone in Wanaka • Medium Density Residential Zone in Arrowtown • The Jacks Point Village Activity Area of the Jacks Point Zone.	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
29.8.12	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 29.8.10 and 29.8.11	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)
29.8.13	Unit type visitor accommodation (includes all units containing a kitchen facility. E.g. motels and cabins) in the: • Low Density Residential Zone • Arrowtown Residential Historic Management Zone	2 per unit. Footnote (3)	0
29.8.14	Unit type visitor accommodation (includes all units containing a	1 per unit up to 15 units; thereafter 1 per 2 units.	For developments comprising 10 or more units, 1 per

	Table 29.4		
	Minimum Parking Requirements,	**Resident/ Visitor**	**Staff/ Guest**
	kitchen facility such as motels and cabins) except in those zones listed in standards 29.8.10 - 29.8.13 above **Rule 29.8.14 and relief sought** / **Appellant** Court Number Table 29.4: remove the requirement for on-site coach parking in urban area. / Well Smart Investments Group ENV-2019-CHC-062	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)	10 units. Footnotes (1)(2)(3)
29.8.15	Guest room type visitor accommodation (e.g. hotels) in the: • High Density Residential Zone • Medium Density Residential Zone between Park and Suburb Streets, Queenstown • Business Mixed Use Zone	1 per 4 guest rooms up to 60 guest rooms; thereafter 1 per 5 guest rooms. Footnotes (1)(2)(3) 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.	1 per 20 beds. Footnotes (1)(2)(3)(4)

	Table 29.4		
	Minimum Parking Requirements,	**Resident/ Visitor**	**Staff/ Guest**
	<table><tr><th>**Rule 29.8.15 and relief sought**</th><th>**Appellant** Court Number</th></tr><tr><td>Rules 29.8.15 and 29.8.16: Amend as follows: … In addition, where over 50 beds are proposed over one or more sites; 1 coach park per 50 guest rooms up to a maximum of 2 coach parks, provided that coach parks… Each coach park that is provided equates to an equivalent of 30 car parks for the purposes of compliance with minimum car parking requirements.</td><td>Remarkables Park Ltd ENV-2019-CHC-058</td></tr><tr><td>Rule 29.8.15: Amend as follows: 1 per 6 ~~4~~ guest rooms up to 40 ~~60~~ guest rooms; thereafter 1 per 8 ~~5~~ guest rooms.</td><td>Remarkables Park Ltd ENV-2019-CHC-058</td></tr><tr><td>Table 29.4: remove the requirement for on-site coach parking in urban area.</td><td>Well Smart Investments Group ENV-2019-CHC-062</td></tr></table>		
29.8.16	Guest room type visitor accommodation (e.g. hotels) in all zones other than zones listed in Rule 29.8.15	1 per 3 guest rooms up to 60 guest rooms; thereafter 1 per 5 guest rooms. Footnotes (1)(2)(3) 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	1 per 20 beds. Footnotes (1)(2)(3)(4)

	Table 29.4		
	Minimum Parking Requirements,	**Resident/ Visitor**	**Staff/ Guest**
		accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation. **Rule 29.8.16 and relief sought** / **Appellant** Court Number Rule 29.8.16: Amend as follows: 1 per 5 ~~3~~ guest rooms up to 40 ~~60~~ guest rooms; thereafter 1 per 7 ~~5~~ guest rooms. — Remarkables Park Ltd ENV-2019-CHC-058 Rules 29.8.15 and 29.8.16: Amend as follows: … In addition, where over 50 beds are proposed over one or more sites; 1 coach park per 50 guest rooms up to a maximum of 2 coach parks, provided that coach parks… Each coach park that is provided equates to an equivalent of 30 car parks for the purposes of compliance with minimum car parking requirements. — Remarkables Park Ltd ENV-2019-CHC-058 Table 29.4: remove the requirement for on-site coach parking in urban area. — Well Smart Investments Group ENV-2019-CHC-062	
29.8.17	Backpacker hostel type visitor	1 per 5 guest beds.	1 per 20 beds Footnotes (1)(2)(3)

	Table 29.4		
	Minimum Parking Requirements,	**Resident/ Visitor**	**Staff/ Guest**
	accommodation **Rule 29.8.17 and relief sought** / **Appellant** Court Number Table 29.4: remove the requirement for on-site coach parking in urban area. / Well Smart Investments Group ENV-2019-CHC-062	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).	
	Commercial Activities		
29.8.18	Commercial activity, other than where the commercial activity is more specifically defined elsewhere in this table (Table 29.5)	1 per 25m² GFA; and For large format retail, of the total parking provided, 1 park per 500m² GFA shall accommodate a medium rigid truck (in order to accommodate campervans and other vehicles larger than a B85 vehicle).	0
29.8.19	Industrial activity or service activity, other than where the activity is more specifically defined elsewhere in this table (Table 29.5)	0	1 per 50m² of indoor and outdoor area/ GFA; except 1 per 100m² of GFA used for warehousing and indoor or outdoor storage (including self-storage units); and 1 per 100m² of GFA for distribution centres
29.8.20	Motor vehicle repair and servicing	1 per 25m² of servicing/ workshop area or 2.5 per work bay (up to a maximum of 50m² for each work bay), whichever is greater.	1 per 25m² servicing/ workshop area or 1 per work bay,

	Table 29.4		
	Minimum Parking Requirements,	**Resident/ Visitor**	**Staff/ Guest**
		In addition, 2 heavy vehicle parking spaces per establishment	whichever is greater Note: parking spaces will also be required for any on-site office and retail space pursuant to those rules.
29.8.21	Drive-through facility except in the Town Centre	5 queuing spaces per booth or facility, based on a B85 vehicle.	0
29.8.22	Office	0	1 per 50m² GFA
29.8.23	Restaurant	1 per 25m² PFA	1 per 100m² PFA (2 minimum)
29.8.24	Tavern or bar	2 per 25m² PFA	1 per 100m² PFA (2 minimum)
29.8.25	Rural selling place	3 for the initial 25m² GFA and outdoor display area; and thereafter 1 per 25m² GFA and outdoor display area.	0
29.8.26	Home occupation (in addition to residential requirements)	1 per home occupation activity	0
29.8.27	Service station	1 per 25m² of GFA used for retail sales	2 per service station
	Community Activities		
29.8.28	Place of assembly or place of entertainment, except where specifically listed below	1 per 10m² PFA or per 10 seats, whichever is greater; except for: Libraries, museums, and non-commercial art galleries, which shall provide 1 per 50m² GFA	0

	Table 29.4		
	Minimum Parking Requirements,	**Resident/ Visitor**	**Staff/ Guest**
29.8.29	Swimming pools for public use or private club use	1 per 15m^2 swimming pool area	1 per 200m^2 swimming pool area
29.8.30	Gymnasiums for public use or private club use	1 per 100m^2 GFA	1 per 200m^2 PFA
29.8.31	Sports courts for public or private club use	1 per 75m^2 court area	1 per 200m^2 court area
29.8.32	Sports fields	12.5 per hectare of playing area	0
29.8.33	Hospital Note: Also see drop off/ pick up (set down) Rule 29.5.7	1 per 5 beds	2 per bed
29.8.34	Health care facility Note: Also see drop off/ pick up (set down) Rule 29.5.6	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.
29.8.35	Education activity Note: Also drop off/ pick up (set down) Rule 29.5.6	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.
29.8.36	Day care facility Note: Also see drop off/ pick up (set down) Rule 29.5.6	1 per 10 children/elderly person	0.5 per staff.
29.8.37	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

	Table 29.4		
	Minimum Parking Requirements,	**Resident/ Visitor**	**Staff/ Guest**
	Rule 29.8.37 and relief sought / **Appellant** Court Number Table 29.4: remove the requirement for on-site coach parking in urban area. / Well Smart Investments Group ENV-2019-CHC-062		
29.8.38	Commercial recreational activity	1 carpark per 5 people the facility is designed to accommodate.	0
29.8.39	Unstaffed utility	0	1 for any unstaffed utility which includes a building or structure with a GFA of over 25m²
29.8.40	Emergency Service Facilities:	1 space / emergency service vehicle bay	1 space/ emergency service vehicle bay

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

29.8.41.1 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 29.9.41.1(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 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.

Provision 29.8.41 and relief sought	**Appellant** Court Number
Rule 29.8.41.1: Amend as follows: 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~~8.38.1(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 rounded up or down in accordance with 29.9.38.1(c) below. … f. When calculating the overall parking requirements for a development, the separation of area into different activities (for the purposed of b. above) will be required where the gross floor area of an activity (or public floor space or other such measurement that the standards for the relevant activity is based upon) exceeds 10% of the total gross floor space of the development. The total parking requirement for any development shall be the sum of the requirements for each area.	Remarkables Park Ltd ENV-2019-CHC-058
Exclusions from measurement of GFA should also include lobbies, circulations spaces etc as these spaces should not generate parking demand (such rules can create perverse design incentives)	Wayfare Group Ltd ENV-2019-CHC-076 Well Smart Investments Group ENV-2019-CHC-062
Amend provision 29.8.41.1 to reintroduce the 10% Rule as per ODP, as follows: 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.~~where the gross floor area of an activity (or public floor space or other such measurement that the standards for the relevant activity is based upon) exceeds 10% of the total gross floor space of the development. The total parking requirement for any development shall be the sum of the requirements for each area.	Safari Group of Companies Ltd ENV-2019-CHC-054

29.8.42 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 29.9.41.1(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.

