

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

IN THE MATTER of the Resource
Management Act 1991

AND

IN THE MATTER of the Open Space and
Recreation / District
Wide Hearing Stream 15

**SECTION 42A REPORT OF VICTORIA SIAN JONES
ON BEHALF OF QUEENSTOWN LAKES DISTRICT COUNCIL**

CHAPTER 29 TRANSPORT: TEXT AND MAPPING

23 July 2018

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APPENDIX 1: Recommended s42A transport chapter and recommended consequential amendments to the varied chapters 2 (definitions), 37 (designations), 21 (Rural), 12 (Queenstown Town Centre), and 9 (High Density Residential).

APPENDIX 2: Summary of submissions on Chapter 29 Transport and the S42A recommendations in relation to each submission and further submission

APPENDIX 3: The S32 evaluation report for the transport chapter, which includes a list of additional reports in Appendix 1 and other technical papers as Appendices 2- 4.

APPENDIX 4: Assessment of Chapter 29 against the Stage 1 Decisions Version of Chapters 3 – 6 of the PDP.

1. INTRODUCTION

- 1.1 My name is Victoria (Vicki) Sian Jones.
- 1.2 I am a private consultant contracted by the Queenstown Lakes District Council (**QLDC** or the **Council**) to prepare planning evidence on Chapter 29 of the Queenstown Lakes Proposed District Plan (**PDP**).
- 1.3 I hold the qualifications of Bachelor of Resource and Environmental Planning (first class honours), with a major in economics from Massey University and am a full member of the New Zealand Planning Institute. I have over 22 years' planning experience and have worked as a planner in the Queenstown Lakes District (**District**) for the past 18 years. During my time in this District, I have held the positions of Consent Planner, Policy Planner, and Policy Manager with CivicCorp Limited and Strategy and Planning Manager with the Council; and have worked as a planning consultant for the past 11 years.
- 1.4 During my time in the District, I have been heavily involved in all aspects of strategic planning and in the preparation of the Queenstown Lakes Operative District Plan (**ODP**), and the preparation of variations and plan changes. Most recently, throughout 2016 and 2017 I was the lead planner and reporting officer for QLDC in relation to the following hearings, which addressed submissions on various chapters notified as part of Stage 1 of the PDP:
- (a) Historic heritage (Chapter 26);
 - (b) Queenstown Town Centre (Chapter 12);
 - (c) Wanaka Town Centre (Chapter 13);
 - (d) Jacks Point Zone (Chapter 41); and
 - (e) Various Upper Clutha and Queenstown re-zonings.
- 1.5 Also of relevance, I was the lead planner on the consultant team responsible for preparing a Business Case Approach for the Queenstown CBD Inner Links roading project in 2014 and have both prepared and processed resource consent applications involving traffic issues under both the ODP and PDP.

1.6 I confirm that I was the author of the notified Chapter 29 - Transport in the PDP (**Chapter 29 – Transport, Chapter 29 or Transport Chapter**).

1.7 Although this is a Council hearing, I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within my area of expertise, except where I state that I am relying on the evidence of another person.

2. OVERVIEW / CLARIFICATION

2.1 My evidence addresses and provides recommendations to the Hearings Panel on the submissions and further submissions made in relation to the notified Chapter 29 -Transport, and the variations made to parts of the following Stage 1 Chapters as a consequence of the proposed Chapter 29 (including any Stage 1 submissions deemed to be on the variations, which are included in Appendix 2):

- (a) Chapter 2 Definitions;
- (b) Chapter 9 High Density Residential;
- (c) Chapter 12 Queenstown Town Centre;
- (d) Chapter 21 Rural Zone; and
- (e) Chapter 37 Designations.

2.2 In preparing this evidence and reaching the conclusions herein, I have read, referred to, and relied on the Council's expert evidence filed alongside this s42A, provided by:

- (a) Mr Stuart Crosswell, transport planning; and
- (b) Mr Michael Smith, traffic engineering.

2.3 In addition to relying on this evidence, the key documents I have used, or referred to, in forming my view while preparing this evidence are:

- (a) The Transport chapter 29 Section 32 evaluation and attached technical papers and reports November 2017 (**Appendix 3**);

- (b) The decision version of the PDP (Stage 1), publicly notified on 7 May 2018 (**PDP or PDP 2018**);
- (c) The Resource Management Act 1991 (**RMA**);
- (d) The Operative 1998 Regional Policy Statement for Otago (**ORPS**); and
- (e) The Proposed 2015 Regional Policy Statement for Otago (**PRPS**).

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

- (a) 'PDP or PDP 2018': to refer to the PDP Stage 1 Decisions version 5 May 2018;
- (b) 'Provision 29.X.X' to refer to the Stage 2 notified version of a provision (i.e. Objective 29.2.1); and
- (c) 'S42A Provision 24.X.X'; to refer to the recommended version of a Stage 2 provision, as included in Appendix 3 to this evidence. (i.e. S42A Rule 29.4.XA).
- (d) 'S42A Chapter 29 provisions': to refer collectively to the recommended Version of the Stage 2 chapter, as included in Appendix 3 to this evidence.

2.5 Attached to my evidence are the following documents:

- (a) **Appendix 1:** The S32 evaluation report for the transport chapter, which includes a list of additional reports in Appendix 1 and other technical papers as Appendices 2- 4.
- (b) **Appendix 2:** Recommended s42A transport chapter and recommended consequential amendments to the varied chapters 2 (definitions), 37 (designations), 21 (Rural), 12 (Queenstown Town Centre), and 9 (High Density Residential).
- (c) **Appendix 3:** Summary of submissions on chapter 29 Transport, which outlines whether individual submissions are accepted, accepted in part, rejected, considered to be out of scope, or transferred to another hearing stream.
- (d) **Appendix 4:** Assessment of Chapter 29 against the Stage 1 Decisions Version of Chapters 3 – 6 of the PDP.

2.6 In this evidence, I discuss the issues raised by submitters under broad issues and where I recommend significant changes to the proposed provisions, I evaluate those changes in terms of s 32AA of the RMA within the body of this evidence.

3. EXECUTIVE SUMMARY

3.1 It is recommended that a number of changes be made to the Chapter 29 provisions, in order to better meet the purpose of the Resource Management Act 1991 (**RMA**) and to support Council's Strategic Direction as set out in Chapter 3 of the PDP. The S42A provisions are considered to be the most effective and efficient means of achieving the purpose of the RMA.

3.2 Having carefully considered the submissions on proposed Chapter 29 and the implications of the relief sought by those submissions (both individually and collectively), as well as the advice provided by the Council's respective experts, I have recommended a number of relatively minor amendments aimed at making the provisions clearer and more efficient and effective. While I have not recommended any wholesale change in direction, and recommend that the rules generally remain similar to those that were notified, I have recommended the following substantive amendments to the provisions:

- (a) S42A Rule 29.5.1 exempts High Traffic Generating Activities (**HTGA**) from having to comply with minimum parking requirements (**MPR**);
- (b) S42A rule 29.5.14 refers only to Table 3.2 and appendices E and F of the QLDC Land Development and Subdivision Code of Practice 2015 (**CoP**) rather than the whole part 3 of the CoP;
- (c) S42A Rule 29.5.13 and Table 29.7 no longer require the provision of end of trip facilities to be provided at schools or for e-bicycle charging facilities to be provided in association with any activity, although the matters of discretion in relation to certain activities and the policies continue to encourage and facilitate the use of e-bicycles;

- (d) S42A Policy 29.2.1.X and Policy 29.2.4.4 acknowledge the potential use of Development Agreements as a means of securing contributions to the active and public transport networks through HTGAs;
- (e) S 42A Table 29.5 now requires nil parking to be provided in the Local Shopping Centre (**LSC/ LSCZ**) Zone; less parking in relation to industrial activities in some instances, less parking in relation to service stations, and a specified amount of parking for unstaffed utilities;
- (f) S 42A Rule 29.4.X specifically provides for coach parking/parks to be established in the Business Mixed Use Zone (**BMU/BMUZ**) and the LSC zones;
- (g) S 42A Rule 29.5.2 enables the parking associated with all activity in the BMUZ to be located off-site; and
- (h) Rules 29.6.1 and 29.6.2 relating to the reinstatement of ground etc in relation to Transport infrastructure and the height of buildings within roads are deleted.

4. BACKGROUND – STATUTORY DOCUMENTS

4.1 Section 6 of the s 32 evaluation report and the attached MRCagney technical note relating to “National and Regional Policy” and dated 18 October 2017 provide a detailed overview of the legislation and higher order statutory and non-statutory planning documents that were considered when preparing Chapter 29.

4.2 The statutory documents of particular relevance remain largely unchanged from those outlined in the s 32 evaluation report and these are listed as follows:

- (a) Resource Management Act 1991 (RMA);
- (b) Local Government Act 2002;
- (c) National Policy Statement on Urban Development Capacity 2016 (NPS-UDC);
- (d) National Environmental Standards for Telecommunication Facilities;
- (e) The Cry of the People, Te Tangi a Tauria: Ngāi Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008 (MNRMP 2008);

- (f) Kāi Tahu ki Otago Natural Resource Management Plan 2005 (KTKO NRMP 2005);
- (g) Operative Regional Policy Statement 1998 (**ORPS**);
- (h) Proposed Regional Policy Statement 2015 (**PRPS**);
- (i) Otago Southland Regional Land Transport Plans 2015-2021;
- (j) Regional Public Transport Plan: Otago 2014, including Addendum: Wakatipu Basin – May 2017;
- (k) Notified Proposed District Plan (PDP) 26 August 2015 and, in particular, the Strategic Directions chapters; and
- (l) The QLDC Traffic and Parking Bylaw 2012 (**the Bylaw**), which was not listed in the s 32 evaluation report.

4.3 I note that the Government Policy Statement on Land Transport 2018/19 – 2027/28¹ has been released since the notification of Chapter 29. This sets out how funding will be allocated between activities such as road safety policing, state highway improvements, local and regional roads and public transport over the next 10 years. In my opinion, the direction of s42A Chapter 29 is well-aligned with this Policy Statement.

4.4 I also note that the QLDC Traffic and Parking Bylaw 2012 provides an important tool for managing transport issues and that this is currently being reviewed and is scheduled for consultation in September and adopting in December of this year.

4.5 Relevant to submissions received on Chapter 29, the 2012 Bylaw: restricts passenger service vehicles exceeding 3,000 kgs from operating on defined streets within the town centres²; restricts goods vehicles and certain heavy vehicles (other than for waste collection) on certain streets within the town centres; restricts passenger vehicles over 2,000 kg (which includes coaches) from parking on roads between midnight and 5 am unless in an authorised area; restricts large passenger service vehicles from being parked in any public place other than in an authorised parking space; controls rental car parking on

¹ <https://www.transport.govt.nz/multimodal/keystrategiesandplans/gpsonlandtransportfunding/>

² Beach Street; Rees Street; Marine Parade (between Ballarat and Church Streets); Buckingham Street in Arrowtown between Wiltshire and Berkshire Streets; Helwick Street between Ardmore and Brownston Streets

roads and in parking places (when not rented); and applies restrictions on parking and regulates parking charges.

- 4.6** Relevantly, the 2018 Bylaw review includes further investigating the need for enforceable controls over parking on road verges; reconsidering the provisions relating to the parking of passenger vehicles on roads (noting that the current prohibition of bus parking in and around the CBD has resulted in displacement to residential areas); reconsidering the provisions relating to taxi parking; and considering what changes are needed to the bylaw to support modal shifts (e.g. cycleways, bus lanes) and provide for trials, etc.

Section 32 of the RMA

- 4.7** Nothing fundamental has changed since the analysis provided in the s 32 evaluation report and, as such, I have not repeated that analysis here. The only further points to highlight are that:

- (a) The PRPS³ is still not operative and therefore the ORPS still has effect in terms of section 75 of the RMA;
- (b) While the provisions of the PRPS have been continuously amended through mediation and the issuing of consent orders by the Environment Court, since the s 32 evaluation report for Chapter 29 was prepared no fundamental changes have been made to the PRPS provisions affecting transport matters and, as such, the conclusion reached in the s 32 evaluation that the proposed Chapter 29 has had 'particular regard' to the PRPS remains appropriate test⁴ and accurate; and
- (c) Decisions have now been released on Stage 1 of the PDP and many of the relevant objectives and policies are now different to those which the proposed Chapter 29 were assessed against in the s 32 evaluation report. Therefore, an updated evaluation of Chapter 29 against the decision version

3 The Otago Regional Council's track changed version incorporating decisions (Decisions Version) was released on 1 October 2016 and is currently subject to live appeals. Refer <https://www.orc.govt.nz/media/1552/rps-review-appeals-version.pdf>

4 Section 74(2)(a)(i) of the RMA

of the objectives and policies of chapters 3, 4, and 5 is included in Section 8 of this evidence.

4.8 I also refer to the Panel's Recommendation Report 1 (**Report 1**) on Stage 1 of the PDP, in particular paragraphs 31 to 48.⁵ Report 1 sets out the statutory requirements for consideration of proposed district plans from *Colonial Vineyard Limited v Marlborough District Council*,⁶ and relevant changes through subsequent amendments to the RMA in 2013. Paragraph 46 of Report 1 largely summarises the position that applies in this evidence, although I wish to emphasise some points below. I also highlight the Panel's comments in paragraph 48 of that report as validation of the approach I have taken in relation to relying on the decision version of the strategic PDP objectives and policies, where the Panel comments as follows:

"Obviously Chapters 3-6 are not 'settled', but they represent the recommendations of the relevant Hearing Panels as to what is required to meet the legal obligations summarised in Colonial Vineyard. While reference still needs to be made to the relevant higher order documents where relevant to ensure they are given effect, absent issues of scope which might have constrained the Hearing Panel (e.g. from recommending an amendment the Panel felt was required to give effect to a relevant higher order document or to make a provision consistent with Part 2 of the Act) or genuine exceptions not covered (or not fully covered) by the strategic chapters, reference back to Part 2 of the Act, and the higher order documents noted above, is effectively a cross-check in those circumstances, to ensure that this is the case".

4.9 Report 1 also refers to the relevance of the *King Salmon* decision.⁷ In my recommendations on the text of Chapter 29, I am conscious that a decision has been made on the Strategic Chapters of the PDP, but they are not "settled" objectives and policies (i.e. they are subject to a number of substantial appeals).

4.10 I note for completeness, and in response to the decision-making aspects of Report 1, that for Stage 2 the 2017 RMA amendments apply.

5 Hearing of Submissions on Proposed District Plan. Report 1. Report and recommendations of Independent Commissioners. Introduction. 28 March 2018. Refer <https://www.gldc.govt.nz/assets/Uploads/Planning/District-Plan/PDP-Stage-1-Decisions/Reports/Report-01-Introduction.pdf>.

