

Stuart Crosswell for QLDC – Hearing Stream 15 – Transport

My evidence assesses the submissions on Chapter 29 Transport as they relate to: the provision of accessory car parking and non-accessory coach parking, the provision of preferential parking and charging infrastructure, requirements for bicycle parking and end-of-trip facilities, the regulation of public transport and public water ferry services, and high traffic generating activities (**HTGA**).

In relation to those various matters:

1. The PDP accessory parking provisions represent an appropriate reduction to the minimum parking requirements (**MPRs**) applied to development as compared to the Operative District Plan (**ODP**) (status quo). The proposed approach of reducing MPRs is likely to have significant positive economic and transport impacts, because the land use / transport efficiencies that arise from the removal and/or reduction of MPRs exceeds the costs of increased parking management associated with potential overflow effects.
2. Retaining the HTGA provisions in the PDP allows a nuanced consideration and response to the potential transport effects of a development proposal. However, MPRs should not apply to HTGAs, and reference should be made in the HTGA provisions to Development Agreements as a means of facilitating larger scale developments and maximising the quality of development and community benefits.
3. The end of trip facility thresholds and rates outlined in Table 29.7 of the PDP are appropriate, except for e-bike charging and the showers / lockers requirement for primary and secondary schools, which I consider should be removed, and the requirements for large scale commercial activities that I consider should be reduced.
4. The key outstanding matters of disagreement between myself and submitters who have filed evidence are whether:
 - a. the HTGA rules should apply to the Airport Zone;
 - b. the HTGA rules should apply to the Jacks Point Zone;
 - c. the HTGA threshold for residential units should be increased from 50 to 100 units in the Queenstown Town Centre, Wanaka Town Centre, Business Mixed Use, High Density Residential, and Medium Density Residential zones;
 - d. the proposed cycle and end of trip facility rates, which have been reduced in the current version of Chapter 29 to be closer to the Auckland and Christchurch rates, should be reduced to the extent sought by Queenstown Central Limited;
 - e. there should be additional criteria added to the restricted discretionary activity assessment criteria in section 29.8.6.1 that apply to cycle parking and end of trip facility shortfalls; and
 - f. the minimum requirements for cycle parking and end of trip facilities should only apply to a new building, rather than also applying to additions and change of use proposals.