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

Provision 29.9 and relief sought	**Appellant** Court Number
Delete Rule 29.9/Table 29.5 relating to thresholds for new high traffic generating activities	RCL Henley Downs Ltd and Others ENV-2019-CHC-022
Delete Table 29.5	Willowridge Developments Ltd ENV-2019-CHC-017

	Table 29.5		
	Activity	**Development type**	**Threshold**
29.9.1	Residential	Residential units	50 Residential units
29.9.2	Visitor accommodation	Visitor accommodation (unit type construction)	100 units
29.9.3	Visitor accommodation	Visitor accommodation (guest room type construction).	150 rooms
29.9.4	Commercial Activities, other than those specifically listed below		2000m^2
29.9.5	Office		2000m^2
29.9.6	Retail		1000m^2

29.9.7	Industrial		5000m^2
29.9.8	All other activities		50 or more car parking spaces proposed and/or required under Table 29.5.
29.9.9	All other activities including subdivision		Traffic generation of greater than 400 additional vehicle trips per day or 50 additional trips during the commuter peak hour.

29.10 Minimum requirements for cycle parking, lockers and showers

Table 29.6				
	Activity	**Customer/Visitor Short-Term Bicycle Parking**	**Private Long-Term Bicycle Parking. This is for the use of staff, students, and residents.**	**End of trip facilities**
29.10.1	Office	2 bicycle spaces (i.e. 1 stand) for the first 500m^2 GFA and 1 space for every 750m^2 GFA, thereafter.	For offices at least 150m² in area, 1 space per 150m² GFA	Where 1 long-term bicycle parking space is required: no end of trip facilities required. Where 8 2-10 long-term bicycle parking spaces required: 1 locker per every space required. Where 11-100 long-term bicycle parking spaces required: 1 locker for every space required and 1 shower per every 10 spaces required Footnote (1). 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
29.10.2	Industrial and Service Activities	Nil	For such activities of at least 500m² in area, 1 space per 500 m^2 GFA	
29.10.3	Hospital	1 bicycle space per 25 beds	1 per 10 beds	
29.10.4	Other Health Care Facility	For facilities of at least 100m² in area, 1 per 100m^2 GFA	For facilities of at least 200m² in area, 1 space per 200m^2 GFA	
29.10.5	Restaurants, Cafes, Taverns and Bars	2 bicycle spaces (i.e. 1 stand) for the first 125m^2 PFA and 1 space for every 150m^2 GFA, thereafter	For such activities facilities of at least 500m² in area, 1 space per 500m^2 GFA	
29.10.6	Day care facility	2 bicycle spaces per centre	For facilities with at least 10 workers, 1 bicycle space per 10 on-site workers	
29.10.7	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
29.10.8	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.

Table 29.6				
	Activity	**Customer/Visitor Short-Term Bicycle Parking**	**Private Long-Term Bicycle Parking. 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).
29.10.9	Retail < 300m^2	Nil	Nil	Nil
29.10.10	Retail ≥ 300m^2	For retail at least 300m² in area, 1 space per 300m^2 GFA	For retail of at least 200m² in area, 1 space per 200m^2 GFA	Nil
29.10.11	Recreational Activity	1 space per court/bowling alley lane Gymnasium of at least 200m² 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 15m2 of GFA for Club for clubhouse component	Nil	Nil
29.10.12	Places of assembly, community activities, and places of entertainment	For such activities of at least 500m² in area, 2 bicycle spaces per 500m² located directly outside the main entrance or ticket office	For such activities of at least 500m² in area, 1 space per 500 m^2 GFA	Nil

29.10.13 The following advice note applies to all the provisions in Table 29.6 relating to minimum requirements for cycle parking, lockers, and showers:

29.10.14 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.

29.10.15 The following footnotes apply only where indicated in Table 29.6:

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.

29.11 Car Parking Sizes and Layout

Provision 29.11 and relief sought	Appellant Court Number
Table 29.11: Delete table and replace with the requirements of AS/NZS 2890.1:2004.	Remarkables Park Ltd ENV-2019-CHC-058

Table 29.7									
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 2.5 2.6	7.0 6.6 6.2		5.0 5.0 5.0	0.8 0.8 0.8	4.2 4.2 4.2		
	Class 2 User	2.5 2.6 2.7	8.0 7.0 6.0		5.0 5.0 5.0	0.8 0.8 0.8	4.2 4.2 4.2		
Disabled		3.6	8.0		5.0	0.8	4.2		
60º		2.5 2.7 2.9 3.0	4.5 4.0 3.5 3.5	2.9 3.1 3.4 3.5	5.4	0.8	4.6	1.25 1.35 1.45 1.5	5.55 5.65 5.75 5.8
45º		2.5 2.7 2.9 3.0	3.8 3.5 3.5 3.5	3.5 3.8 4.2 4.2	5.0	0.7	4.3	1.8 1.9 2.05 2.1	5.3 5.4 5.55 5.6

30º	2.5 2.7 2.9 3.0	3.5 3.5 3.5 3.5	5.0 5.4 5.8 6.0	4.4	0.6	3.8	2.15 2.3 2.5 2.6	4.65 4.8 5.0 5.1
Parallel parking	Stall Length (m) = 6.1		Stall Width (m) = 2.5		Aisle Width (m) = 3.7			

29.11.1 The following notes apply to Table 29.7 in relation to car parking sizes and layout:

1. Two way flow is permitted with 90º 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.

Provision 29.11.1 and relief sought	**Appellant** Court Number
Amend 29.11.1 as follows: 1. The requirements in Table 29.7 are to be applied as a guideline. Where the requirements are not met, then the effects of the breach shall be assessed taking into account the overall car park design, the level of safety and amenity and whether the effects are contained on site. Non compliance with the Table requires restricted discretionary activity consent and discretion is reserved over the effects of the breach. Breaches to the requirements must be assessed on a case by case basis and can be appropriate depending on the specific circumstances. … Stall widths ~~shall~~ should 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. Minimum one way aisle width should be 3.7m. Minimum two way aisle width should be 5.5m. At blind aisles, the aisle ~~shall~~ should be extended a minimum of 1m beyond the last parking space. … Note that the requirements in Table 29.7 require visitor parking to meet the requirements usually imposed for town centre parking. When assessing a breach of the Table 29.7 requirements the following factors should be taken into account: - Traffic movements for short stay visitor accommodation are less than in a town centre or in residential activity - Because short stay visitors are less familiar with the parking layout they will likely be travelling at slower speeds. This reduces safety effects associated with reduced dimensions. - Many modern vehicles have improved manoeuvrability and have reversing cameras. 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. This takes into account the fact that the AS/NZS 2890.1:2004 imposes different requirements between Class 2 and Class 3 users and specifies reduced dimensional	Safari Group of Companies Ltd ENV-2019-CHC-054

requirements compared to Table 27.9. As identified in Note 1 these standards are to be applied as a guideline.	

29.12 Heavy Vehicle Parking Layout

Table 29.8				
Parking Angle	**Vehicle Type**	**Minimum Stall Depth (m)**	**Minimum Aisle Width (m)**	**Minimum Stall width and minimum width of access path to service tour coaches**
90º	Medium Rigid Truck Large Rigid Truck Semi – Trailer B – Train Midi – Bus Tour Coach	9.0 12.0 18.0 21.0 10.3 13.6	16.0 19.5 26.0 26.0 16.0 24.0	3.5 stall width and 1.5m pedestrian access path to service tour coaches
60º	Medium Rigid Truck Large Rigid Truck Semi – Trailer B – Train Midi – Bus Tour Coach	9.43 12.03 17.22 19.82 10.59 13.41	10.5 14.0 19.0 19.0 10.5 18.0	3.5 stall width and 1.5m pedestrian access path to service tour coaches
45º	Medium Rigid Truck Large Rigid Truck Semi – Trailer B – Train Midi – Bus Tour Coach	8.64 10.76 15.0 17.12 9.58 11.89	- - - - - -	3.5 stall width and 1.5m pedestrian access path to service tour coaches
30º	Medium Rigid Truck Large Rigid Truck Semi – Trailer B – Train Midi – Bus Tour Coach	7.3 8.8 11.8 13.3 7.97 9.6	6.0 8.0 11.0 11.0 6.0 10.0	3.5 stall width and 1.5m pedestrian access path to service tour coaches

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.

29.13 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)	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	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

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	Road 8 as shown on the Frankton Flats B Zone Structure Plan in the Queenstown Lakes District Plan 2016
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

Arterial Roads		
Road Name	**Start Name**	**End Name**
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
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

Arterial Roads		
Road Name	**Start Name**	**End Name**
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

Collector Roads		
Road Name	**Start Name**	**End Name**
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	Road 8 as shown on the Frankton Flats B Zone Structure Plan in the Queenstown Lakes District Plan 2016	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
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

Collector Roads		
Road Name	**Start Name**	**End Name**
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
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

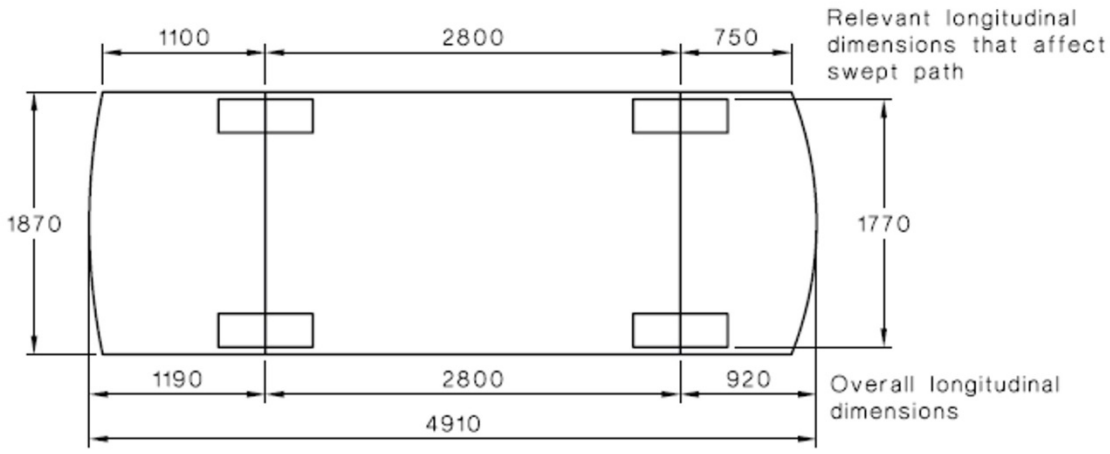
Collector Roads		
Road Name	**Start Name**	**End Name**
Templeton Way	Memorial Street	End of Bridge at carpark
Windsor Place	Edinburgh Drive	London Lane
York Street	Hallenstein Street	Edinburgh Drive
Glenorchy-Paradise Road	50km sign Mull Street	Priory Road
Glenorchy-Routeburn Road	Swamp Road	Routeburn 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
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
Wanaka-Mount Aspiring Road, including Wanaka-Mount	MacDougall Street	End of the public road at Raspberry Flat, West Matukituki