6 [2014] NZ EnvC 55

7 *Environmental Defence Society v The New Zealand King Salmon Company Limited* [2014] NZSC 38

4.11 I am also conscious that the OPRS predates all of the National Policy Statements potentially relevant to the PDP (refer paragraph 46(d) of Report 1).

4.12 Where I have recommended changes to the notified version of Chapter 29, I have evaluated each of those recommended changes in terms of section 32(1) - (4) of the RMA and this evaluation is contained in the body of the report. The level of detail of that evaluation reflects the scale and significance of the recommended change. Consistent with the approach taken by the Hearings Panel⁸ in its recommendations on Stage 1, I consider that this approach is more efficient than preparing a separate evaluation report for each recommended change.

5. BACKGROUND – RELEVANT NON-STATUTORY BACKGROUND DOCUMENTS

5.1 Sections 7 and 8 of the s 32 evaluation report and the attached MRCagney technical paper entitled ‘Developer Provision of Public Transport and Active Modes Infrastructure’ (attached as **Appendix 1**) provide an overview of the relevant non-statutory planning documents that were considered when preparing Chapter 29; these being:

- (a) The District Plan Monitoring Report Section 14: Transport (2012);
- (b) The QLDC Land Development and Subdivision Code of Practice 2015 (**Code of Practice/ COP**) (Section 3); and
- (c) The QLDC Subdivision Design Guidelines (2015) - A design guide for subdivision in the urban zones.

5.2 BACKGROUND – DISTRICT PLAN REVIEW AND CHAPTER 29

5.3 Section 6 of the s 32 evaluation report provides an overview of the relevant objectives and policies of Stage 1 of the PDP and concludes that the proposed Transport Chapter is consistent with the strategic direction provided by chapters 3 – 6 of the PDP.

⁸ Recommendation of the Hearing Panel. Report 3. Report and Recommendations of Independent Commissioners Regarding Chapter 3, Chapter 4 and Chapter 6. 16 March 2018.

- 5.4** On 7 May 2018 the Council publicly notified its decisions on submissions on Stage 1 of the PDP. The Stage 1 Decisions version⁹ has retained the notified structure and overall approach to managing the district's natural and physical resources.
- 5.5** Stage 1 includes a Strategic Directions chapter (Chapter 3) which sets out the over-arching strategic direction for the District. The objectives and policies of Chapter 3 are further elaborated on in the remaining strategic chapters (Chapter 4 Urban Development, Chapter 5 Tangata Whenua, and Chapter 6 Landscapes). All other chapters in the PDP are intended to align with and implement the objectives and policies in Chapters 3-6.
- 5.6** It is therefore necessary to reconsider the appropriateness of Chapter 29 in the context of the Stage 1 Decisions Version of the relevant objectives and policies contained in Chapters 3 – 6 of the PDP (in light of the scope of submissions made on the Chapter). I have undertaken such an assessment and this is attached to this evidence as **Appendix 4**.
- 5.7** The s42A Chapter 29 provisions are considered to be consistent with the Stage 1 Decisions Version of the Chapter 3 Strategic Directions objectives and supporting policies which, in my view, provide clear and concise direction in relation to how the Council intends to manage its resources.
- 5.8** Section 6 of the s 32 evaluation report (see **Appendix 3**) also outlines the relationship between the notified Chapter 29 and the relevant PDP Stage 1 district wide chapters. The relevant district wide chapters are the Definitions chapter (2), the Heritage chapter (26), the Natural Hazards chapter (28), the Utilities and Renewable Energy chapter (30), the Protected Trees Chapter (32), the Indigenous Vegetation and Biodiversity Chapter (33), the Wilding Exotic Trees Chapter (34), the Temporary Activities and Relocated Buildings Chapter (35), and the Noise Chapter (36).

9 <https://www.qldc.govt.nz/planning/district-plan/proposed-district-plan-stage-1/decisions-stage-1/>

5.9 The s 32 evaluation report concluded that, together with the rules in proposed Chapter 29, the other district-wide chapters will appropriately manage the effects of activities occurring within roads. This remains the case under the decision version of those chapters (and the s42A version of the Signs chapter).

5.10 Appendix 1 of the s 32 evaluation report acknowledges that a large number of Council strategies and plans are relevant to the preparation and content of the Transport Chapter. In this regard it is worth also noting that since the s 32 evaluation report was drafted:

- (a) The QLDC Land development and Subdivision Code of Practice 2015 has been replaced with the QLDC Land development and Subdivision Code of Practice 2018;
- (b) The final Queenstown Town Centre Master Plan 2018 has been adopted (whereas it was a working draft when Chapter 29 was being drafted); and
- (c) A multi-agency collaboration (between Council, New Zealand Transport Agency (**NZTA**), and the Otago Regional Council) has been established to progress the Indicative and Detailed Business Cases for the Queenstown Town Centre and beyond. These wide-ranging projects are now supported in the QLDC Long Term Plan and ORC's Regional Land Transport Plan (**RLTP**).

5.11 I also note that the Council is currently progressing the following transport related projects, with these either being at the scoping or tendering stage at the time of finalising this evidence:

- (a) Queenstown and Frankton Parking Strategy Detailed Business Case (**DBC**);
- (b) Wakatipu Active Travel Network DBC;
- (c) 2018 Traffic and parking Bylaw Review;
- (d) Queenstown Business case Transport Modelling DBC
- (e) Wakatipu Public Transport Water Ferry Service DBC
- (f) Queenstown Town Centre DBC
- (g) Grant Road to Kawarau Falls Bridge Stage 2 DBC.

5.12 In addition, NZTA is currently progressing the Frankton to Queenstown DBC and undertaking Wakatipu Public Transport Demand/ Capacity Analysis.

5.13 In summary, it is clear that the Council, together with NZTA, is rigorously progressing initiatives aimed at providing for a transport system that provides for all modes of transport and becomes decreasingly reliant on private car use.

6. OVERVIEW OF THE ISSUES

Purpose

6.1 In summary, the purpose of the notified Transport Chapter is to manage works within the road; manage the development of transport infrastructure both on and off roads; and to require that landuse activities are undertaken in a manner that maintains the safety and efficiency of the transport network and contributes positively to improving the public and active transport networks. In turn, this will result in a well-managed transport network that is safe and efficient, provides for all modes of transport, and will facilitate compact and efficient landuse.

6.2 The review of the ODP provisions sought to address a number of key issues that were known to exist in that Plan¹⁰, through introducing objectives and policies aimed at:

- (a) establishing a more connected transport network that caters for public transport, motorists, walkers, and cyclists and encourages increased travel by modes other than the private car;
- (b) reducing carparking requirements where alternative travel modes are realistic;
- (c) enabling Council to consider a wide range of transport effects and mitigation measures when making decisions on HTGAs;
- (d) enabling a wide range of activities to occur within roads;

¹⁰ Refer to section 8 of the Transport Chapter (29) s 32 report for more detail on the issues with the ODP, as identified by the District Plan Monitoring Report Section 14: Transport (2012)

- (e) better aligning rules relating to access, parking, and loading with the Code of Practice, relevant national standards, other legislation, best practice, and/ or common practice around NZ; and
- (f) enabling public transport and Park and Ride facilities to be developed in appropriate locations; and updating the road classification (hierarchy) to reflect the current function of roads.

6.3 The resource management issues¹¹ that the proposed Transport Chapter aims to address are:

- (a) Increasing road congestion and reduced liveability, amenity, and quality of living in the District;
- (b) Roads that are not laid out or designed in a manner that provide for all modes of transport and do not necessarily provide a quality of urban design appropriate to the location;
- (c) The current transport network and parking provisions prioritise travel by private vehicle with considerably less emphasis on alternative modes of travel;
- (d) Localised congestion, safety, and amenity issues in discrete instances due to inadequate parking, access, and loading spaces being provided on-site; and
- (e) In some instances, on-site parking requirements and zoning contribute to unaffordable housing through increased development costs and reduced developable area; and enable the dispersal of employment, commercial, and community activities.

7. ANALYSIS OF SUBMISSIONS

7.1 A total of 845 submission points have been received on the Transport Chapter, from 70 original submitters.

7.2 Submissions are generally considered by issue in this evidence and, where applicable, also by provision or sub-issue. The summary of the submissions received on the notified chapter and recommendations of

¹¹ Refer to Section 9 of the Transport Chapter (29) s 32 report for more detail on these.

whether the submission should be rejected, accepted, or accepted in part is attached at **Appendix 2**. I have read and considered all of these submissions. Where the submission point has not been specifically discussed (and referenced by submission number and name) in this evidence, I refer to the accept / reject column in the table attached as **Appendix 2**. In some instances, I include a brief discussion of my response to submissions in that column.

7.3 Where submissions raise more than one issue, they are addressed in the context / discussion of each issue as relevant.

7.4 I have discussed the relief sought in submissions under the following topics in this evidence:

- (a) Topic 1 - Integrated transport planning;
- (b) Topic 2 - The provisions relating to roads;
- (c) Topic 3- The determination of 'roads' and the road classification/ hierarchy;
- (d) Topic 4 - The active and public transport networks;
- (e) Topic 5 - Parking Strategy and Minimum (off road) parking requirements; and
- (f) Topic 6 – Miscellaneous.

7.5 There are two groups of original submitters which have lodged the same, or very similar, submissions that seek almost identical relief (although some of these submitters have also sought a number of additional points of relief). For ease of reporting, these two groups will be referred to collectively in the manner outlined below. Where the submitter requests additional relief, those points are considered separately and referred to using the individual submitter names/ numbers.

7.6 The first group is a number of companies associated with Real Journeys Limited, which will be referred to throughout this evidence as "Real Journeys et al". That group comprises:

- (a) Cardrona Alpine Resort Ltd (2492);
- (b) Go Orange Limited (2581);
- (c) Real Journeys Ltd (2466); and

(d) Te Anau Developments Ltd (2494).

7.7 The second group is a number of apparently unrelated entities, which will be referred to throughout this evidence as “the JEA group submissions”. That group comprises:

- (a) Millenium & Copthorne Hotels NZ Ltd (2448);
- (b) Greenwood Group Ltd (2552);
- (c) N W Cashmore (2453);
- (d) Jade Lake Queenstown Ltd (2560);
- (e) LTK Holdings Ltd (2590);
- (f) RCL Henley Downs Ltd (2465);
- (g) Shundi Customs Ltd (2474); and
- (h) Well Smart Investments Group (2601).

7.8 Those submissions referred to collectively as “Real Journeys et al” and “the JEA group submissions” and I do not include the specific submission names or numbers again in this evidence. Each time the Real Journeys et al submissions are discussed in this report the relevant Cardrona Alpine Resort Ltd submission point (2492) is referenced and each time the JEA group submissions are discussed, the relevant Millenium & Copthorne Hotels NZ Ltd submission point (2428) is referenced.

7.9 The focus of this evidence is on considering whether the relief sought is appropriate and, with that in mind, in most instances where submissions simply seek that provisions be retained they are generally not specifically discussed but, rather, are included in the table attached as Appendix 2. Where there are submitters both in support and in opposition to certain provisions, this is highlighted in the body of this evidence. Also, where submissions seek minor amendments that do not warrant detailed discussion or analysis, the recommendation as to whether they are recommended to be accepted or rejected is contained in Appendix 2.

Submissions deemed out of scope and submissions relating to procedural matters

7.10 Ten original submission points¹² are out of scope in that they seek transport solutions that are outside the methods that can be included in the District Plan. Such relief includes seeking that:

- (a) speed limits be changed; that specific roads be widened/ opened/ closed/ restricted in terms of traffic movement; that intersections improved;
- (b) car parking be improved;
- (c) the Frankton Flats B Zone be exempt from the HTGA rules (this zone has not been notified into the PDP);
- (d) bus times and routes be improved; that a new road designation be gazetted; and
- (e) changes be made to the decisions version provisions in the Strategic Directions Chapter in Stage 1 of the PDP.

7.11 Queenstown Central Limited (2460.5) requests that Table 29.5 include Frankton Flats B (**FFB**) zone provisions as per the ODP. As outlined in the s 32 evaluation report, these zones are subject to the ODP and not the PDP (neither Stage 1 or Stage 2) and will be rolled into the PDP via a future stage of the PDP. That is the time to address the appropriateness of the parking requirements as they relate to the FFB Zone and seek site specific rules if necessary.

7.12 I make no recommendations in respect of the above submission points as they are out of scope.

8. TOPIC 1 – INTEGRATED TRANSPORT PLANNING

General

¹² Loris King (2076.3), Chris Paul (2262.2) Ross Carrick (2271.1), Wanaka Golf Club Incorporated (2277.5), Paul Parker (2421.4), (Queenstown Central Limited (2460.3), Young Changemakers - Wakatipu Youth Trust Advisory Group (2495.1, 2495.8) Second Kawarau Bridge Group (2568.1), Queenstown Trails Trust (2575.8), Tonnie & Erna Spijkerbosch (2133.6)

8.1 Shaping our Future (2511.4) requests that the general framework is amended to promote integrated strategic planning between current and future transport needs; requires the provision of improved commuter trails; and promote and require an innovative approach to transport. I consider the recommended s42A provisions attached as **Appendix 1** to this report and, in particular the High Traffic Generating Activity (**HTGA**) provisions (29.4.10 and Table 29.10), achieve these objectives and that no further amendments are required. The s 32 evaluation report sets out the consideration of each of these matters in detail (see Appendix 3 for details).

Relevant objectives and policies

8.2 Public Health South (2040.1, 2040.2) and NTZA (2538.32, 2538.53) variously request that Objectives 29.2.1 and 29.2.4 be amended to include 'shared transport' and that a new Policy 29.2.1.6 be added to recognise safety for unfamiliar drivers in the District who are with the conditions.

8.3 In response, I recommend that:

- (a) a minor amendment be made to Objectives 29.2.1 and 29.2.4 to recognise the role shared transport plays in achieving an integrated transport system. Such acknowledgement is consistent with the S42A rules; and
- (b) an additional policy regarding unfamiliar drivers not be included. To include such a policy would be inconsistent with the traffic standards, which reflect best practice in terms of efficiency, safety, and urban design outcomes and do not take any particular account of the high number of visitors in this district.

8.4 Ministry of Education (2151.4) and Ngāi Tahu Property Limited (2336.14), and Ngāi Tahu Property Limited and Ngāi Tahu Justice Holdings Limited (2335.7) request that Policy 29.2.1.3 (relating to HTGAs) be amended to narrow the scope and clarify the nature of the requirement to contribute to 'well connected public and active transport networks'. In response, I recommend amending Policy 29.2.1.3 by adding S42A Policy 29.2.1.X which, together:

- (a) focus on avoiding or mitigating the adverse effects of HTGAs on the transport network and amenity through initiatives that will promote walking, cycling, and public transport; and
- (b) recognise the role that Development Agreements can play in ensuring that the contributions made are appropriate to the particular circumstances. For example, it may be that trail improvements will be more appropriate than adding capacity to the roading network.