Collector Roads		
Road Name	**Start Name**	**End Name**
Aspiring/Sargood Drive Roundabout		

Local Roads
All other roads

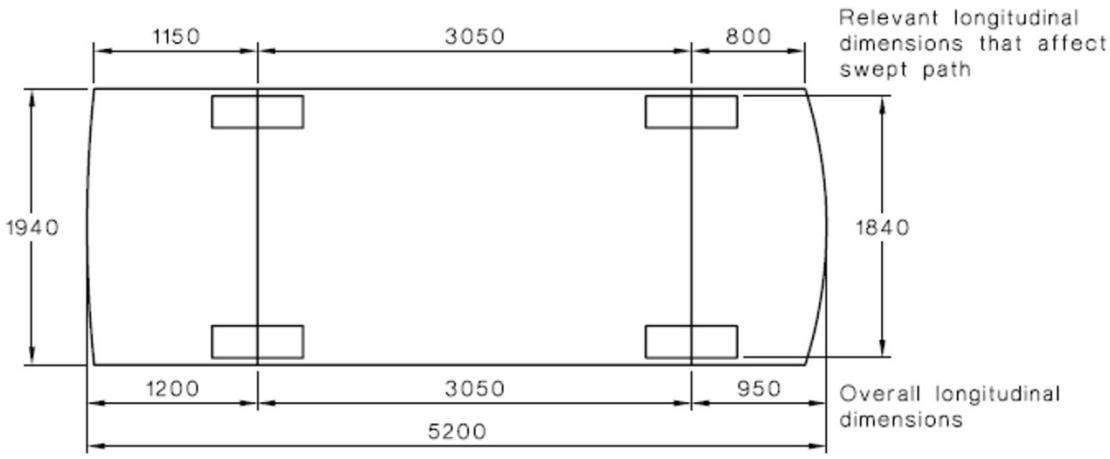
29.14 Schedule 29.2 - Interpretive Diagrams

29.14.1 Diagram 1 – B85 and B99 design vehicle dimensions



DIMENSIONS IN MILLIMETRES

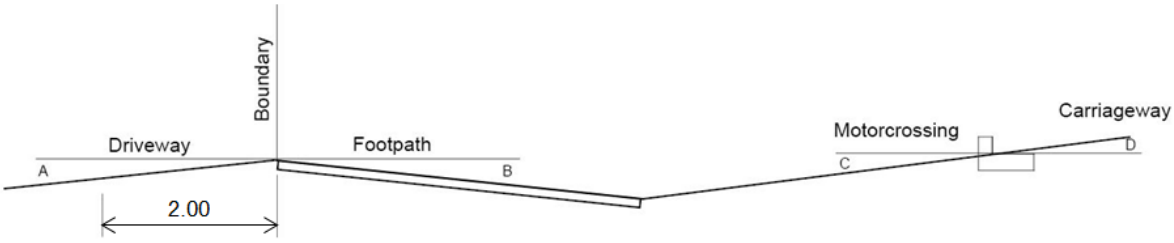
B85 (85TH PERCENTILE) CAR



DIMENSIONS IN MILLIMETRES

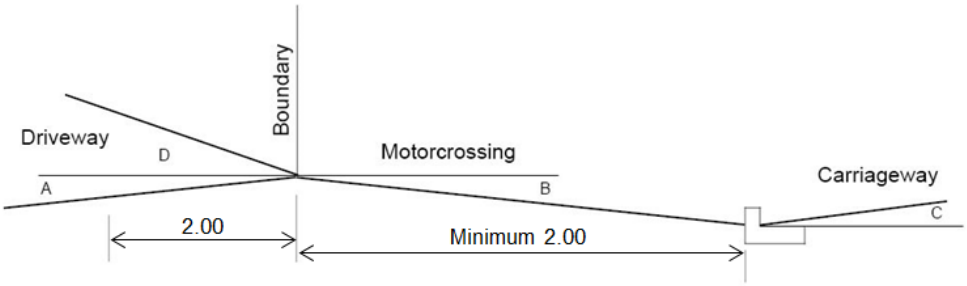
B99 (99.8TH PERCENTILE) VEHICLE

29.14.2 Diagram 2 – Maximum Breakover Angles for Vehicle Crossings



Maximum Change of Grade: A + B ≤ 10% (or 5.7º)
C - D ≤ 10% (or 5.7º)
B + C ≤ 17% (or 9.6º)

Low Level Footpath



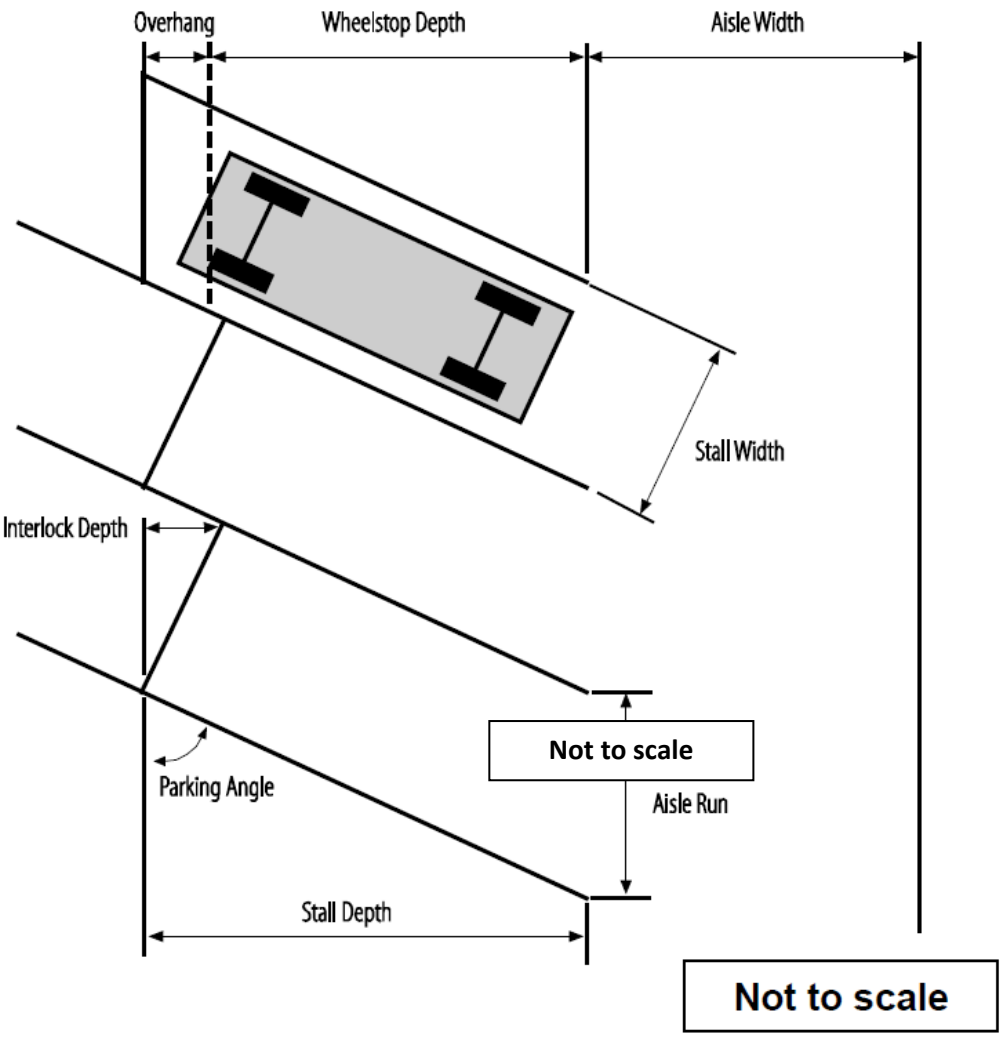
Maximum Change of Grade: A + B ≤ 10% (or 5.7º)
C - D ≤ 10% (or 5.7º)
B + C ≤ 17% (or 9.6º)