8.5 QLDC (2239.5) requests that a new policy is added under Objective 29.2.1 for electric vehicle charging to "enable and encourage the provision of electric vehicle charging points/parking spaces with 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". In response, I consider that a new s42A Policy 29.2.1.6 is appropriate, which relates directly to the objective, and which, amongst other things, seeks to achieve a network which "contributes towards addressing the effects on climate change" and supports the rule changes the submitter requests in relation to electric vehicles.

8.6 Darby Planning LP (2376.47) and Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd (2381.22) request that Objective 29.2.1 be amended to remove the words 'in the Town Centre zones' from the last bullet point. In response, I recommend accepting this submission in part and amending Objective 29.2.1 so that the focus is broadened to reduce car dominance and congestion on a district-wide basis, particularly in the Town Centre Zones.

8.7 NZ Transport Agency (2538.36) and Ngāi Tahu Property Limited and Ngāi Tahu Justice Holdings Limited (2335.3), Skyline Enterprises Limited (2493.23), and Ngāi Tahu Property Limited (2336.2) support Policy 29.2.1.4, while Real Journeys et al (2492.35) and the JEA group submissions (2448.1) request that it be amended to refer to 'multimodal' rather than 'high quality pedestrian dominant places'. Go Orange Limited (2581.3) generally supports provisions that support activities that will reduce congestion in the Queenstown CBD (such as

provisions which avoid campervans circulating and parking in the CBD).

- 8.8** In response, I consider that the reference to pedestrian dominance places will more effectively contribute to all aspects of Objective 29.2.1, noting that in relation to the economic development aspect of this objective, there is considerable evidence that there is a link between the walkability of a town centre and its economic performance. As such, I recommend retaining Policy 29.2.1.4 as notified.
- 8.9** Real Journeys et al (2492.45) and the JEA group submissions (2448.18) request that Policy 29.2.4.4 (regarding HTGAs) be replaced by a policy focused on allowing for lower levels of accessory parking set out in Table 29.5. It is unclear whether the submitter supports the HTGA activity at all or not. Ngāi Tahu Property Limited (2336.17) requests that Policy 29.2.4.4 be amended to "take into account" the location, design, and methods (rather than assessing those matters) and to remove clause (d) regarding the provision of transport stops.
- 8.10** In response, I recommend amending this policy to clarify its intent and to clarify that parts a) to e) provide a range of methods that may be appropriate depending on the circumstances, rather than inferring they are mandatory. I have not recommended that the provision of transport stops (which could be in the form of physical works or land) be deleted as I consider this to be a possible way of mitigating what might otherwise be unacceptable adverse effects of HTGAs on the roading network.

Rules relating to integrated transport network and electric vehicles (EV)

- 8.11** Gibbston Valley Station (2547.3) requests that a more facilitative rule framework is adopted that reduces the need for on-site parking as part of development of the Station and promotes mass transportation options. In response, the more facilitative framework is provided by the recommended amended s42A Rule 29.4.10, which exempts HTGAs from having to meet the parking minimums and which encourages a more holistic assessment of transport demand and supply. It is also noted that the development of a Gibbston Valley subzone that the

submitter promoted through Stage 1 was not been accepted by the Council's decisions on Stage 1.

- 8.12** QLDC (2239.1) requests that electric vehicle (**EV**) charging points/parking spaces be included within the definition of transport infrastructure. In response, while I accept Mr Crosswell's evidence, which does not support requiring the provision of EV charging points, I recommend that EV charging points be included within the definition of transport infrastructure to enable (but not require) these to be installed within the road reserve by making it permitted to do so.
- 8.13** QLDC (2239.10) requests that Rules 29.4.7, 29.4.8 and 29.4.10 be amended to add "the provision of EV charging points/parking spaces" as a matter of discretion in relation to non-accessory parks, park and ride, and HTGAs. This submission is accepted on the basis that it is not imposing a mandatory requirement to provide such charging points/spaces but simply enables it to be considered as a matter of discretion. Relying in part on the evidence of Mr Crosswell, I consider that this provides an efficient and effective method of contributing toward objective 29.2.1 to achieve an integrated, safe, and efficient transport network that, amongst other things, contributes towards addressing the effects on climate change.

Rules relating to High Traffic Generating Activities (HTGAs)

- 8.14** Rule 29.4.10 requires that any activity that exceeds the traffic generation standards (Rules 29.10.1 – 29.10.9) set out in Table 29.6 is a restricted discretionary activity.
- 8.15** A number of submissions¹³ seek that Rule 29.4.10 either be deleted or amended to narrow its application, with specific suggested amendments sought including:
- (a) exempting Airport-related Activities in the Airport Zone;

13 Queenstown Airport Corporation (2618.14), Ngāi Tahu Property Limited and Ngāi Tahu Justice Holdings Limited (2335.11) and Ngāi Tahu Property Limited (2336.18, 2336.29), Willowridge Developments Limited (2408.1), 2408.2), the JEA group submissions (2448.22), Darby Planning LP (2376.54), Henley Downs Farm Holdings Limited (2381.27) Queenstown Central Limited (2460.3), Real Journeys et al (2492.52), NZ Transport Agency (2538.64), Safari Group of Companies Limited (2339.10).

- (b) removing any reference to travel planning, staging, the provision of alternative travel modes, or improvements to the transport network;
- (c) application of the rule only to the areas of the district where the need to reduce the number of private vehicles has been clearly identified;
- (d) an exemption of the Frankton Flats B Zone from the rules;
- (e) recognition that HTGAs can also affect the State Highway network;
- (f) an amendment to the threshold for Residential High Traffic Generating Activities from 50 to 100 dwellings;
- (g) deletion of the detailed matters of discretion; and moving the rule to the zone chapters. Concerns raised by the submissions include uncertainty as to what contributions are required;
- (h) where these would be located;
- (i) whether the direct construction activities or collection of funds towards a wider project would be in addition to roading development contributions already levied by QLDC; and
- (j) who would determine the nature of the contribution.

8.16 Mr Crosswell's evidence reconsiders the appropriateness of Rule 29.4.10 and the associated thresholds in the context of these submissions. In summary, he concludes that:

- (a) The thresholds for HTGAs are appropriate;
- (b) HTGAs should be exempt from the MPRs;
- (c) the term 'contribution' in the policies should be replaced with a focus on 'mitigating adverse effects' and it should be clarified that any works required by a resource consent must be directly related to the effects of the development and are not related to the general growth effects of the development; and
- (d) the provisions should potentially refer to developer agreements.

8.17 I concur with these conclusions and accept the evidential basis for them.

8.18 Taking into consideration the Chapter 29 objectives (particularly Objectives 29.2.1 and 29.2.4) and relying in part on the expert evidence of Mr Crosswell summarised above I recommend that:

- (a) Policy 29.2.1.3 be amended by removing the reference to contributing to the development of public and active transport and replacing it with a policy that HTGAs will be required to mitigate adverse effects on the transport network and that this may include undertaking works to improve public and active transport and clarifying that this is in relation to networks on or near to the subject site;
- (b) S 42A Policy 29.2.1.X be added to recognise that Development Agreements can be used to secure contributions to the wider transport network;
- (c) Rule 29.5.1 (accessory parking) be amended to exempt HTGAs; and that
- (d) relying on the technical paper attached to the s 32 evaluation report entitled “High Trip Generating Activities Provisions’ and dated 18 October 2017 (included in Appendix 1), the thresholds for HTGAs outlined in Table 29.6 be retained as notified.

8.19 These recommended amendments mean that HTGAS will require a restricted discretionary consent under Rule 29.4.10 but, rather than also being required to meet the minimum parking requirements (or obtain specific consent for breaching those), the proposal will be considered in a more holistic manner. That consideration will take into account; the specific characteristics and location of the development, and what initiatives are proposed to reduce car use and promote walking, cycling, and public transport use. As a result, duplication of consents is avoided and it avoids sending ‘mixed messages’ to applicants by encouraging, on the one hand, the provision of alternative modes of transport, but still requiring minimum parking rates to be provided.

8.20 In response to submissions seeking the deletion of the detailed matters of discretion, I consider these to be important. In the absence of the Council having adopted any Guidelines for HTGAs, I consider it important that Chapter 29 provides guidance within the rule which

outlines the sort of initiatives and level of information that the Council expects to be provided to demonstrate how an activity will avoid or mitigate adverse effects on the transport network and to, ultimately, result in net benefits to the transport network.

8.21 In response to the submission by Willowridge Developments Limited (2408.1), I consider it is appropriate that the HTGA rule should apply district-wide and not only to areas where there is already a clear need to reduce the number of private vehicles.

8.22 In response to the submission by NZTA (2538.64), I recommend that Rule 29.4.10 be amended to recognise that improvements may occur on State Highways, as well as on the local network, noting that this submission highlights the importance of amending the wording to clarify that the geographic extent when considering the effects of HTGAs should be limited at least to the 'vicinity of the development' in order to provide an appropriate level of certainty.

9. TOPIC 2 - THE DETERMINATION OF A 'ROAD' AND THE PROVISIONS RELATING TO ROADS

Relevant objectives and policies

9.1 NZ Transport Agency (2538.50) and Public Health South (2040.4) support Objective 29.2.3 while Aurora Energy Limited (2508.5, 2508.7) requests that it be amended to add the words "and new linear infrastructure" and that an additional consideration to provide opportunities to utilise the roading network to develop infrastructure efficiently be added to Objective 29.2.4. Related to this, the JEA group submissions (2448.5) and Real Journeys et al (2492.30) request that "linear infrastructure" be defined or that Policy 29.2.3.4, which refers to the term, be amended to clarify the intended meaning. Aurora Energy Limited (2508.6), Federated Farmers of New Zealand (2540.58), and NZTA (2538.52) request that Policy 29.2.3.4 be retained as notified.

9.2 Real Journeys et al (2492.43) and the JEA group submissions (2448.16) request that Policy 29.2.3.6, which relates to providing for public amenities within roads, be deleted, on the basis that it is unclear what "public amenities" are and as it is contended that they are already

covered by other policies. These submitters also raise concerns about whether this policy might be used to require developers to contribute facilities. Related to this, C Dagg ((2586.8, 2586.9) submits that the definition of public amenities is too uncertain.

9.3 In response to these submissions:

- (a) Objective 29.2.3 is focused on growth, safety, efficiency, and amenity and Objective 29.2.4 is focused on achieving an integrated transport network. Neither make any specific mention of linear infrastructure. Policy 29.2.3.4 provides for new linear infrastructure to be located within road corridors/ reserves. I also note that the rules of the Stage 1 Utilities and Renewable Energy Chapter (30) permit or impose controls on utilities that are likely to occur on roads, including applying additional constraints on ONLs and other sensitive areas.
- (b) I do not consider it is necessary or appropriate for Objectives 29.2.3 or 29.2.4 to refer to utilities or linear infrastructure as I consider that for reasons of clarity they should remain focused on the safety, efficiency, and amenity of roads and their ability to continue to facilitate growth. In my view, the objectives relating to utilities or linear infrastructure should remain in Chapter 30. I note that Stage 1 Definitions chapter includes a definition of ‘utility’¹⁴ but not “linear infrastructure” or “infrastructure”. I therefore agree that the term is unclear and recommend it be amended to “linear network utilities” to

14 *Means the systems, services, structures and networks necessary for operating and supplying essential utilities and services to the community including:*
a. substations, transformers, lines and necessary and incidental structures and equipment for the transmissions and distribution of electricity;
b. pipes and necessary incidental structures and equipment for transmitting and distributing gas;
c. storage facilities, pipes and necessary incidental structures and equipment for the supply and drainage of water or sewage;
d. water and irrigation races, drains, channels, pipes and necessary incidental structures and equipment (excluding water tanks);
e. structures, facilities, plant and equipment for the treatment of water;
f. structures, facilities, plant, equipment and associated works for receiving and transmitting telecommunications and radio communications;
g. structures, facilities, plant, equipment and associated works for monitoring and observation of meteorological activities and natural hazards;
h. structures, facilities, plant, equipment and associated works for the protection of the community from natural hazards;
i. structures, facilities, plant and equipment necessary for navigation by water or air;
j. waste management facilities;
k. flood protection works; and
l. anything described as a network utility operation in s166 of the Resource Management act 1991.
Utility does not include structures or facilities used for electricity generation, the manufacture and storage of gas, or the treatment of sewage.

be consistent with Chapter 30, as this will capture the type of linear infrastructure anticipated to occur within the road reserve, such as electricity lines and pipes and drains for conveying water, stormwater, and wastewater.

- 9.4** I consider that the definition of public amenities is sufficiently clear and that Policy 29.2.3.6 is appropriate and does not simply duplicate others. However, in order to allay concerns that developers may be expected to provide such amenities, I recommend that the wording be changed from 'provide for' to 'enable'.

General Rule 29.3.3 - Whether roads should be designated or deemed road at the time of vesting and the general rules that apply once a road is vested

- 9.5** Submitters' positions vary on Rule 29.3.3. This rule relates to how roads are determined and what district-wide rules then apply to such roads. Aurora Energy Limited (2508.8) supports an approach that does not zone roads and requests that the rule be retained. Transpower New Zealand Limited (2442.14) supports Rule 29.3.3.5, which clarifies that other district-wide rules which relate to all land, and not to specific zones, continue to apply to the roads. To the contrary, Darby Planning LP (2376.53) and Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd (2381.29) request that a new rule be added at 29.3.3, which cross references to Chapter 37 (designations) and, in so doing, deems that all QLDC roads are designated and are subject to the provisions of s176 of the RMA. I note that the deeming Rule 37.2 in Chapter 37 is proposed to be deleted as a consequential amendment of the notified Chapter 29.

- 9.6** The issue highlighted by submitters is whether it is appropriate to rely on a rule that states that "all roads are deemed to be designated for the purpose of road" (as in the ODP and notified in Stage 1 PDP) or establish new rules that deem the land to be 'road' once it is vested (and then apply particular rules to that land/road). While Chapter 37 of the PDP relies on rules which deem any new road to be designated, and therefore exempt from the underlying zone provisions, counsel for the Council during the Stage 1 hearings confirmed that the deeming

rule in Chapter 37 is *ultra vires*.¹⁵ The alternative approaches that were considered and the costs and benefits of the notified option are discussed in Tables 3 and 5 of the s 32 evaluation report. That evaluation concludes that relying on the definition of 'road' to trigger rules relating to that land is preferable to including a rule in the PDP which either deems all roads to be designated (without having undertaken due process under Part 8 of the RMA) or deeming land vested as road to be a certain "zone". I recommend that the notified provisions be retained for the reasons outlined in Table 5 of the s 32 evaluation. I also note that because the enabling rules contained in Table 29.2 take effect from the time land is vested as road, the extent of regulatory control is not dissimilar to what would occur under PDP Chapter 37 if it were *vires*.

- 9.7** The JEA group submissions (2448.20) and Real Journeys et al (2492.47) request that Rule 29.3.3.1(b) be clarified and that the overlays that apply to roads be specifically listed. In response, I agree with the relief sought. I recommend that the wording be changed to refer to identified features as well as overlays, recognising that heritage features and protected trees are not overlays but will continue to apply to activities within roads regardless of the land being vested as road. While, arguably, Rule 29.3.3.1(b) potentially duplicates notified rules 29.3.3.4 and 29.3.3.5 (with the exception of the landscape classifications) and that it is self-evident that the planning maps remain unchanged as a result of the vesting of a road, I consider it appropriate to clearly explain the application of district wide provisions in order to avoid confusion. I also recommend that, under Clause 16 of the RMA, notified rules 29.3.3.4 and 29.3.3.5 be relocated to sit under Rule 29.3.3.1 and their wording amended slightly to improve legibility.

General Rule - The process of stopping roads

- 9.8** Darby Planning LP (2376.52) and Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd (2381.26) request that Rule 29.3.3.2 be amended to be consistent with the process for stopping

¹⁵ I note that the deeming rules in Chapter 37 of the PDP (Decisions Version) were deleted by way of a variation to Chapter 37 that was notified as part of Stage 1, but were retained in the Decisions Version.

roads outlined in Stage 1 PDP Chapter 37. The process outlined in Chapter 37 is proposed to be deleted as part of the variation.

- 9.9** The road stopping process in Chapter 37 refers to specific road stopping legislation and requires that, where more than one zone adjoins the road, the former road is zoned in accordance with the least intensive zoning. The Chapter 37 process also provides alternative criteria for determining what the new zoning should be.
- 9.10** As now proposed, the process outlined in Rule 29.3.3.2 refers to stopping roads under “any legislation” and requires that where different zones adjoin either side of the road, the adjacent zone is extended to the centre line of the former road. The proposed process then clarifies that the land is no longer subject to the provisions that apply to roads and that, instead, the provisions from the adjoining zone apply from the date of the stopping.
- 9.11** In my opinion, proposed Rule 29.3.3.2 provides a clearer and more certain process for determining the new zoning of stopped roads and accounts for any changes in the legislation that governs road stopping. Therefore, no change is recommended.

Rules relating to activities/ works on private roads

- 9.12** Cardrona Alpine Resort Limited (2492.4) requests that private roads and car parks associated with accessing Ski Area Sub Zones (within the Rural Zone) should be provided for. In the PDP, private roads have been zoned as per the adjoining land meaning that the (generally) more permissive rules that apply within roads do not apply. As such, those activities that are proposed to be permitted¹⁶ within ‘roads’ (being public vested roads) may require consent pursuant to the underlying zone rules, any applicable district wide rules, and the rules contained in Table 29.1 relating to transport-related activities outside of roads apply to private roads. This means that activities such as the provision of off-site parking, non-accessory parking, public transport, and park and ride facilities would be subject to a restricted discretionary consent and, depending on the underlying zone, anything that falls within the

16 Construction of transport infrastructure and public amenities

definition of a building may also require resource consent. In saying this, I note that where the private road is located within the same site as the activity to which the parking relates (as appears to be the case in the upper portion of the Cardona ski road, for example) then parking on the road would be 'accessory parking' and would be permitted.

- 9.13** In response, while there are both costs and benefits of not providing for private roads in the same way as vested roads¹⁷, I remain of the view that the potential adverse effects of permitting private entities to undertake transport infrastructure works and construct public amenities on roads where such works would ordinarily require consent under the underlying zoning outweigh the regulatory costs and uncertainty. This is particularly so where private roads are located within landscape sensitive areas, such as ski roads.

Rules relating to activities within 'roads'

- 9.14** The NZ Transport Agency (2538.66) supports Rule 29.4.14, regarding transport infrastructure within roads and Department of Conservation (2242.7) supports the definition of 'Transport Infrastructure', while others request that the rules in Table 29.2, along with the associated definitions, be amended.
- 9.15** C Dagg (2586.8, 2586.9) states that many of the listed activities have not been evaluated, citing for instance, that 'public amenities' relates to a wide range of activities and buildings and should not be permitted by Rule 29.4.15. Presumably to rectify this in part, C Dagg (2586.10, 2586.12, 2586.13) specifically requests that:
- (a) Rule 29.4.13 be amended so that any activity within a road that is not listed defaults to non-complying;
 - (b) the formation and use of new tracks on legal road be a restricted discretionary activity;
 - (c) the use of roads for stockpiling material, parking machinery, and other ancillary commercial uses be a non-complying activity; and

17 Refer Table 5 of the s 32 evaluation

(d) "transport infrastructure" is too broad and therefore the permitted activity Rule 29.4.14 is too uncertain and is opposed.

9.16 NTZA (2538.83) requests that the definition of 'Transport Infrastructure' is amended to include structures for transport on land and water by all modes. Other than in the policy and matters of discretion relating to HTGAs the term "Transport Infrastructure" is only referred to relation to activities within roads (be they formed or unformed). I therefore do not consider it useful to include any reference to structures on water within the definition. That said, I note that public ferry terminals are included in the definition as they fall within the definition of 'public transport facilities', which is listed. While a range of specific structures are already included in the definition in relation to transport on land¹⁸, I consider it is appropriate to include the additional bullet point in relation to structures on land to ensure that structures such as cycle bridges, underpasses, or rail/ tram lines are captured. I have therefore recommended such an amendment to the definition.

9.17 Department of Conservation (2242.8) requests that the definition of 'public amenities' be amended to include the wording 'public access easements and/or right of ways that provide access to public areas' or that information and directional signs required for public access as a consequence of tenure review be a separate permitted activity rule.

9.18 Queenstown Trails Trust (2575.12) requests that Rule 29.4.15 - Public amenities, be amended to also specifically list 'walking and cycling trails'.

9.19 In response to these submissions:

(a) In order for Council and other road controlling authorities to undertake their role effectively and efficiently, it is appropriate to enable activities related to providing a safe and efficient

¹⁸ footbridges, bridges for roads, tunnels, retaining walls for roads, road lighting and support structures, barriers, public transport facilities and systems and supporting ancillary equipment and structures, traffic control devices, traffic signals and support structures, cabinets and ancillary equipment associated with traffic signals, parking meters and pay and display kiosks, and speed cameras and red light/traffic cameras

transport network and a high-quality environment without resource consent, unless of course seeking consent is necessary, or clearly beneficial, to carrying out the Council's functions in light of the purpose of the RMA. In concluding this, I note that there are other Council standards, policies, and contractual arrangements that ensure the quality of the works are acceptable and that public consultation is undertaken as part of any significant decision¹⁹. I also note that this is essentially a continuation of the situation under the ODP, whereby roads are deemed to be designated and are not subject to the district plan rules;

- (b) I do not consider that the formation and use of new tracks on roads should be a restricted discretionary activity but neither do I believe that the formation of walking and cycling trails needs to be specifically permitted as such trails are already covered by Rule 29.4.14, which permits the construction, maintenance, and repair of new transport infrastructure which, in turn, includes such trails (refer definition of transport infrastructure);
- (c) I do not consider that the use of road reserve for stockpiling material and parking machinery should be non-complying as they are an integral part of maintaining and repairing roads and to require such activity to be undertaken remotely from the road would be impractical and add significantly to operational and capital costs. I note that 'parking' is appropriately permitted by Rule 29.4.14 (refer definition of transport infrastructure) and stockpiling of gravel can reasonably be considered to be permitted by Rule 29.4.14 as it is an integral part of maintaining and repairing the road surface. In the event the Panel do not agree with this interpretation, then the stockpiling of material ancillary to a construction project (e.g. road building or maintenance) is permitted pursuant to PDP Rule 35.4.8²⁰ and for up to 3 months where it is unrelated to a specific project, pursuant to

19 S 76, Local Government Act 2002

20 Temporary Construction-Related Activities Any temporary building (including a Relocated Building), scaffolding, crane, safety fences, and other similar structures and activities that are: a. ancillary to a building or construction project and located on the same site; b. are limited to the duration of an active construction project; c. are removed from the site upon completion of the active construction project

34.4.12²¹. I consider the existing suite of rules to be appropriate in relation to the issue raised by the submitter;

- (d) I am unclear what other ancillary commercial uses C. Dagg is referring to and so am not in a position to respond other than to say that such activity would be discretionary unless he is referring to a commercial contractor undertaking roading or amenity related works. I also note that where commercial activity that is not transport-related is undertaken within road reserve by an entity other than Council, a licence to occupy and a lease agreement is also required in addition to obtaining a discretionary consent. This provides another safeguard to ensure the activity is appropriate in terms of Council's policies;
- (e) I do not agree that the definition of "transport infrastructure" is too broad as it specifically lists all physical works and activities that are included in the definition and these are all activities or works that would be anticipated to occur within the road. Where terms are used in the definition that are not commonly used and/or may not be readily understood by users of the PDP, such as "public transport facilities", these are specifically defined in the PDP;
- (f) I believe that Rule 29.4.14 sufficiently certain; and
- (g) I do not consider it necessary to amend Table 29.2 or the definition of 'public amenities' in order to provide for public access easements or directional signage within roads, as the formation of footpaths, footways, and cycleways are already permitted, regardless of whether they are subject to access easements and/ or right of ways (refer definition of transport infrastructure), and Rule 29.4.14 includes a note that certain signs are permitted through the sign chapter. I note that proposed Rule 31.5.23 of the Stage 2 PDP Signs Chapter permits directional signs for public access within road reserves. Also, the Chapter 31 S42A report recommends a new Rule (31.5.24) permitting such signs on public pedestrian and cycle trails.

21 Temporary Storage - Any temporary storage or stacking of goods or materials, other than for farming purposes, that does not remain on the site for longer than 3 months and does not exceed 50m² in gross floor area. Note: Any temporary storage which fails to meet this permitted activity rule is subject to the rules of the relevant Zone.

The construction of unformed roads

9.20 C Dagg (2586.11) requests that Rule 29.4.16 (construction of unformed roads) be amended to add additional matters of discretion relating to farming, the provision of fencing and gates, effects from traffic and pedestrians, reverse sensitivity, ancillary effects from proposed walking tracks, and cumulative effects; and to add a note requiring written approval of adjoining landowners in certain circumstances. To the contrary, the JEA group submissions (2448.23) and Real Journeys et al (2492.53) request that Rule 29.4.16 be deleted, clarified as to what 'formation' refers to, or that the status be amended to a controlled activity. NZTA (2538.67) requests that Rule 29.4.16 be retained.

9.21 In response, I consider:

- (a) It is important that Council retain the ability to decline, modify, or impose conditions on the formation of unformed roads for vehicular access as these are sometimes located on land that poses significant challenges or constraints in terms of its suitability for road construction. In some cases, it may be that the slope, stability, width, location relative to other roads, or landscape, amenity, or recreational values associated with an area of unformed road make it unsuitable or unable to be constructed for vehicular access to a standard that is acceptable to council. In those instances, alternative access may be required to be provided by a developer in order to access a particular parcel of land. For that reason, I am of the view that a restricted discretionary status is appropriate;
- (b) It is not appropriate to add a note requiring the written approval of adjoining neighbours in all instances and I consider that the matters of discretion adequately cover the concerns raised by the submitter and need not be further expanded; and
- (c) It is appropriate to amend the rule to clarify that 'formation', as referred to in this rule, relates to formation for vehicular access.

The requirement to remove temporary works and reinstate the ground following the construction of transport infrastructure within formed roads

- 9.22** The JEA group submissions (2448.34) and Real Journeys et al (2492.64) request that Rule 29.6.1, which requires the removal of temporary works and reinstatement of the ground following the construction of transport infrastructure within formed roads, be deleted.
- 9.23** In response, this submission is accepted and the rule removed on the basis that it will avoid unnecessary duplication. Such matters are adequately covered by the National Code of Practice for Utility Operators' Access to Transport Corridors (the Code), which is a requirement under the Utilities Access Act 2010. This Code applies to the activities of all transport corridor managers and utility operators throughout New Zealand. It provides a nationally consistent and cooperative framework for corridor managers and utility operators, to manage transport corridors while also providing for the access rights of utility operators. As such, my understanding is that such safeguards form part of Council's works contracts. In my view, these other processes will appropriately manage any potential effects following construction/ works.

Overhanging buildings in road reserve and the rules relating to the height of buildings within roads

- 9.24** The JEA group submissions (2448.24, 2448.25) and Real Journeys et al (2492.24) request that Rules 29.4.17 and 29.4.18, relating to overhanging building on roads, be deleted or moved to relevant zone chapters whereas NZ Transport Agency (2538.69) and Queenstown Central Limited (2460.4) support such rules.
- 9.25** In response, while I acknowledge that such overhanging structures on public roads would also require a licence to occupy the road reserve pursuant to the Local Government Act 2002, I recommend retaining the rules as they provide Council with the ability to ensure that the veranda, balcony, or floor area is appropriate from an urban design perspective and will not adversely affect traffic safety and efficiency or the ability for buses to pull up to the kerb. Rules 29.4.17 and 29.4.18 essentially carry over the zone rules that apply to that part of the building that is not on the road reserve to also apply to that portion that is located on

or over the road, and then add 2 specific matters of control/ discretion in relation to effects on the road space. I note that if the rule were deleted entirely such over-hanging buildings would be a full discretionary activity pursuant to Rule 29.4.13 (as such built form is not specifically listed in Table 29.2), which I do not consider appropriate. Also, as the roads are not zoned, it would be ineffective to move these rules to the respective zone chapters as those rules cannot be applied to the adjoining road.

9.26 Relying on the scope provided by the general submissions seeking that the provisions be amended to strongly support cycling and active transport, I recommend also adding 'effects on the active transport network' as a matter of discretion, to ensure that such overhanging floor space or verandas (including any uprights) will not interfere with the safety, efficiency, and general quality of pedestrian and cycle movement.

9.27 The JEA group submissions (2448.35) and Real Journeys et al (2492.65) request that Rule 29.6.2, which imposes height limits on public transport facilities and toilets within roads, be deleted or amended to address the duplication of ii) and iii). In response, I recommend that this submission be accepted and the rule be deleted. This is largely on the basis that this rule would primarily relate to the construction of bus shelters and that the Council is already required to undertake a notified decision-making process in relation to transport shelters in accordance with section 339 of the Local Government Act 1974.