Standard Footpath

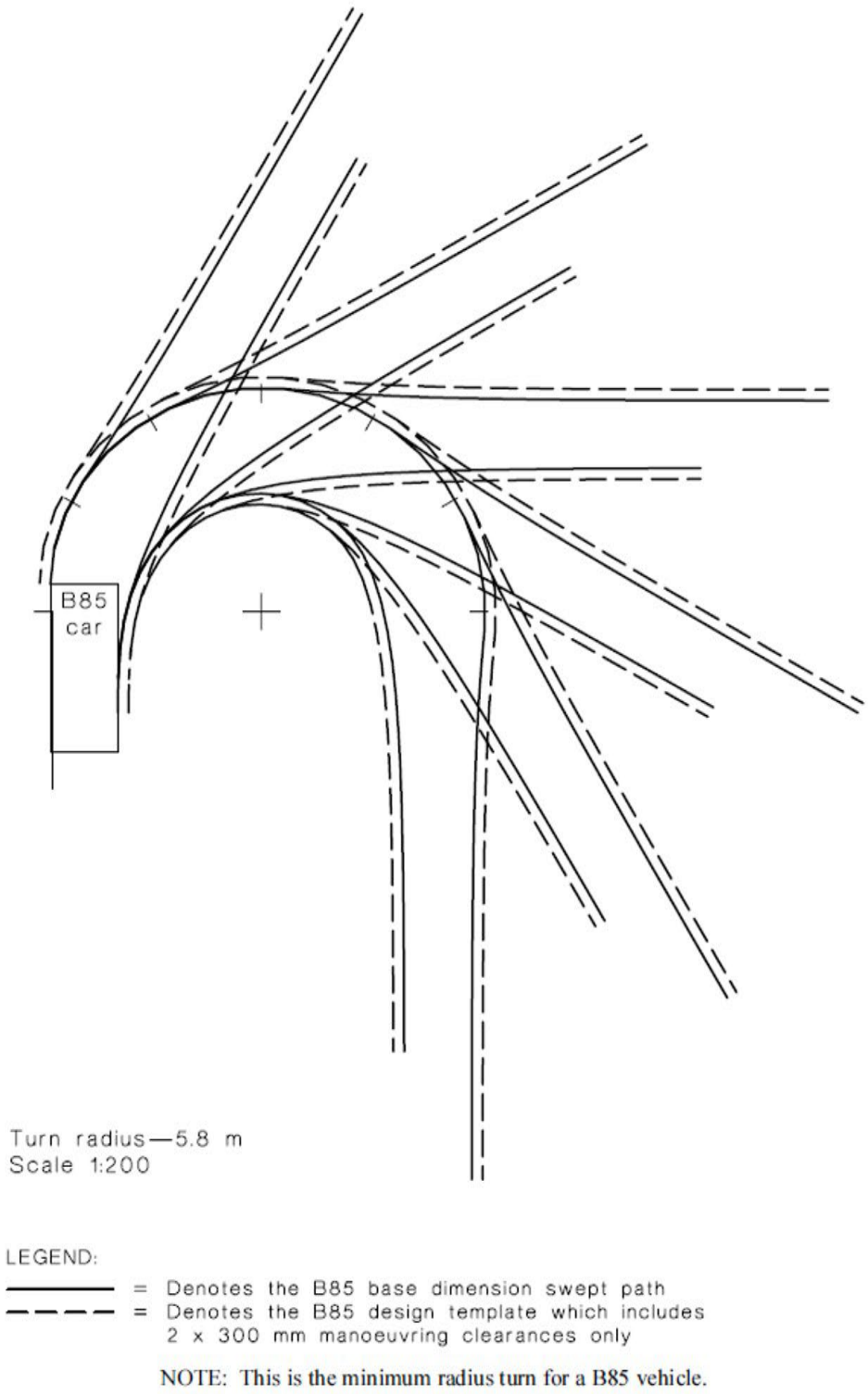
Note:

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 3.4º.

29.14.3 Diagram 3 - Carpark Layouts

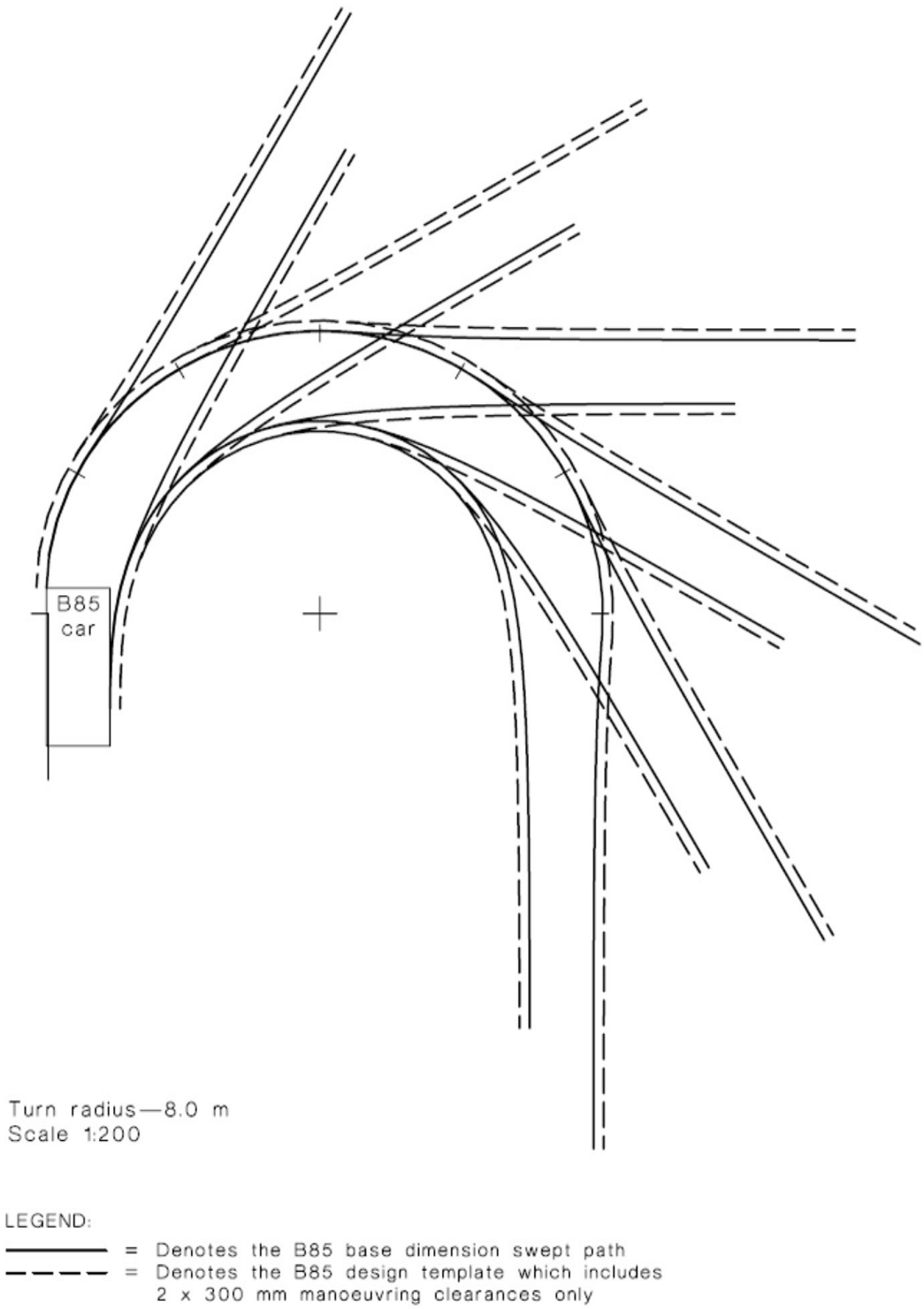


29.14.4 Diagram 4 – Vehicle Swept Path Design



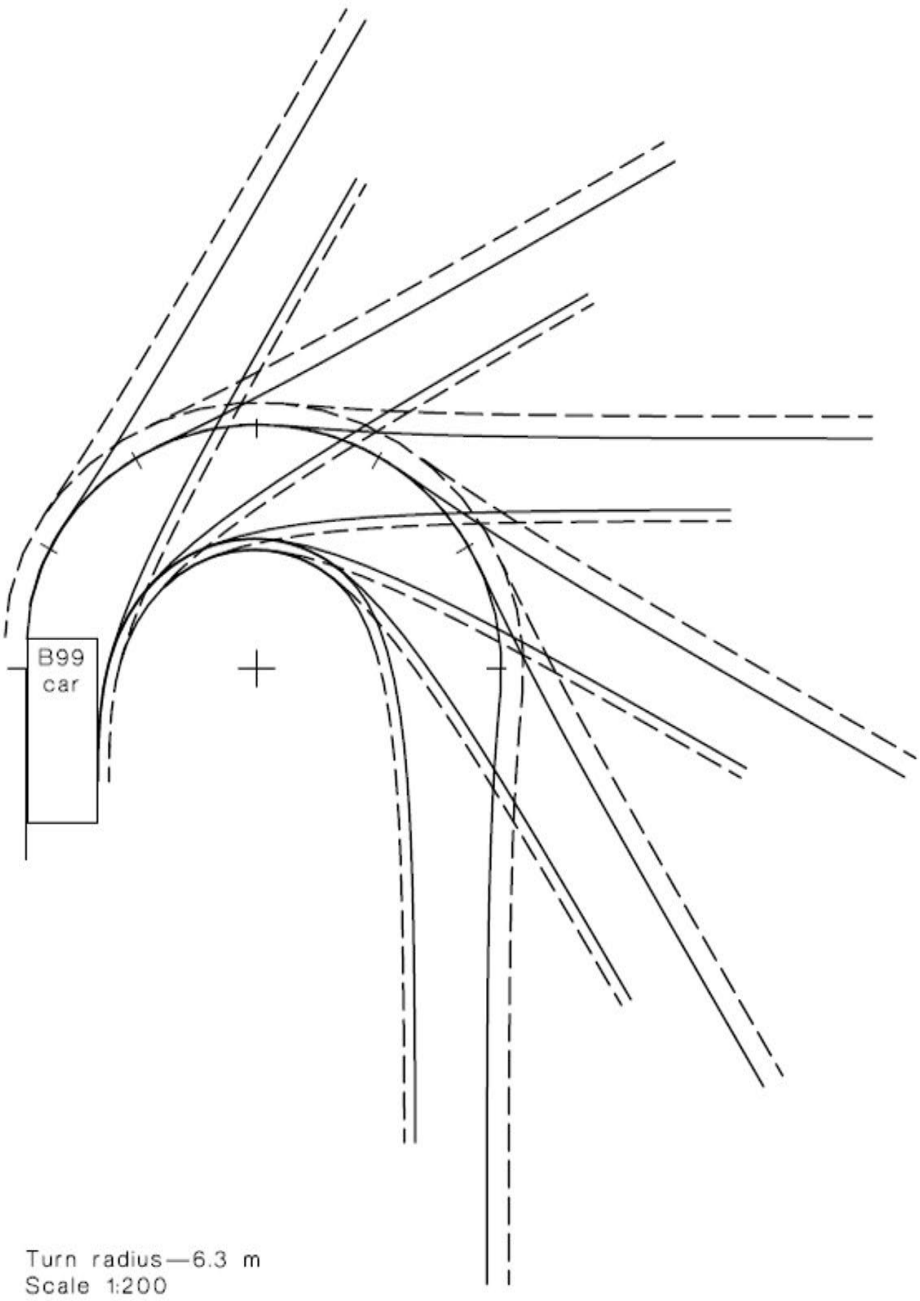
Example of the B85 Design Template

5.8m Radius Turn



Example of the B85 Design Template

8.0m Radius Turn



LEGEND:

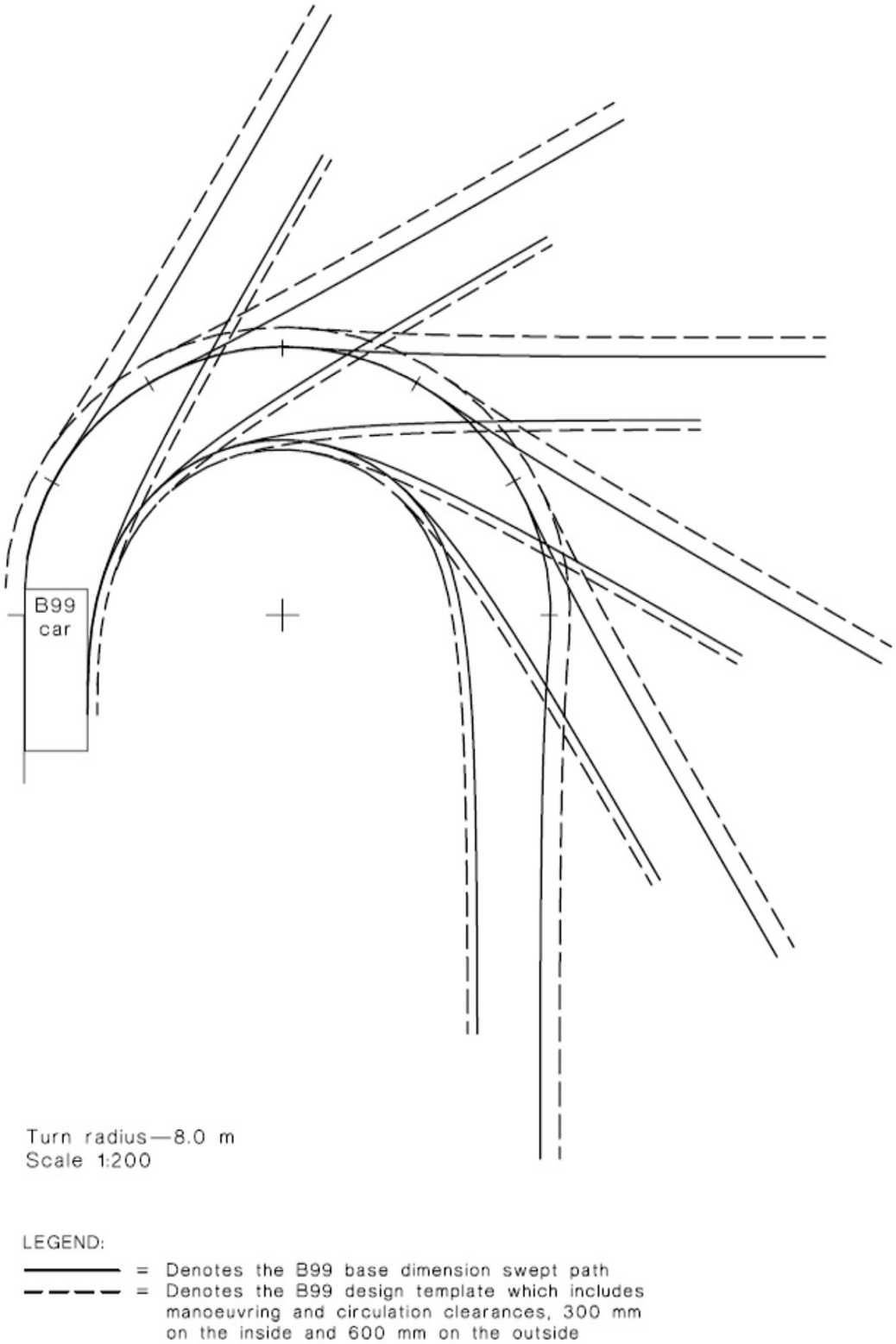
——— = Denotes the B99 base dimension swept path

– – – – = 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.