10. TOPIC 3 - THE ROAD CLASSIFICATION/ HIERARCHY

10.1 Paterson Pitts Wanaka (2457.20) supports the road classification maps but states that these are difficult to interpret and should be added to the planning maps or placed after the interpretive diagrams. In response, I can confirm that Council intends to move its district plan mapping information in its entirety to an electronic GIS viewer platform in due course. Using an electronic plan viewer platform will allow layers, such as road classifications, to be selected and shown clearly. However, the current district plan maps are produced with a view to all the critical district plan annotations and zoning information being easily

readable on a single map when printed, which for practical reasons, limits the number of annotations that can be shown on the planning maps. The scales at which the district plan maps are currently configured do not allow the full range of road classifications to be easily legible. It is considered more efficient to map the road classifications separately from other mapping annotations at this time as the alternative would require a complete reconfiguration of all of the PDP maps. I therefore do not recommend accepting this submission.

10.2 A number of submitters seek the following amendments or clarification to various road classifications:

- (a) Queenstown Central Limited (2460.8) requests that Grant Rd be classified as a collector road, whereas Notified Schedule 29.14 identifies the part of Grant Rd from State Highway 6 to the Shopping Centre Entrance as an arterial road and the balance as a collector road;
- (b) B Giddens Trust (2585.4) and McBride Street Queenstown Ltd (2593.3) request that McBride Street is classified as a local road, whereas the Frankton Community Association (2369.4) supports the notified classification of McBride Street as a Collector Road;
- (c) C Dagg (2586.14) requests that the stretch of Malaghans Road between Dalefield and Hunter Road be classified a Collector Road whereas notified Schedule 29.14 identifies all of Malaghans Road (from Middlerigg Lane to the Lake Hayes/ Arrowtown Road) as an arterial road;
- (d) NZ Transport Agency (2538.80, 2538.81) requests that the reference to a road called 'Remarkables View' as the end point of SH 6A at Frankton be removed and replaced with an accurate reference point; and
- (e) QLDC (2239.11) requests that Schedule 29.1 be amended to make it clear that the whole of the Wanaka-Mt Aspiring road is a Collector Road, as per the road classification maps.

10.3 The PDP classifications align with the One Network Road Classification (ONRC), which is the standardised best practice approach used by NZTA and local authorities to classify roads

throughout the country,. The process and criteria are more fully explained in paragraphs 5.1 – 5.3 of Mr Smith’s evidence.

10.4 At section 5 of his evidence, Mr Smith discusses the requested changes and concludes that, in his opinion, all of the notified classifications are appropriate, subject to making two minor amendments for clarification purposes only.

10.5 The s 32 Evaluation Report concludes that applying a simplified version of the ONRC and not including the specific classifications of the state highways is the most appropriate option and this is further supported by the Cost Benefit Analysis (**CBA**) included at pages 47-48 of the s 32 Evaluation Report. This analysis remains accurate and relevant and, other than minor amendments to clarify the classification of SH8A and Mount Aspiring Road, justifies the classifications as proposed. Therefore, relying in large part on Mr Smith’s evidence, I recommend that:

- (a) Grant Road remain classified as an Arterial Road to the Shopping Centre Entrance as that accurately reflects the traffic volumes, road design, and future function and that the balance remains as a Collector Road;
- (b) McBride Street remain classified as a Collector Road²² as, while its current design is one of a Local Road, the role it currently fulfils and its current traffic volumes are consistent with a Collector Road. The Collector Road classification requires larger scale developments along the road to be designed in a manner that avoids reverse manoeuvring and enables Council to require greater separation of vehicle crossings which, in turn, future proofs the road corridor; regardless of what its final function ends up being. To the contrary, although re-classifying it as a Local Road would very likely enable greater density of development along the road (which would contribute positively to other objectives of the PDP), the pattern of development and frequency of vehicle crossings would be irreversible and could limit choices for the

22 As addressed at paragraphs 4.8 and 4.9 of Mr Smith’s evidence.

road into the future. I therefore consider it prudent to retain the Collector Road classification given the uncertainty around what the future role of this road will be and given its strategically important location (running almost parallel with and connecting into the state highway at both ends which means it can potentially provide an important alternative route and significantly improve the reliability of the network);

- (c) all of Malaghans Road (from Middlerigg Lane to the Lake Hayes/ Arrowtown Road) remain classified as an Arterial Road as it serves as a key connector road between two main settlements and it is non-sensical to exclude one part of the road from that classification;
- (d) the two parts of SH 6A commence and terminate at Middleton Road rather than at Remarkables View (this does not change the classification, in reality, and does not result in any change to the maps); and
- (e) the whole of the Wanaka-Mt Aspiring road is a Collector Road, as per the road classification maps (this does not change the classification, in reality, and does not result in any change to the maps).

10.6 Given the high rate of growth and various transport initiatives scheduled in the LTP, it is my view that all road classifications will need to be regularly reviewed and amended via a number of plan changes over the life of the PDP in order to keep pace with growth.

11. TOPIC 4 - ACTIVE AND PUBLIC TRANSPORT

General submissions

11.1 Active Transport Wanaka (2078.13), Safari Group of Companies Limited (2339.4), and others request broadly that the provisions are amended to encourage changes in travel behaviour to align with the objectives and policies, which strongly support cycling and active transport. While I consider that the notified rules already give effect to the objectives and policies, in response to submissions I have recommended amendments below that I consider further encourage changes in behaviour and, as such, recommend accepting these submissions in part.

Relevant Objectives and Policies

- 11.1** The Ministry of Education (2151.3), C & J Properties Ltd (2518.1), and Remarkables Park Ltd (2468.12) support Objective 29.2.1 and, related to this, Active Transport Wanaka (2078.5) requests that the Active Transport Wanaka planning maps are explicitly mentioned in Objectives 29.2.1 and 29.2.3. Queenstown Trails Trust (2575.9) requests that Objective 29.2.1 is amended by adding the following additional bullet point " - Enables the significant benefits arising from public walking and cycling trails." Related to this, Paterson Pitts (Wanaka) (2457.24) and Active Transport Wanaka (2078.14) request that Council's active and public network plans be included on the planning maps or be added to the maps in 29.14.
- 11.2** GRB Limited (2136.3) and Ngāi Tahu Property Limited (2336.3) support Objective 29.2.2, which requests to promote compact urban growth and facilitate an increase in active transport, while Camp Street Properties Limited (2520.2), C & J Properties Ltd (2518.2), and Reavers NZ Limited (2467.3) request that it be amended to include the facilitation of the use of public transport.
- 11.3** Public Health South (2040.5) supports Objective 29.2.4 while Ngāi Tahu Property Limited and Ngāi Tahu Justice Holdings Limited (2335.9) and Ngāi Tahu Property Limited (2336.16) request that the second bullet point in Objective 29.2.4 include the following text: "•promotes increases in the use of active and public transport networks..."
- 11.4** In response:
- (a) I do not consider it appropriate to reference the Active Transport Wanaka maps in the objectives or to include them in the planning maps, as is also sought. I have been advised by Council that while the Active Transport Wanaka maps are included on Council's Draft Transport Network plans these are a work in progress and will not be complete before September 2018 at the earliest. As such, it is not appropriate that they be included in the PDP at this point in

time. While I recognise that this omission means that the reference to such network plans in policies 29.2.2.2(d) and 29.2.3.5 may be redundant until those plans exist, it is expected that these will be produced within the foreseeable future, which provides a reasonable basis to include the reference.

- (b) I consider that Objective 29.2.1 adequately captures the outcome sought in relation to public walking and cycling trails and that there is no need to include reference to the positive benefits of such trails in the objective.
- (c) I consider it is appropriate to amend Objectives 29.2.2 and 29.2.4 to promote an increase in the use of public (and active) transport, noting that this is given effect to by various policies²³ and rules.

11.5 Department of Conservation (2242.6) requests that Policy 29.2.1.1 be retained while the JEA group submissions (2448.7) request that it refers to '(all) transport and active networks' as opposed to 'public and active transport networks' and Queenstown Trails Trust (2575.10) requests that it is amended to require that walking and cycling routes be convenient as well as safe, attractive, and practical. In response, I recommend that Policy 29.2.1.1 direct that the transport network as a whole should be well-connected (not only the active and public components of that) and that the wording is amended and simplified to this effect. I do not consider it necessary to add the word 'convenient' as I believe the term 'practical' and reference to routes running 'between and within' key areas/ destinations adequately covers this matter.

11.6 Queenstown Trails Trust (2575.11) requests that an additional policy (29.2.1.6) is added, which recognises the important public benefits that arise from a walking and cycling trail network and encourages its expansion. In response I consider that the expansion of the network is captured sufficiently in Objective 29.2.4 (bullet point 1) and while I have no objection to including a general reference to the positive benefits of

23 Policies 29.2.2.1(c), 29.2.2.3, 29.2.2.6, 29.2.2.6, 29.2.2.8, 29.2.2.9, 29.2.4.3, 29.2.4.4.

increased walking and cycling, I have not recommended it be added as I consider that the traffic-related and climate change benefits are already specifically acknowledged in the policy framework and that a policy that relates to the wider health benefits of walking and cycling does not relate directly to any of the Chapter 29 objectives.

- 11.7** The submissions on Policy 29.2.1.2 in relation to water ferry services are discussed together with those that relate to the rules for such services later in this evidence. This is because the submissions are all similarly concerned with the definition of 'public water ferry services' and are so inter-related that it is more sensible to address them collectively.
- 11.8** Public Health South (2040.3) requests that Policy 29.2.2.1(b)(i) be amended to further strengthen safety for walking and cycling. I consider this appropriate and recommend that the policy be amended accordingly.
- 11.9** Real Journeys et al (2492.46) request that Policy 29.2.4.8 be amended to require effects are 'managed' rather than 'minimised'. In response, given that the policy recognises that public transport and park and ride facilities are an important component of the transport network, and given that the activity status of such facilities on zoned land is restricted discretionary, I recommend that the policy be amended to require effects to be 'mitigated', rather than minimised or managed.

Rules relating to improving the active transport network and encouraging walking and cycling (e.g. cycle parking rules and diagrams and end of trip facilities rules)

E bikes (electric bicycles) and cycle parking requirements

- 11.10** Queenstown Central Limited (2460.7) generally opposes the minimum cycle parking, lockers and shower requirements and requests that the end of trip facilities be removed or reduced; Ngāi Tahu Property Limited (2336.25, 2336,26) and Active Transport Wanaka (2078.4) support Table 29.7 (29.11) regarding cycle parks and end of trip destinations except that 'restaurants' is listed twice in the table with different standards; and various submitters request specific amendments to the provisions as follows:

- (a) The JEA group submissions (2448.41) and Real Journeys et al (2492.62) request that the reference to electric bicycles in Rule 29.5.13 and Table 29.7 be deleted;
- (b) Dan Gerard (2020.2) states that the high school won't have enough cycle parking;
- (c) Public Health South (2040.10, 2040.11, 2040.12, 2040.13, 2040.14, 2040.15) requests that 1 shower be required for offices, industrial and service activities, health care facilities, restaurants/ café/ taverns/ bars, and day care facilities wherever 2 - 8 long term bicycle parking spaces are required;
- (d) Paterson Pitts (Wanaka) (2457.18) requests that the definition of Park and Ride include active transport facilities and Frankton Community Association (2369.2) requests that Park and Ride should have its own specific cycle parking requirements;
- (e) Active Transport Wanaka (2078.3) requests that the minimum requirements for cycle parking (Table 29.7) be referenced or integrated into Table 29.5 so that vehicle and bicycle parking are considered together; and
- (f) The Ministry of Education (2151.11) request that e-bicycle charging, lockers, and showers should not be required in relation to education activities.

1.1. Queenstown Trails Trust (2575.13) requests that the definition of Active Transport Network is amended to also refer to e-bikes.

11.11 Three submitters seek changes to the diagrams as they relate to cycling, namely:

- (a) Ngāi Tahu Property Limited (2336.31) request that Diagram 5 (cycle parking) in rule 29.15.5 is amended to include additional layout options, similar to those provided for in the Christchurch District Plan; and
- (b) Public Health South (2040.6, 2040.7, 2040.8, 2040.9) requests that diagrams 8, 9, 10, and 11 (access design) are amended to demonstrate its application when dedicated cycle lanes are present.

11.12 In response and relying in part on both the evidence of Mr Crosswell and Mr Smith, and the technical paper entitled 'Standards for Cycle Parking and End of Trip Facilities' dated 17 October 2017 which forms part of the s 32 evaluation report, I recommend that Rule 29.5.13 and Table 29.7 (minimum cycle parking and end trip requirements), and the diagrams referred to in the submissions, be largely retained as notified. I consider that these provisions achieve an appropriate balance where the benefits are likely to outweigh the costs and therefore contribute efficiently to the objectives. However, I consider that the following relatively minor amendments are justified:

- (a) Rule 29.11.9 relating to minimum requirements for 'restaurants' be removed as Rule 29.11.5 is considered more appropriate largely because there are efficiency benefits from it being consistent with the Rule in the Three Parks Zone of the ODP and with the PDP rule for cafes, noting that premises may well transfer between the two subtly different activities over time;
- (b) Rule 29.5.13 and Table 29.7 be amended to remove reference to e-bikes. This recommendation is heavily influenced by the technical paper attached to Mr Crosswell's evidence entitled 'Chapter 29 Transport – Response to Public Active Transport submissions', which concludes that the practicalities of requiring such facilities and the need for them given the relatively short average travel distances mean that it is unlikely that the benefits of providing them will outweigh the costs;
- (c) Rule 29.11.17 be amended to remove the end of trip facilities requirement for primary and secondary schools (as supported by Mr Crosswell's evidence);
- (d) while I do not consider it practical to integrate the cycle and vehicle parking requirements into a single table, there may be merit in amending Table 29.5 to clarify that it does not relate to cycle parking and to cross reference readers to Table 29.7 for the minimum cycle parking requirements. I have made this amendment in the s42A provisions but consider that it is not strictly necessary given that Rule 29.5.1, which refers readers to Table 29.5 (parking), makes it clear that this Table

specifies the minimum parking requirements, excluding those for cycle parking;

- (e) the addition of a reference to e-bicycles in the definition of “Active Transport Network” such that trails that cater for e-bicycles are also included in the definition; and
- (f) a minor amendment to Rule 29.5.13 to clarify that Diagram 5 also includes a minimum aisle depth and to include an advice note that further guidance on alternative layouts such as hanging bikes is presented in the Cycle Facilities Guidelines, QLDC 2009. Relying in part on the evidence of Mr Smith, I agree that it is too complex to provide a more comprehensive range of acceptable cycle park layouts and consider that the diagram as notified provides the key minimum dimensions which will cater for most bike types and situations, with the exception of cargo bikes. I also note that where larger scale cycle parking is required, the proposal is likely to be deemed to be a HTGA and that the detailed layout/ design of cycle parking can be considered through that in a comprehensive manner.

Rules relating to improving the Public Transport network (including rules regarding water-based public transport, public transport facilities, and Park and Ride).

General

11.13 The JEA group submissions (2448.3) oppose the differentiation between 'public' and 'private' transport throughout the chapter and request that provisions apply equally to both but provide no specific reasoning for this. Real Journeys et al (2492.25) request that reference to 'Public' be deleted or include definition of 'public' to include commercially owned passenger transport services and infrastructure. More generally, Te Anau Developments Limited (2494.1, 2494.2) and Go Orange Limited (2581.1, 2581.2) request the Chapter is amended to recognise the benefits of all forms of transport services including private commercial operators.

11.14 In response:

- (a) I am of the view that a distinction should be made between the public and private transport modes and that specific rules should be in place to enable public transport facilities; and
- (b) I accept that it is appropriate to acknowledge in the policy framework that passenger transport that would not be deemed to be public transport (such as the coach tours to Milford sound, traveling to the ski fields by coach, or travelling more broadly around NZ by coach) is a form of shared transport and is to be encouraged in preference to private car travel.

11.15 I address the differentiation between water-based public transport and other boating activity below under that sub heading.

Park and Ride facilities and public transport facilities

11.16 NZ Transport Agency (2538.60, 2538.62) supports park and ride and public transport facilities being a restricted discretionary activity and bus shelters being permitted, while the following submissions seek amendment to the rules relating to Park and Ride and public transport facilities:

- (a) B Giddens Trust (2585.3) and McBride Street Queenstown Ltd (2593.2) request that public transport facilities be a controlled activity for the submitter's 'site' (being the properties at 14, 16, 18, 18B and 20 McBride Street);
- (b) Frankton Community Association (2369.1) requests that provision 29.7.2(a) regarding the non-notification of Park and Ride be rejected and that such facilities not be located on council-controlled reserve land;
- (c) Remarkables Park Ltd (2468.13) supports Rule 29.4.8 (park and ride) and requests that restricted discretionary assessment matters should refer to reliance on vehicles and roads. The submitter's reason for this request is unclear but if it is that Council should assess whether the proposed park and ride will reduce reliance on vehicles and roads, then I consider this to already be covered by Assessment Matter 29.8.3.1(c), with requested addition being unnecessary.

- 11.17** In response, for the reasons outlined in Tables 4 – 6 of the s 32 evaluation report, I consider that restricted discretionary status for Park and Ride and public transport facilities is appropriate district-wide. Giddens and McBride Street Queenstown Limited specifically seek that public transport facilities on their site be controlled on the basis that it adjoins the Frankton Bus Hub. My concerns with this include the fact that this site's adjacency to an existing transport hub is not unique and this would amount to a site specific rule without due justification; the fact that the site also adjoins or is opposite residentially zoned land (and therefore a large scale hub on this site could have potential effects that could not be sufficiently considered through a controlled activity consent); and that the Council and NZTA are in the early stages of various transport planning exercises²⁴ that will be fundamental to the planning of transport in the Frankton area and determining the long term role of the Frankton bus hub.
- 11.18** Having considered the various options for providing for public transport and Park and Ride facilities, including permitting or designating such facilities or applying different activity statuses to them depending on the zoning, it remains my view that restricted discretionary status will protect effects on immediate neighbours while Rule 29.7.2 provides the certainty that the application will not be publicly notified, thereby avoiding additional costs, time delays, and uncertainty. In my view, this achieves an appropriate balance.
- 11.19** In regard to the particular concern about locating Park and Ride on Council reserve land, most if not all such land is zoned Open Space in the Stage 2 PDP, which relevantly, requires consent for buildings, imposes standards on the bulk and location of buildings, imposes lighting standards, and requires outdoor storage to be screened (which arguably includes the parking of cars) (notified tables 38.2 and 38.3). In my opinion, the notified Chapter 29 rules reflect the fact that well located park and ride facilities will be an integral part of achieving an integrated, safe and efficient transport network and that preventing

24 Including the Queenstown and Frankton Parking Strategy Detailed Business Case (DBC), the Frankton to Queenstown DBC, and the Wakatipu Public Transport Demand/ Capacity Analysis

such facilities from locating on reserve land is not the most appropriate way of achieving this objective.

Water-based public transport

11.20 Remarkables Park Ltd (2468.12) and NZ Transport Agency (2538.34) support Policy 29.2.1.2, while Real Journeys et al (2492.33) request it be amended to include private ferry services.

11.21 While generally in support of the more enabling rules, Queenstown Water Taxis Ltd (**QWT**) (2594.1, 2594.2, 2594.3) request that the distinction between a Water Ferry Service and a Commercial Boating Activity is reconsidered and the definition of Public Water Ferry Service is amended to remove the word 'Public' or removed and consequently amended in the rules.

11.22 Queenstown Park Limited (2462.11), Remarkables Park Ltd (2468.15), Real Journeys et al (2492.26) seek the deletion or amendment of the definition of 'public water ferry service'. The various relief essentially requests that water taxi and water passenger transport services be included in the definition and that the definition include water transport systems that are used primarily for transporting sightseeing visitors but which are equally available to the general public. To the contrary, NZ Transport Agency (2538.84) supports Rules 21.5.43A and 12.4.17, which make 'public water ferry services' a restricted discretionary activity.

11.23 In responding to these submissions, I have relied in part on the evidence of Mr Crosswell and the paper entitled "Chapter 29 Transport – Response to Public Water Transport submissions" (**the paper**) attached to Mr Crosswell's evidence. Notably, the paper concludes that there is merit in distinguishing between boating activity that provides a public transport service and those that do not, with preference being given to the former. The paper further suggests that:

- (a) consideration could be given to aligning the definitions with the Public Transport Management Act 2008 and the Land Transport Act 1998; and

(b) consideration be given to amending the definition of 'Water-based public transport service' (termed 'public water ferry service' in the notified PDP) to exclude any service that is not contracted under the provisions of the Public Transport Act, paid for by the regional council, and with the service levels controlled by the regional council.

11.24 In response to submissions (and taking account of the paper attached to Mr Croswell's evidence), I make the following general comments.

11.25 The notified definition of a 'public water ferry service' is based on the definitions contained in the Public Transport Management Act 2008 and the Land Transport Act 1998; tailoring those to meet the specific needs of this district and the RMA context.

11.26 I consider it is appropriate that the definition of 'public water ferry services' does not include taxis operating on a 'on demand' basis as the rules should be framed specifically to encourage an operator to establish a regular scheduled service.

11.27 I consider it is appropriate that the definition of 'public water ferry services' does not include water transport systems that are primarily for sightseers as such trips do not contribute to achieving the Chapter 29 objectives relating to an integrated transport system and increased use of public transport in that they do not generally travel between key destination points that commuters and visitors would generally use; are generally priced such that they do not provide a viable alternative to other modes of travel, and are not regular enough to provide a genuine commuter service.

11.28 The option of including a requirement for water-based public transport to be contracted by the Regional Council was thoroughly considered in the drafting of the notified definition of 'public water ferry service'. At that time, I recognised that including this requirement would likely result in a single provider with a more regular service, less congestion, greater certainty of continued service, an affordable (subsidised) fare structure, and greater certainty over the quality and regularity of service. This would, in turn, mean the service would likely contribute more effectively to the objectives of reducing congestion and

increasing the use of public transport. However, the Council was not in a position to justify including this matter in the definition because there was no certainty around when such a service may be contracted by the Regional Council and, as such, the rule would be ineffective for an unknown period of time. While the Council has recently begun the process of preparing the Business Case for Water Based Public Transport, there is still no certainty as to when or if a contracted service will eventuate

11.29 In my view, the submissions do not provide the scope to further narrow the definition of a 'public water ferry service' by requiring it also be contracted by the Regional Council.

11.30 Quite possibly, submitters have misunderstood the term 'public' in the context of a public water ferry service as defined in the PDP, in that the current definition does not require a 'public water ferry service' to be contracted to the Regional Council, only that it be accessible by the public (as narrowed by the other qualifiers). Therefore, in my opinion, a commercial public transport service will fall within the notified definition of a 'public water ferry service', provided all the criteria are met (including public access).

11.31 As discussed briefly in Table 6 of the s 32 evaluation report, I consider that distinguishing between scheduled public ferry services and private ferry operations will most effectively contribute to the Transport chapter objectives, particularly, Objectives 29.2.1 and 29.2.4. This distinction will provide a more enabling regulatory regime for those operations which meets the definition of a public water ferry service which will, in turn, manage the cumulative effects of a growing number of boats and individual operators on the limited resources of the lake and its shoreline. Of note, to meet the definition, the ferry service doesn't need to be large scale but simply needs to operate on a regular service that is available to the general public. In my view, the rule structure would not prevent a fleet of vessels from being used for a public ferry service for which a restricted discretionary consent has been obtained and also for a separate commercial tourist boating operation, for which a full discretionary consent would be required.

11.32 Given the above reasons, I therefore recommend:

- (a) Retaining the distinction in the policy and the rules between 'public water ferry services' and all other commercial boating operations; and
- (b) Retaining the definition, which I consider is sufficiently clear and is closely aligned to the definitions in the Public Transport Management Act 2008 and the Land Transport Act 1998. However, if there is deemed to be scope I recommend that the definition clarifies that public water ferry services must also operate on a 'fixed route' as well as a 'regular schedule' although I believe this is reasonably implicit in the requirement that it needs to be operated on a 'regular schedule'. I also note that while the definition would be equally effective without the word 'public' (as the definition itself confirms that the service must be available to the "public generally"), I favour retaining the word 'public' in the definition simply as I consider it makes the rules themselves clearer.

Assessment Matters relating to the active transport and public transport networks

11.33 The JEA group submissions (2448.36) and Real Journeys et al (2492.66) request that all the Assessment Matters be deleted while others²⁵ support some or all of them in relation to the consideration of the public and active transport network. Queenstown Park Limited (2462.10) and Remarkables Park Ltd (2468.14) seek that the assessment of public transport and park and ride facilities (Rule 29.8.3.1) include whether the design and location of such facilities reduces demand on the roading network and provides an alternative to cars and other road-based transport.

11.34 In response, I am of the view that while including assessment matters is a departure from the approach taken in most chapters of the PDP (which do not have assessment matters), the complexity of the assessments that are required in relation to some of the transport activities and the absence of Council-adopted guidelines in relation to activities such as Park and Ride, necessitates the inclusion of some

²⁵ Including Active Transport Wanaka (2078.6) and NZ Transport Agency (2538.78)

Assessment Matters. In my view, the policies would be too unwieldy if they were to include all the necessary guidance and the option of referring to non-statutory guidelines and standards that have not been adopted by Council would be less effective than including specific assessment matters within the PDP itself.

11.35 In response to the submissions from Queenstown Park Limited and Remarkables Park in relation to adding an additional assessment for public transport and park and ride facilities, I consider that the matter they raise is adequately covered by Assessment Matter 29.8.3.1(c) and that no change is necessary.

12. TOPIC 5 - PARKING STRATEGY AND PARKING REQUIREMENTS/ PROVISIONS

Relevant Objectives and policies

General

12.1 A number of submitters²⁶ support Policy 29.2.2.1 (and/ or Policy 29.2.2.2) insofar as they set a policy direction that parking is to be used as a tool to increase public transport, cycling and walking and that accessory car parking in town centres be discouraged), while Nona James (2238.3) opposes it.

12.2 Safari Group of Companies Limited (2339.6) generally request that objectives and policies be added which reduce private vehicle use and onsite car and coach parking for hotel developments.

12.3 The JEA group submissions (2448.4, 2448.11) and Real Journeys et al (2492.26, 2492.46) request objectives and policies be amended to clearly set out the District Plan's position on parking provisions (i.e. the overall strategy and whether the intention is to meet demand or whether other factors which have influenced the provisions).

12.4 In response, I consider that the Chapter 29 objectives and in particular Objectives 29.2.2 and 29.2.4 establish a sufficiently clear strategy in

26 Skyline Enterprises Limited (2493.2), Chorus (2194.14), Spark New Zealand Trading Ltd (2195.14), GRB Limited (2136.4), C & J Properties Ltd (2518.3), Camp Street Properties Limited (2520.3), NZ Transport Agency (2538.40), Ngāi Tahu Property Limited (2336.4)

relation to parking. In my view, the relevant policies are generally clear but I recommend that Policies 29.2.2.1, 29.2.2.3, 29.2.2.5, and 29.2.2.6 be amended to more clearly articulate Council's 'strategy' that in areas that are accessible by alternative modes of transport (which corresponds with the costs of providing parking being higher than elsewhere, higher density development, higher pedestrian traffic, and higher amenity) the number of parks provided can be less to encourage the use of other travel modes, but that in areas that are less accessible and where the cost of providing parking is not so high, then the amount of parking provided on site should generally meet parking demand. Objective 29.2.4 and associated policies 29.2.4.1 and 29.2.4.5 and S 42A Policy 29.2.4.4 further articulate Council's strategy by clarifying that HTGAs may provide less parking than the minimum requirements; that on street parking associated with non-residential uses is to be avoided where it will adversely affect residential amenity or traffic safety; and that more accessible areas are subject to lower parking requirements.

12.5 In terms of setting a strategy for on street parking, while this is considered through the Chapter 27 provisions at the time of subdivision, Policy 29.2.3.5 directs that uses within the road corridor should be determined 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. This signals a shift away from road design providing a certain amount of on street parking in every instance and acknowledges that there may be instances when the space is more appropriately used for something other than parking and that this should not necessarily be relied on to meet demand. In this respect, even in those zones where the on-site minimum parking requirement has remained the same as the ODP, in new subdivisions less on-street parking may be acceptable and therefore less overall parking provided. This would, in turn, contribute to the Chapter 29 objectives.

12.6 Reavers NZ Limited (2467.70) requests generally that a policy and/ or objective be included to support the rule which enables a reduction of on-site parking where activities are close to public transport and public car parking and where the development includes on site cycling

facilities. In response, S 42A Policies 29.2.2.3 and 29.2.2.5 address this concern.

Policy 29.2.1.1

- 12.7** Real Journeys et al (2492.32) request that Policy 29.2.1.1 is amended to provide sufficient coach storage in and around the Queenstown Town Centre and NZTA (2538.33) request that shared transport be added to Objective 29.2.1, Policy 29.2.1.1 and Policy 29.2.4.4. In response, I do not consider it to be appropriate for the PDP to set policy that the transport network will be designed in a manner that provides for such coach storage. However, I consider that adding reference to shared travel in Objectives 29.2.1 and 29.2.4 and the addition of S 42A Policy 29.2.1.7 is an appropriate method of addressing the submitter's concern and provides sufficient support for S 42A Rule 29.4.X, which provides specifically for the establishment of coach parks/ parking in appropriate zones.