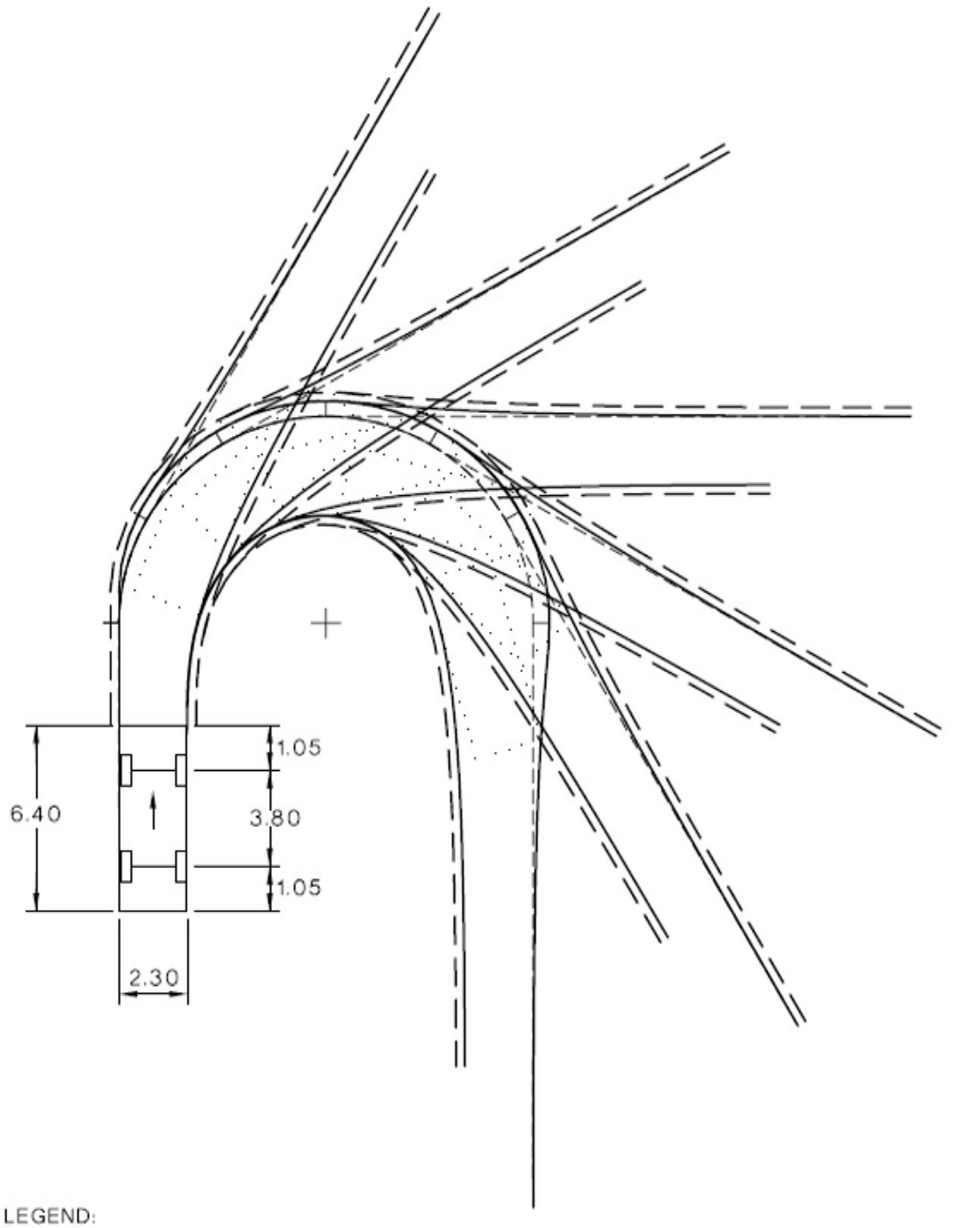
Example of the B99 Design Template

6.3m Radius Turn



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

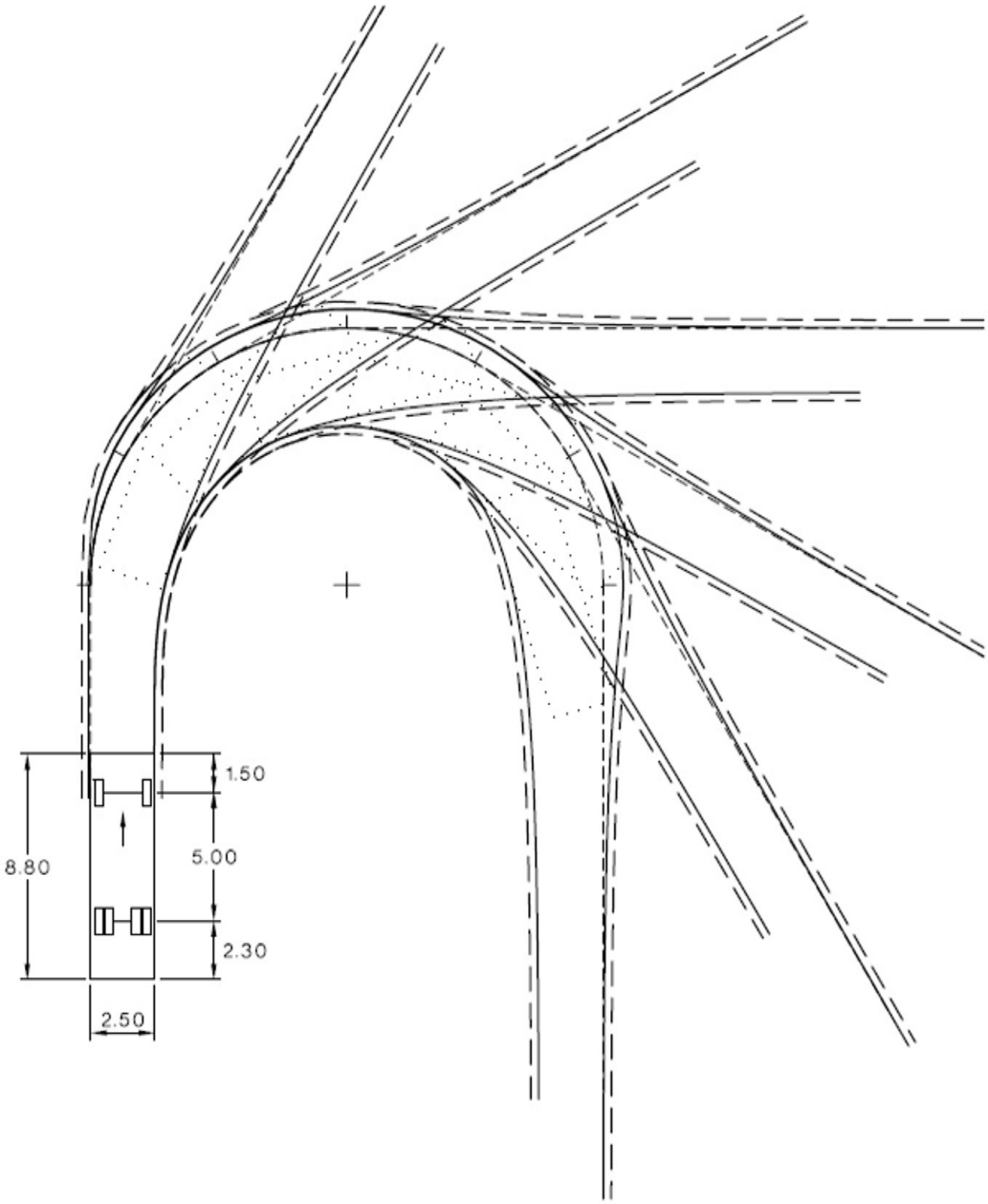
0 2 4 6 8 10 12 14 16 18 20

SCALE 1:250

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

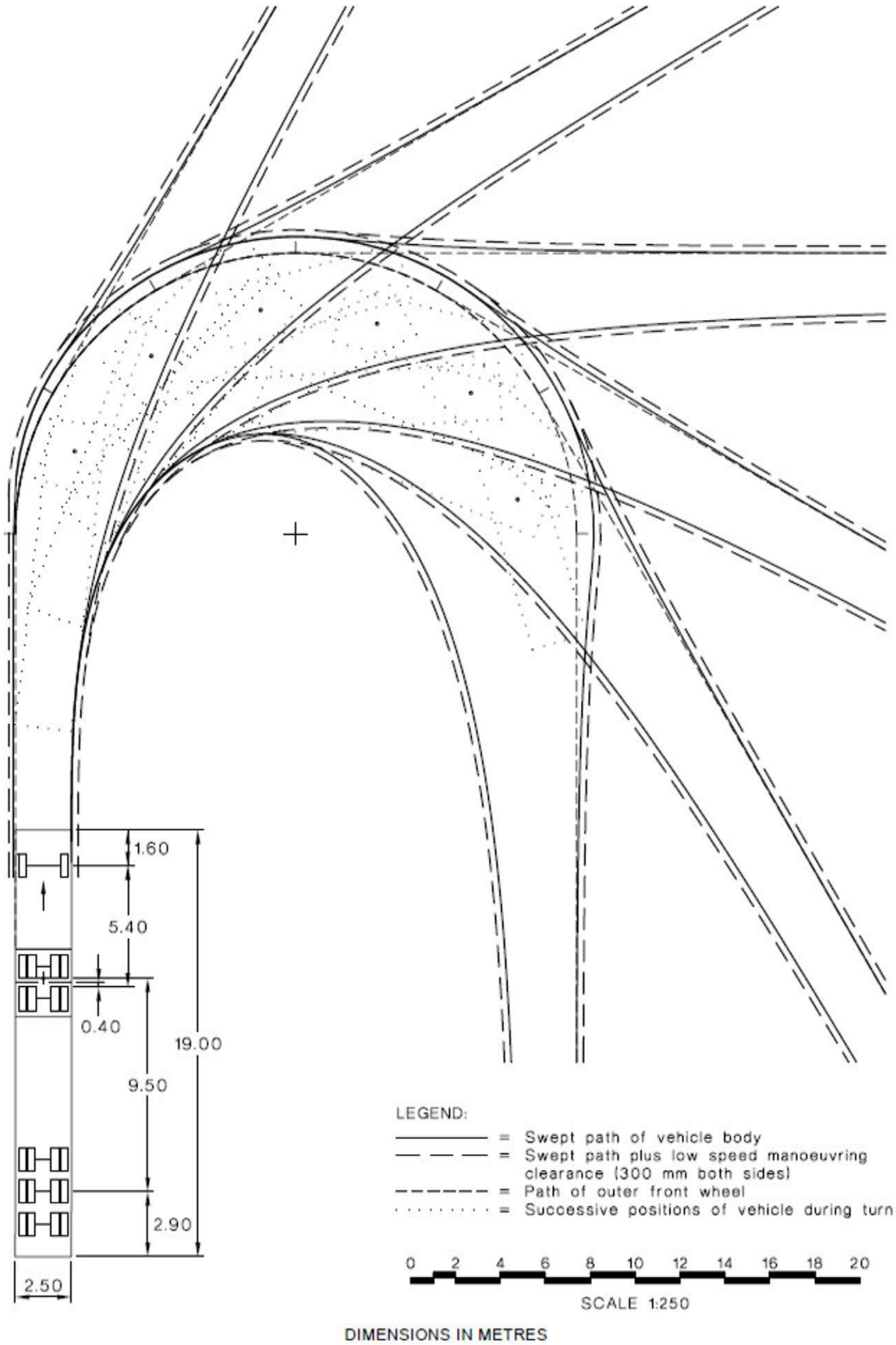
0 2 4 6 8 10 12 14 16 18 20

SCALE 1:250

DIMENSIONS IN METRES

Turning Path Template - Medium Rigid Vehicle

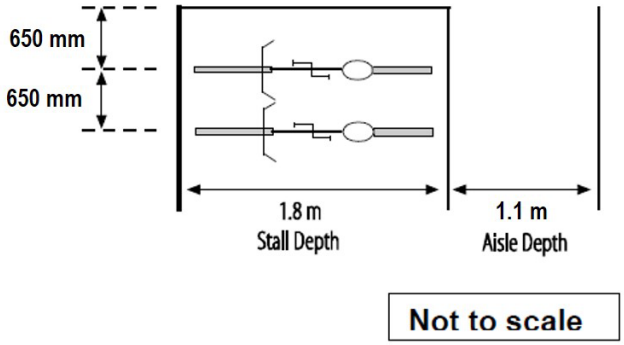
Minimum Radius Turn (10m)



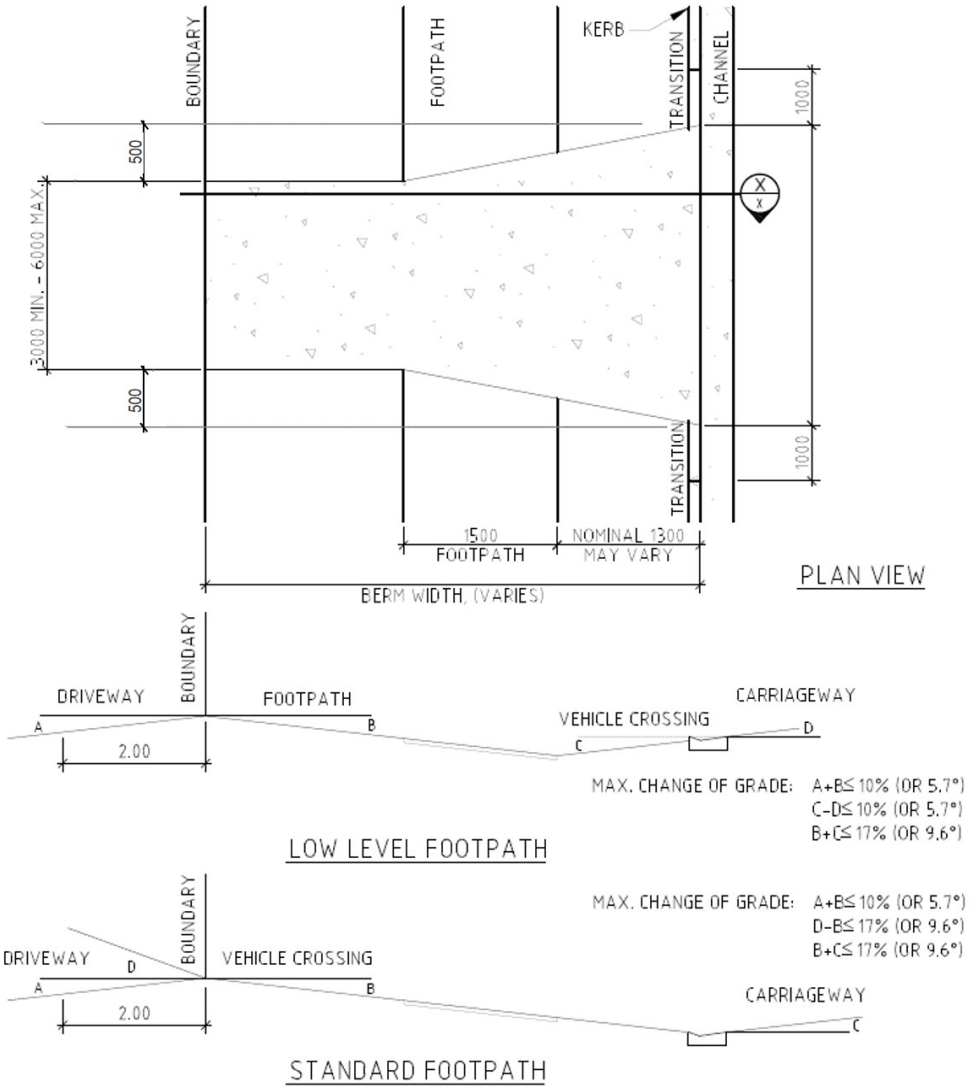
Turning Path Template - Articulated Vehicle