Policy 29.2.2.2

- 12.8** C & J Properties Ltd (2518.3) and Camp Street Properties Limited (2520.3) support Policy 29.2.2.2, which requests to discourage car parking in town centres, while Ngāi Tāhu Property Limited and Ngāi Tahu Justice Holdings Limited (2335.8) requests that Policy 29.2.2.2 be amended to not apply to sites at the edge of the Town Centre zones.
- 12.9** I recommend that the amendments requested by these submitters be rejected. While the rules do not prevent the provision of accessory parking it is appropriate to discourage it throughout the zone as the provision of small areas of accessory parking provided anywhere in the Town Centre is unlikely to result in efficient landuse or a desirable urban design or traffic outcome, with additional traffic, crossing points, and uninviting non-pedestrian space and non-continuous frontages (if the parking is provided at ground level. Policy 29.2.2.7, on the other hand, does not specifically discourage non-accessory parking on sites at the edge of the Town Centre zone, on the basis that accessory parking requires a restricted discretionary consent (and therefore the aforementioned effects can be managed) and is likely to be of a larger scale meaning that a proliferation of parking is unlikely.

Policy 29.2.2.3

- 12.10** Ngāi Tāhu Property Limited (2336.5) and NZ Transport Agency (2538.41) supports Policy 29.2.2.3, Nona James (2238.6) and the JEA group submissions (2448.12) oppose it, and a number of other submitters request specific amendments to it in the manner summarised below.
- 12.11** GRB Limited (2136.5, 2136.9) requests that Policy 29.2.2.3 be amended to make specific reference to worker accommodation in the BMUZ and that a new definition of “worker accommodation” be added to the PDP. In response, I do not recommend any amendments to the policy or the inclusion of a definition of ‘worker accommodation’ on the basis that I do not consider it appropriate to provide for different minimum parking rules for worker housing than for other residential activity in the BMUZ. The reasons for that are outlined later in this section of the evidence in relation to the rule changes the submitter is also seeking. As I am not recommending any rule change, there is no consequential need to define the term or change the policy.
- 12.12** Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd (2381.23) and Darby Planning LP (2376.48) request that Policy 29.2.2.3 be amended to include the Jacks Point Zone Village Activity (**JPZ-VAA**). Real Journeys et al (2492.37) request that the policy not specifically list the zones where lower parking requirements are enabled on the basis there may be other areas that are equally well suited to providing lesser amounts of parking. As explained in more detail in paragraph 6.22 of Mr Crosswell’s evidence, the costs of adopting a policy (and rules) to enable lower parking requirements in all areas are considered to be greater than the benefits at this point in time.
- 12.13** In response, and relying on the evidence of Mr Crosswell and the technical paper entitled ‘Parking Advice’ (18 October 2017) attached to the s 32 evaluation:
- (a) I recommend that Policy 29.2.2.3 be re-worded to clarify that it does not relate to instances where dispensations may be

appropriate but simply outlines the policy background to why certain zones have lower parking requirements than others. While I have not accepted Real Journey et al's, submission I expect that the amendments may partially address their concerns in that it is now clear that it is actually S42A Policy 29.2.2.5 that influences when it may be appropriate to breach the minimum parking requirements;

- (b) I do not recommend amending Policy 29.2.2.3 to refer to the JPZ-VAA or other greenfields development areas on the basis that the majority of development will be a HTGA and therefore exempt from the MPRs and supported by Policy 29.2.4.4(d), which recognises that providing reduced amounts of accessory parking in conjunction with proposing other initiatives to encourage alternative modes of travel is a possible method of avoiding or mitigating the effects of HTGAs;
- (c) I do not recommend that the Policy apply to all zones as this is not sufficiently well justified given the low cost of providing parking in zones other than those listed in Policy 29.2.2.3; and
- (d) I recommend that the LSCZ be included in Policy 29.2.23 as a consequence of recommending that there be no parking requirements in the LSCZ as specifically sought by submissions, and as discussed in paragraph 12.42 of this evidence.

12.14 Paterson Pitts (Wanaka) (2457.22) requests the deletion of "residential flats district wide". This part of the policy simply reflects that residential flats are subject to lesser minimum parking requirements than residential units and therefore I recommend that it remain as notified.

12.15 Based on the scope from those submissions that generally oppose Policy 29.2.2.3, I also recommend that a minor amendment is made to acknowledge that the lower parking rates are intended to support walking, cycling, and public transport use as well as supporting intensification.

Policy 29.2.2.5

12.16 A number of submitters²⁷ request that Policy 29.2.2.5 (regarding circumstances where a reduction in parking may be enabled) be retained; Nona James (2238.7) opposes it; a number of submitters²⁸ request it be amended to allow more flexibility in appropriate circumstances by removing the word 'only' from the policy; Ngāi Tahu Property Limited (2336.15) requests it is amended so that the location of a development is taken into consideration; and GRB Limited (2136.6) requests that it (incorrectly stated as 29.2.3.3 in the relief sought) be amended to better account for proximity to the 'town centre' and the opportunities for walking and cycling.

12.17 In response, the submissions are accepted in part and I recommend amendments to the policy to acknowledge that where projected demand can be demonstrated to be lower than the minimum required by the rules, then a reduction may be appropriate. I also recommend that an additional consideration (S42A 29.2.2.5(d)) be added in relation to shared/ reciprocal parking (in response to a submission from Ngāi Tahu Property Limited (2336.20) on Rule 29.5.1). I do not consider removal of the word "only" is appropriate as a) a reduction in parking will not be appropriate unless S42A Policy 29.2.2.5 is met, and b) removal of the word "only" considerably weakens the policy; making it more akin to an Assessment Matter. I consider the location of a proposal and opportunities for walking and cycling are adequately covered by parts a) and b) of the policy.

Policy 29.2.2.6 (and 29.2.2.1)

12.18 NZTA (2538.43, 2538.32) requests that Policies 29.2.2.1 and 29.2.2.6 are amended to include reference to parking pricing. I have recommended that parking pricing be included in the policies on the basis that the cost of parking is an effective tool for encouraging people to use other modes of transport and that the provision of significant amounts of free or cheap non-accessory parking can significantly

27 Camp Street Properties Limited (2520.4), Chorus (2194.15), Spark New Zealand Trading Ltd (2195.15), Darby Planning LP (2376.49) Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd (2381.24), NZ Transport Agency (2538.42)

28 C & J Properties Ltd (2518.4), JEA group submissions (2448.13), Reavers NZ Limited (2467.5), and Real Journeys et al (2492.38).

undermine the ability to achieve a shift in travel behaviour, especially if it is all day parking.

Policy 29.2.2.10

12.19 Ngāi Tahu Property Limited and Ngāi Tahu Justice Holdings Limited (2335.5) and NZTA (2538.47) support Policy 29.2.2.10, while John Barlow (2463.1) requests that it be amended to "require" rather than "encourage" off-site parking to achieve certain design outcomes. I recommend replacing the term "encourage" with "require" as this more accurately reflects the restricted discretionary status of off-site parking.

Policy 29.2.4.5

12.20 Various submitters²⁹ support Policy 29.2.4.5 (compact growth), while the JEA group submissions (2448.19) also notes that there are more accessible parts of the district where reduced parking requirements could apply. In response, I do not recommend any change to this policy but do recommend below that the LSCZ also be subject to lesser parking requirements than elsewhere and, hence, those amended rules would give effect to this policy.

Rules

Minimum parking requirements and the ability to provide some or all of these off-site

12.21 Ngāi Tahu Property Limited (2336.9, 2336.10, 2336.11, 2336.12, 2336.13) specifically supports Rules 29.9.14 29.9.17. 29.9.21. 29.9.22 and Advice Note 29.9.38.1(c) relating to the proposed parking requirements for unit type visitor accommodation (discussed above), commercial activities, offices, and restaurants.

12.22 Real Journeys et al (2492.67) and the JEA group submissions (2448.39) support the reductions in parking requirements from the ODP and oppose any increases to the parking requirements when

²⁹ Camp Street Properties Limited (2520.5), Skyline Enterprises Limited (2493.27), GRB Limited (2136.7), Ngāi Tahu Property Limited (2336.7), Ngāi Tahu Property Limited and Ngāi Tahu Justice Holdings Limited (2335.6), and Reavers NZ Limited (2467.6), NZ Transport Agency (2538.57)

compared to the ODP. A number of submitters³⁰ variously request that the car park requirements are amended to require fewer car parks; to provide more flexibility to provide parking off site; and/ or to provide a more robust consent assessment framework for a parking shortfall or a 'reduction adjustment factor'. Some are only concerned with certain activities while others seek amendments generally across all parking requirements.

- 12.23** To the contrary, a number of submitters³¹ oppose the proposed reductions in minimum parking standards, with Nona James (2238.1, 2238.8, 2238.10) specifically requesting that all provisions relating to reduced on-site parking be removed from the PDP, citing a particular concern about the parking rules for the proposed MDR zoned areas and Rules 29.4.3, 29.5.2, and Table 29.5/ Rule 29.9.4.

Minimum parking requirements for visitor accommodation, including coach parking

- 12.24** Safari Group of Companies Limited (2339.11, 2339.12, 2339.19) requests that car parking for hotel developments be dealt with through the land use consent that is required under the zone-specific rules which already retain control/ discretion over traffic rather than duplicating those by also proposing minimum parking requirements and HTGA rules.

- 12.25** In response, hotel developments comprising more than 100 units or 150 rooms will be subject to the HTGA rules and, pursuant to S42A Rule 29.5.1, will therefore be exempt from having to meet the minimum accessory parking requirements. Instead, they will need to show how the traffic effects of the development will be managed holistically and, in a manner, consistent with the Chapter 29 objectives. This

30 Including Clark Fortune McDonald & Associates (2297.6), Gerry Oudhoff and James Hennessy (2326.5), Safari Group of Companies Limited (2339.5, 2339.11, 2339.18), Remarkables Park Ltd (2468.27), C & J Properties Ltd (2518.6), Gibbston Valley Station (2547.3), B Giddens Trust (2585.2), McBride Street Queenstown Ltd (2593.6, 2593.1), Chorus (2194.16), Spark New Zealand Trading Ltd (2195.16), Ngāi Tahu Property Limited (2336.20, 2336.21, 2336.28), the JEA group submissions (2448.26), Real Journeys et al (2492.56, 2492.57), Safari Group of Companies Limited (2339.13), JEA group submissions (2448.27, 2448.28), Cowie, Aaron (2014.1) GRB Limited (2136.8), Sean McLeod (2349.4, 2349.20??, 2349.21), Queenstown Central Limited (2460.6), JEA group submissions (2448.38) and Real Journeys et al (2448.41, 2492.69), and Real Journeys et al (2492.72)

31 Dan Gerard (2020.1), Loris King (2076.1), Nona James (2238.1, 2238.8, 2238.9, 2238.10, 2238.11, 2238.32))

amendment removes one of the duplications cited by the submitter. For smaller hotel developments, I consider the minimum parking requirements provide a more efficient method of ensuring that a sufficient minimum amount of parking is provided and, where a dispensation from this is sought, the Chapter 29 policy framework (particularly Policy 29.2.5.5) provide clearer direction as to whether this is appropriate, rather than simply relying on a matter of control or discretion as part of the overall development. I also note that in all instances a hotel development will require a restricted discretionary consent and so triggering a restricted discretionary consent under either Rule 29.5.1 (for small scale hotels) or Rule 29.4.10 (for large scale hotels) does not change the activity status or result in any duplication of matters.

- 12.26** Remarkables Park Ltd (2468.27) requests that modelling and analysis of the parking requirements relative to the proposed bulk and location of visitor accommodation development be undertaken. I suggest that if the submitter considers that the minimum parking requirements for visitor accommodation are inappropriate then the submitter should provide modelling in support of that. In the absence of that, I am satisfied that the notified minimum parking provisions for visitor accommodation are appropriate.
- 12.27** Sean McLeod (2349.21) requests that 29.9.9 relating to homestays is amended to include "(in addition to residential requirements)" as is referred to in 29.9.25). In response, the rule is considered sufficiently clear and no change is recommended.
- 12.28** Various submitters oppose the number of visitor and/ or coach parks that are required for visitor accommodation. The JEA group submissions (2448.39) and Real Journeys et al (2492.70) oppose any increase in parking requirements for visitor accommodation as compared to the ODP (e.g. in the LDR zone); Remarkables Park Ltd (2468.11) considers that 1 coach park per 50 rooms is excessive and requests that an upper limit on the number of coach parks should be applied, and that where coach parking is provided a reduction in carparks should be allowed; and Safari Group of Companies Limited (2339.18 requests that appropriately located hotels not be required to provide a specific number of on-site coach or car parks; and Ngāi Tahu

Property Limited (2336.28) requests that Rule 29.9.14 be amended to clarify that no coach parking is required for developments of less than 30 units. Go Orange Limited (2581.4) and others request that the provisions be amended to ensure coaches can safely pick up/ drop off visitors from visitor accommodation, rather than focus on the provision of on-site coach parks.

12.29 Sean McLeod (2349.4) requests that the Rules in Table 29.5 (section 29.9) are amended to require 0.5 parks per bedroom for Residential Visitor Accommodation³²). Compared to the notified provisions, this would result in a higher parking requirement for this form of visitor accommodation in all zones except the LDR and ARHM zone, where the parking required would be less than was notified for homes with less than 4 bedrooms and more for homes with more than 4 bedrooms.

12.30 In response, relying in part on the evidence of Mr Crosswell:

- (a) Rules 29.9.10, 29.9.14, 29.9.15, and 29.9.16 are clear that visitor accommodation containing less than 30 units or 50 guest rooms need not provide coach parking and therefore I do not recommend any change to that rule.
- (b) Rule 29.5.2 already permits all required coach parking to be provided off-site if the developer so desires, noting that the development need not be within 800m of public transport to 'qualify' (29.5.2(d)(ii) and the off-site coach parking need not be within 800m of the development (29.5.2(d)(iv)(ii)). Therefore, I do not recommend any change to that rule;
- (c) I do not agree that an upper limit on the number of coach parks needs to be applied as the risk of significant oversupply is small and amenity issues that may arise from that can be considered independent of this rule;
- (d) there is no need for additional rules stating that where coach parking is provided, a commensurate reduction in carparks is provided or that safe and efficient onsite loading needs to be provided as these matters are already allowed for in Rules 29.9.10, 29.9.14, 29.9.15, and 29.9.16, which state that:

³² Means the use of a residential unit including a residential flat by paying guests where the length of stay by any guest is less than 90 days. Excludes: Visitor Accommodation and Homestays (Source: notified Visitor Accommodation Variation to the PDP).