Minimum Radius Turn (12.5m)

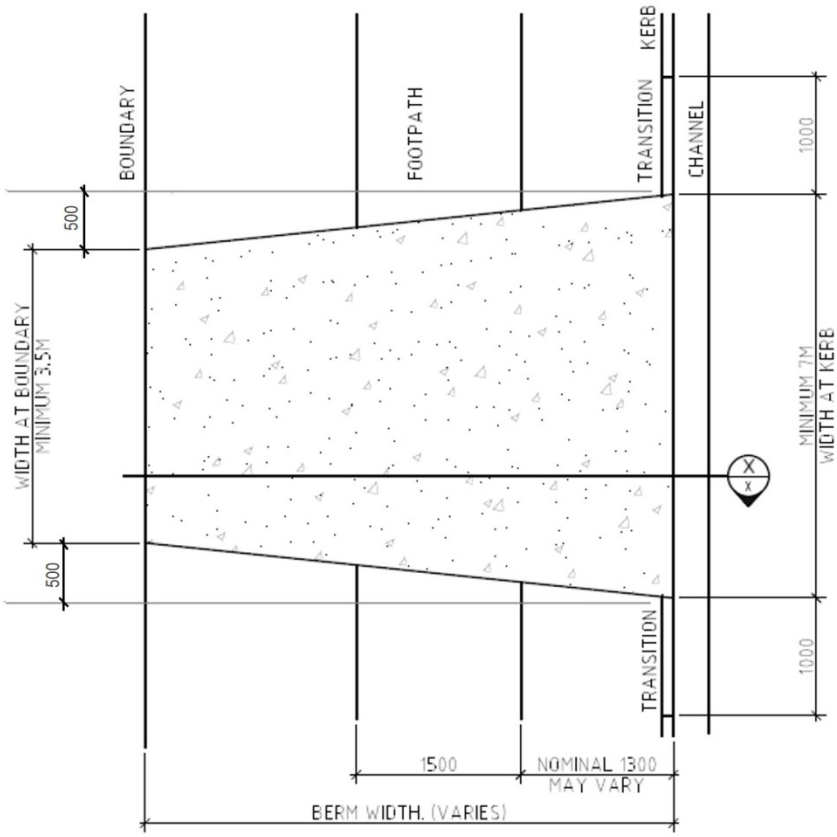
29.14.5 Diagram 5 - Bicycle Parking Layout

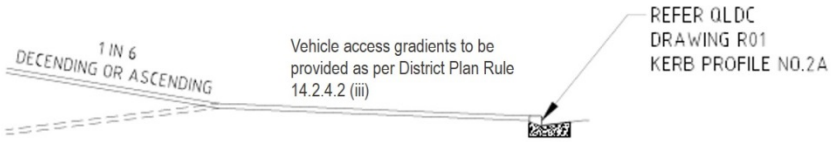


29.14.6 Diagram 6 - Residential Vehicle Crossing



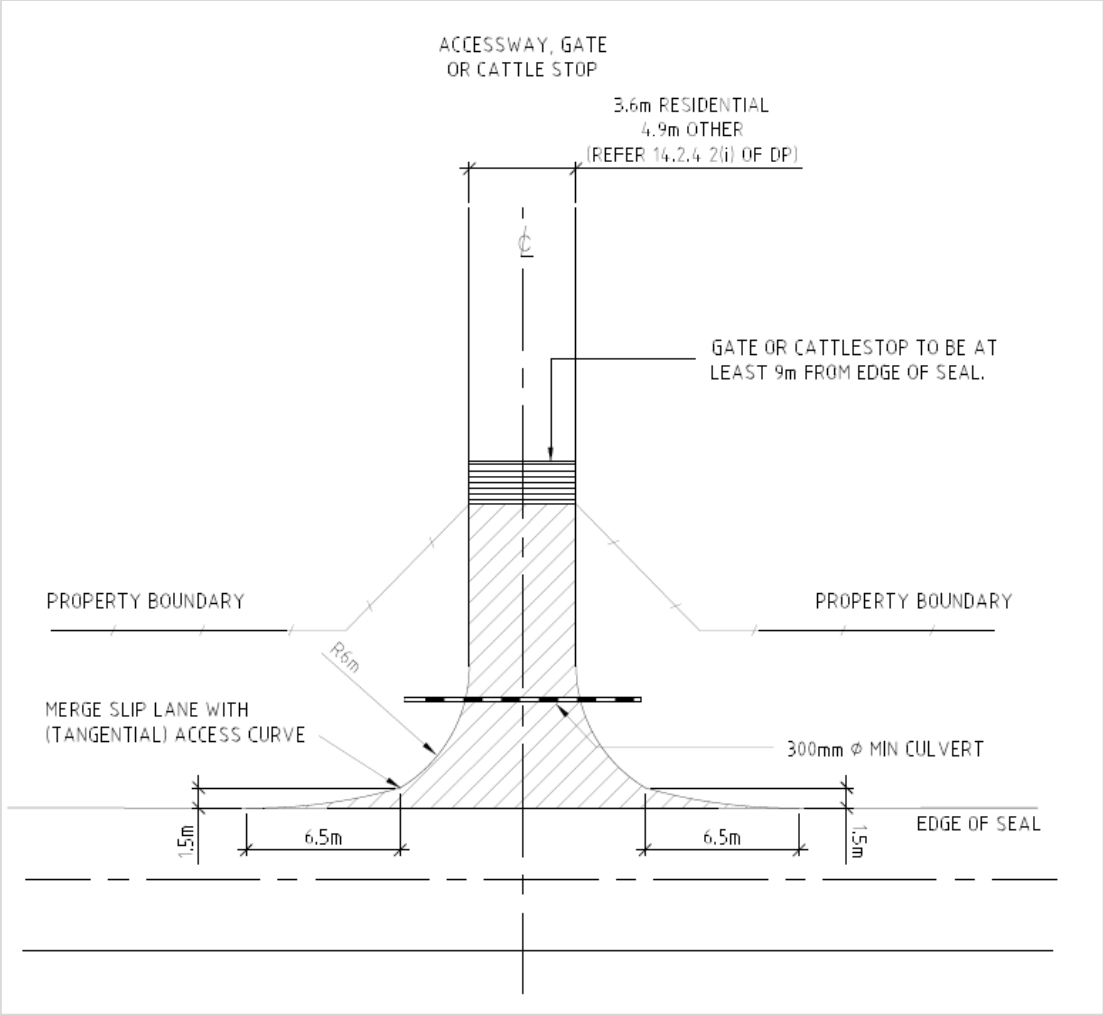
29.14.7 Diagram 7 - Commercial Vehicle Crossing


BOUNDARY
FOOTPATH
TRANSITION
KERB
CHANNEL
TRANSITION
500
500
WIDTH AT BOUNDARY
MINIMUM 3.5M
1000
1000
MINIMUM 7M
WIDTH AT KERB
X
X
1500
NOMINAL 1300
MAY VARY
BERM WIDTH. (VARIES)

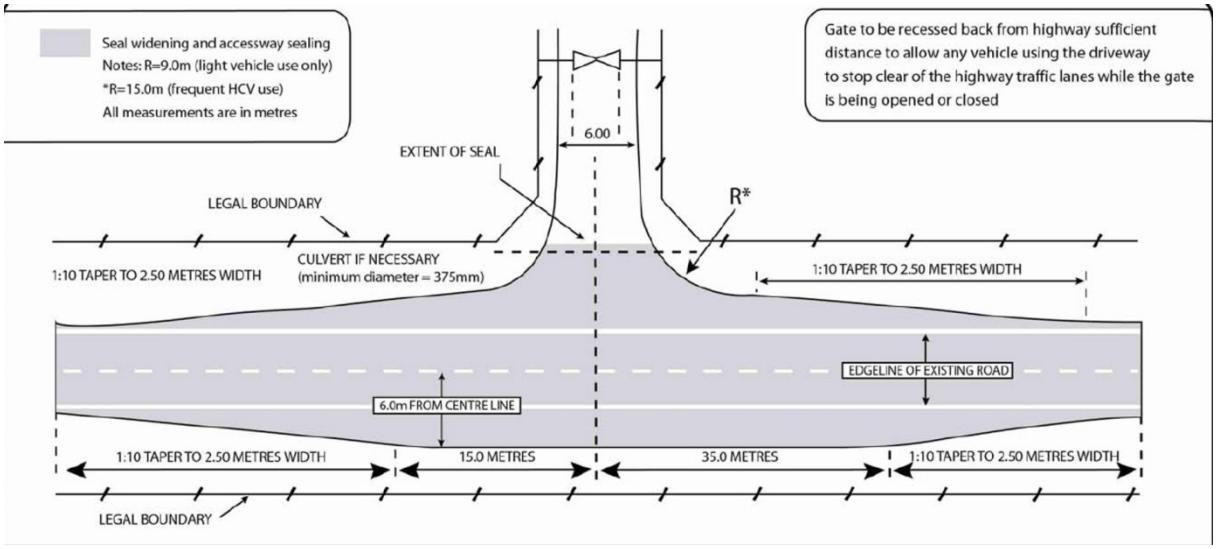

1 IN 6
DECENDING OR ASCENDING
Vehicle access gradients to be provided as per District Plan Rule 14.2.4.2 (iii)
REFER QLDC
DRAWING R01
KERB PROFILE NO.2A

SECTION X-X

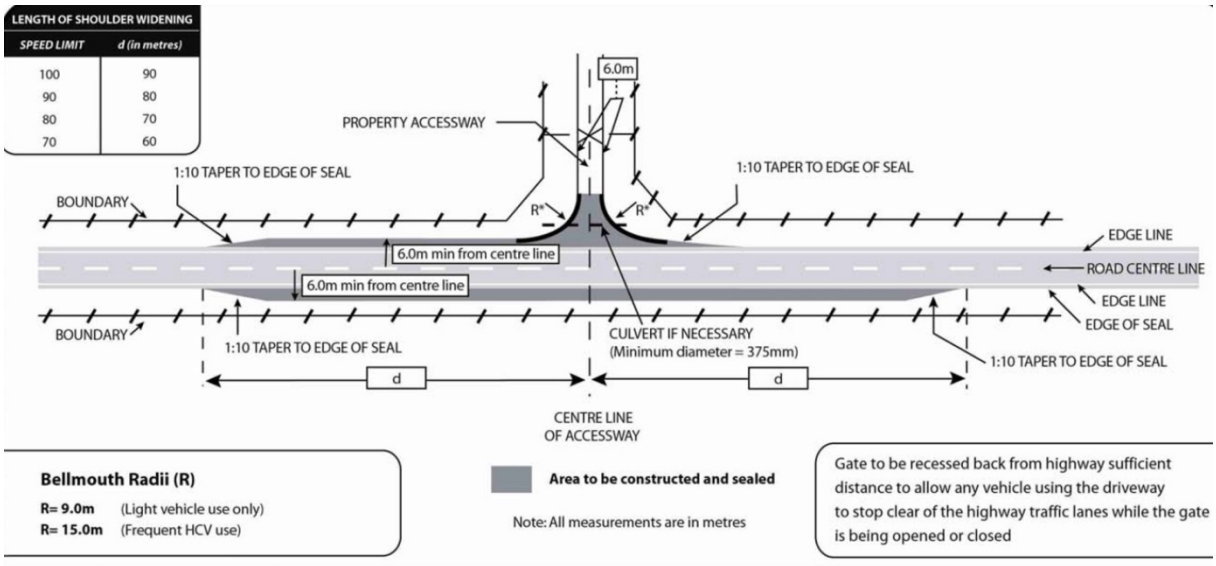
29.14.8 Diagram 8 - Access Design



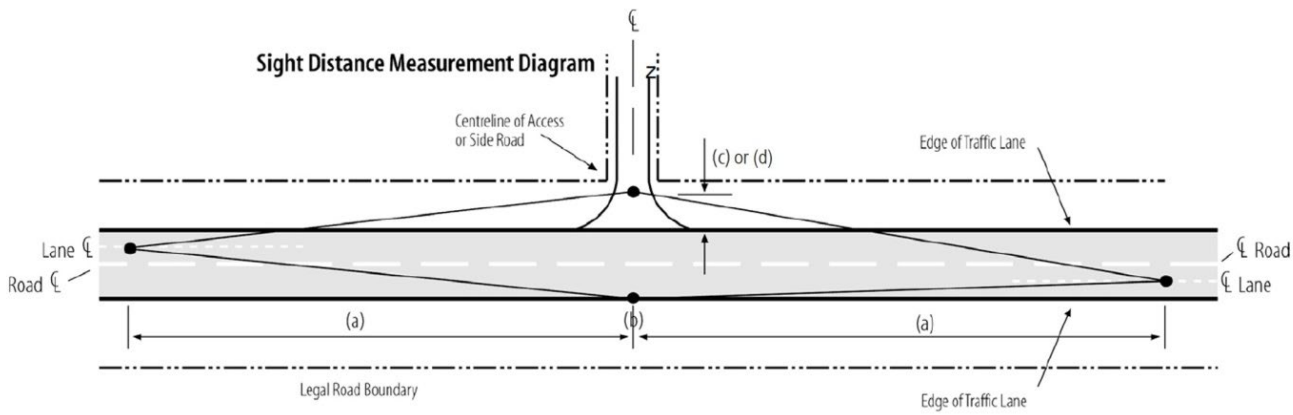
29.14.9 Diagram 9 - Access Design

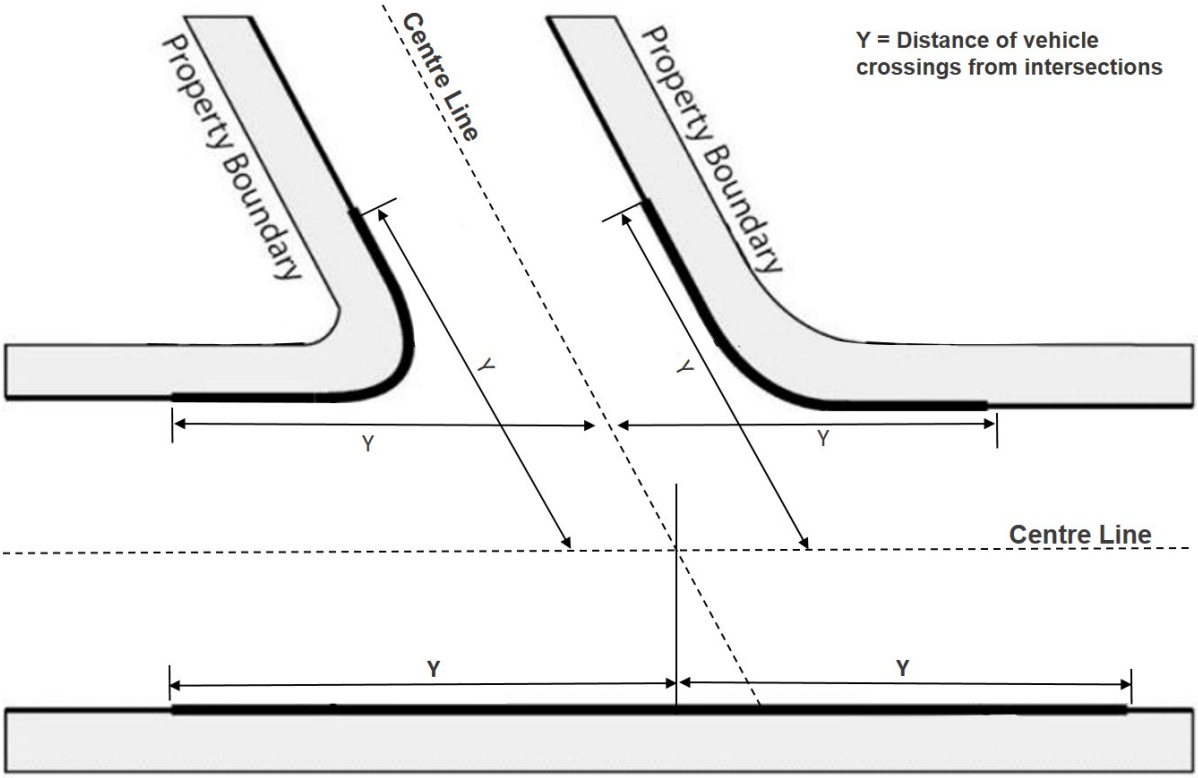

Seal widening and accessway sealing
Notes: R=9.0m (light vehicle use only)
*R=15.0m (frequent HCV use)
All measurements are in metres
Gate to be recessed back from highway sufficient distance to allow any vehicle using the driveway to stop clear of the highway traffic lanes while the gate is being opened or closed
6.00
EXTENT OF SEAL
R*
LEGAL BOUNDARY
CULVERT IF NECESSARY
(minimum diameter = 375mm)
1:10 TAPER TO 2.50 METRES WIDTH
1:10 TAPER TO 2.50 METRES WIDTH
EDGELINE OF EXISTING ROAD
6.0m FROM CENTRE LINE
1:10 TAPER TO 2.50 METRES WIDTH
15.0 METRES
35.0 METRES
1:10 TAPER TO 2.50 METRES WIDTH
LEGAL BOUNDARY

29.14.10 Diagram 10 - Access Design



29.14.11 Diagram 11 – Sight Distance Measurement Diagram



Intersection:	(a)	Sight Distance Table 3	**Note:**	Sight Distance shall be measured to and from a height of 1.15 metres above the existing road surface and the proposed surface level of the side road or access.
Property Access:	(a)	Sight Distance Table 3		
	(b)	Edge of Traffic Lane		
	(c)	For Access: 3.5m from edge of Traffic Lane		
	(d)	For intersection: 5.5m from edge of Traffic Lane		**Diagram is not to scale**

29.14.12 Diagram 12 – Sight Distance Measurement Diagram