“... 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”;

- (e) The S42A rules already place no minimum carparking requirements on hotels with over 100 units (as they are instead considered through the HTGA rules) or on hotels of any scale located in the Town Centre or LSC zones and require relatively low parking requirements in the HDR and MDR zones. In my opinion this essentially captures the appropriate locations for hotels, noting that it is assumed the hotel developments in the special zones will be subject to HTGA rules. Further to this, no on-site coach parking requirement is required for hotels in any location. Therefore, I do not recommend any change to the rules in response to the Safari Group of Companies submission;
- (f) the increase in the minimum parking requirement for visitor accommodation activity in the LDR and ARHM Zones compared to the amount required under the ODP, is appropriate, as these requirements align with the parking requirements for residential units. This is because it will not indirectly incentivise developers to construct visitor units in preference to residential units, and where visitor accommodation is developed the rules will ensure that the parking will be sufficient if the use of the units changes to residential. As such, the notified rules will contribute to the Stage 2 PDP policies (and associated rules), which are aimed at limiting the growth of visitor accommodation within these zones. Therefore, I do not recommend any change to these rules;
- (g) Sean McLeod’s submission to increase the parking requirement for “residential visitor accommodation”³³ on a per bedroom basis would result, for example, in a unit with 4 bedrooms having to provide 2 parks and a dwelling with 5

³³ Means the use of a residential unit including a residential flat by paying guests where the length of stay by any guest is less than 90 days. (Stage 2 PDP Visitor Accommodation Variation)

bedrooms having to provide 3 parks. While the reasoning provided may have some validity in that traditionally large groups may travel in more than 1 or two cars, this amendment will not be effective at encouraging visitors to use other transport modes or, alternatively, to minimise the number of vehicles they travel in. Furthermore, it would make the residential visitor accommodation parking requirements inconsistent (and generally higher) than what would be required if the dwelling were used for residential activity. For example, a 4-bedroom dwelling in the MDR zone would need to provide 1 park but if that same dwelling were used as residential visitor accommodation, then 2 car parks would be required. Therefore, I do not recommend any change to that rule.

Residential minimum parking requirements and design

- 12.31** Submitters seek both general and specific amendments to the minimum residential parking requirements and design requirements, and the key ones are discussed below.
- 12.32** Aaron Cowie (2014.1) requests that the minimum vehicle parking requirements for houses and flats should be reduced and/ or removed completely and replaced with other types of incentives.
- 12.33** Sean McLeod (2349.2) seeks that the minimum parking requirements for all residential zones are amended to 1 park for a 1-bedroom units or flats, 2 parks for 2-3-bedroom units or flats and 0.65 x the number of bedrooms after that. The suggested amendments make no distinction between the zones and, other than for 1-bedroom units in the LDR and ARHM zones, are higher than in the notified provisions.
- 12.34** Real Journeys et al (2492.68) and the JEA group submissions (2448.37) support the provisions for residential units but request that the requirement for residential flats to have a car park is removed; citing that it will improve affordability and improve urban design outcomes (by avoiding cars parked in front of the façade).
- 12.35** GRB Limited (2136.8, 2136.9) requests that worker accommodation be defined and that Rule 29.9.1 be amended to include worker

accommodation in the Business Mixed Use Zone (BMUZ) in Queenstown such that worker accommodation in the BMUZ would not be required to provide any accessory parking.

12.36 In response, I note that Mr Crosswell's evidence and the technical paper entitled 'Parking Advice' dated 18 October 2017 attached to the s 32 evaluation report support lower parking minimums than were notified in some instances and the addition of maximum parking requirements in some zones/ for some activities. In turn, Mr Crosswell concludes that it is appropriate for the operative MPRs to be significantly reduced for the Group 1 zones³⁴. He also concludes that it is likely that there would be lower costs of providing parking in the Group 2 zones³⁵ in accordance with parking minimums. He goes on to accept that there is likely to be greater benefit from supplying accessory parking relative to the costs due to these areas having lower land values, lower pedestrian flows, and/ or poorer access to alternative transport modes.

12.37 I note that the minimum requirements for the Group 1 zones have been reduced significantly from those in the ODP. Relying in part on Mr Crosswell's evidence and the technical advice, I consider that with the minor amendments recommended through this evidence in relation to the LSCZ, the residential MPRs are appropriate and will contribute effectively to positively influencing travel behaviour, improving the affordability of development, and to achieving higher quality, more compact urban development.

12.38 Further to this, while I recommend that the notified MPRs for residential units and residential flats be retained as notified, I also recommend that Rule 29.5.8(e) be amended to clarify that parks required for a residential flat may be located in tandem with other residential parking on site, in order to reduce the financial and urban design/ amenity costs of providing a carpark for each residential flat. The MPRs, together with this consequential amendment to Rule 29.5.8(e) will, in my view,

34 Queenstown Town Centre; Wanaka Town Centre; Arrowtown Town Centre; High Density Residential; Medium Density Residential; Arrowtown Residential Historic Management Zone; Local Shopping Centres; Business Mixed Use Zone

35 Queenstown Airport Mixed Use Zone; Low Density Residential; Large Lot Residential; Rural Zones; Special Zones (Zone names based on notified PDP and some have changed slightly)

result in more affordable residential development in all areas of the district.

12.39 In response to the submission seeking that worker accommodation in the BMUZ should not be required to provide any accessory parking, firstly I do not consider it necessary or appropriate to define worker accommodation in the PDP solely in relation to the Transport Chapter on the basis that the issues around worker housing are much wider. Secondly, I do not agree that it is appropriate that worker accommodation be subject to different minimum parking rules than other residential activity in the BMUZ. Relying in part on Mr Crosswell's evidence and the MRCagney technical paper on parking, the reasons for this recommendation are that:

- (a) Without a definition of worker accommodation, the rule would be ineffective and uncertain;
- (b) the MPR for residential activity in the BMUZ is already low, which will support the construction of an affordable housing product;
- (c) the parking provisions for the BMUZ are bedroom-based to reflect the typology that is currently preferred by worker accommodation providers (being a single kitchen and a relatively large number of ensuite rooms), in recognition that this is likely to be an area where such housing will logically locate;
- (d) there are potentially social, economic, and amenity effects from encouraging an area to be developed exclusively or predominantly for worker accommodation whereas the rules, as drafted, apply to all residential activity and therefore are equally enabling for regular family homes or worker accommodation. As such, a more diverse community and housing typologies will result.

Minimum parking rates for commercial activities (offices, industrial and service activities, utilities, and service stations)

12.40 Queenstown Central Limited (2460.6) requests an alternative MPR for industrial and service activities to reflect the low occupancy of these spaces. Relying on the evidence of Mr Crosswell who supports amending the rule to enable it to be calculated on GFA or full time

equivalent staff (FTEs), whichever is the lesser, I recommend amending the rule in this manner. While I recognise the costs of this approach such as difficulties in ensuring that sufficient parking is provided when a permitted change in use occurs within an existing building and causes spillover effects onto adjacent roads, I accept that such effects should be minimised by the market/ developers (who have a vested interest in provided sufficient parking, provided 'free' parking is not provided on the road) and by council enforcing its Traffic and Parking Bylaw to avoid inappropriate parking on roads. I also note that one intention of the 2018 Bylaw review is to provide controls over parking on road verges, which will further assist in preventing spillover onto such areas and internalising the cost of parking to the developer/ land owner.

12.41 The JEA group submissions (2448.38) and Real Journeys et al (2492.69) request that the overlap between the minimum parking requirements for 'Commercial', which includes offices, and those for 'offices' is clarified. I do not support any changes to the definitions. However, I agree the rule could be refined and therefore recommend that Rule 29.9.17 (and 29.9.18 in relation to industrial activity) be amended by adding the text "other than where the commercial activity is more specifically defined elsewhere in this table (Table 29.5)".

12.42 Chorus (2194.16) and Spark New Zealand Trading Ltd (2195.16) request that a new rule be inserted into Table 29.5 stating that nil parking spaces are required for an unstaffed utility. In response, relying on the evidence of Mr Smith, I do not agree that this nil parking will be appropriate in all cases but acknowledge that utilities are unique and should be specifically listed in Table 29.3 and I recommend a new rule be added requiring that 1 carpark be provided for any unstaffed utility with a GFA over 25m². This rule is more efficient than requiring all unstaffed utilities to apply for a discretionary consent (Rule 29.4.11) yet ensures effects from a lack of parking are minimised. I also note that in many instances such utilities are designated and therefore exempt in any case. As a consequence, I also recommend that unstaffed utilities be exempt from having to provide an onsite loading space (which is also sought by the submitters).

12.43 Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies) (2484.17) request that Rule 29.9.26 be amended to remove the requirements for staff/ guest parking at service stations. In response and relying in part on Mr Smith's evidence, I recommend reducing the minimum parking requirement from 3 to 2, on the basis that the reduction will contribute to the objectives and policies of Chapter 29 while acknowledging that, especially in Wanaka, alternative means of travelling to work are limited.

Minimum parking requirements in the Local Shopping Centre Zone

12.44 B Giddens Trust (2585.1, 2585.6) and McBride Street Queenstown Ltd (2593.5) request that Rule 29.9.1 (which enables nil parking in the town centre zones) be amended to include the Local Shopping Centre Zone and to specifically reference the submitter's 'site' (being the properties at 14, 16, 18, 18B and 20 McBride Street).

12.45 In response to these submissions, Mr Crosswell's evidence concludes that it is appropriate not to impose MPRs in the LSCZ on the basis that they are generally small areas and therefore the spillover effects will be small; many of the existing developed areas rely largely on on-street parking and their physical layout would not typically support increased on-site parking if they were to redevelop; and any redevelopment of the existing LCSZ areas that do have on-site parking and the greenfields LCSZ areas will provide parking in a rationale manner which meets demand regardless of imposing MPRs.

12.46 Further to these comments, which I generally agree with, I am conscious that part of the purpose of the LSCZ is to provide goods and services to people in transit (Zone purpose 15.1); that some LSCZ areas do not currently have an established walkable catchment or public transport services; and that some undeveloped LSCZ areas are much larger than a neighbourhood centre and may therefore attract more traffic than would ordinarily be expected. It is also relevant that any large-scale development within the zone will be a HTGA and therefore not subject to the MPRs in any case.

12.47 On balance however, I am comfortable that the benefits of removing the MPRs will outweigh the costs and therefore recommend that the parking requirement be reduced to nil for the LSCZ.

Allowing reductions in the amount of accessory parking provided

12.48 C & J Properties Ltd (2518.6) request the provisions be amended to support a reduction in on-site parking requirements where activities are located in close proximity to public transport networks, public car parking, and where on-site cycle parking facilities are provided. Similarly, B Giddens Trust (2585.2) and McBride Street Queenstown Ltd (2593.6, 2593.1) request that a "parking reduction adjustment factor" be added for all zones to enable a percentage reduction in the car parking requirements. Safari Group of Companies Limited (2339.13) request that Rule 29.5.1 is amended to clarify the term 'accessory parking' and when reduced car parking is appropriate.

12.49 In response to these submissions and relying in part on the evidence of Mr Crosswell:

- (a) Instances when reduced car parking may be appropriate are already outlined in S 42A Policy 29.2.2.5 and no further amendment is necessary;
- (b) Accessory parking is already defined in chapter 2 and, as such, no amendment is necessary; and
- (c) Together, Policy 29.2.2.5, HTGA Rule 29.4.10, and S 42A Rule 29.5.1 (which clarifies that HTGAs do not need to comply with the minimum accessory parking requirements) provide a facilitative rule framework that enables reductions in on-site parking and, as such, no further amendment is necessary.

On-street parking

12.50 Remarkables Park Ltd (2468.1) requests that ratios for on-street parking and alternatives to that should be included in the chapter. The relief is somewhat unclear and the submitter is invited to clarify it at the hearing. In the meantime, potentially relevant is the fact that I have recommended amending Rule 29.5.14 to require access and road design to only comply with Table 3.2 of the CoP, with those parts of the CoP such as the provision of on-street parking (3.3.6) being considered

more broadly as part of assessing controlled or restricted discretionary applications for landuse or subdivision applications. This has the effect of no longer triggering a specific breach of the PDP where the 1.0 on-street carpark per unit promoted by the CoP are not provided for within proposed roads but, rather, enables it to be considered as part of a more holistic consideration of the road design on a case by case basis through landuse and subdivision. I consider this is more consistent with the Chapter 29 objectives and policies (particularly Objective 29.2.3) and may, in part, address Remarkables Park Ltd.'s submission.

Coach parking facilities

- 12.51** Real Journeys et al (2492.55) requests that the rules provide for coach parking facilities (as permitted, controlled, or restricted discretionary). As notified, such parking off road would be regulated by restricted discretionary Rules 29.4.6 and 29.6.7 (off site and non-accessory parking) in all zones. I also note that the Traffic and Parking Bylaw 2012 only allows coach parking on roads within an authorised parking space and only allows it in specified areas of the district between midnight and 5.00 am.
- 12.52** While I consider that the restricted discretionary activity status is appropriate in most zones, given the lack of opportunities for on road parking of coaches (and the adverse effects of this), the fact coach travel is an efficient travel mode and should therefore be encouraged, and the objectives and generally permissive nature of the LSC and the BMU zones, in my view it is appropriate to amend the Transport Chapter to better enable off-site/ non-accessory coach parking in those zones. I therefore recommend that they should be specifically provided for as a controlled activity in LSC and the BMU zones while ensuring effects on amenity are managed.
- 12.53** In my view, these recommended amendments will effectively and efficiently achieve S42A Policy 29.2.1.7³⁶ by providing the certainty that coach parking can be established in the BMUZ and LSCZ (with only amenity issues considered), while acknowledging that the effects of

36 "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."

such an activity on amenity could be significantly greater in other zones and therefore need to be very carefully considered. As the industrial zone is not included in the PDP at this point in time it is not considered here but, in my view, coach parking should be permitted in the various industrial zones in due course.

Off-site parking rules

- 12.54** Ngāi Tahu Property Limited (2336.21) requests that Rule 29.5.2(d) (location and availability of parking spaces) be amended to apply to "activities" rather than only to residential and visitor "units"; to remove clauses (i) and (ii) regarding parking provision for development in certain zones within 800m of public transport and coach parking being provided off-site; amend clause (iii) to enable all parking for residential and visitor units in High Density Residential, Medium Density Residential, and Business Mixed Use zones to be provided off site without any locational caveats; and remove location of spaces and manoeuvring as a matter of discretion. While the submitter suggests it wants the rule applied to all activities, the amendments proposed by the submitter seem to only apply to residential activity and visitor accommodation. This should be clarified in evidence/ at the hearing.
- 12.55** Similarly, Safari Group of Companies Limited (2339.15, 2339.16) request that the requirement to provide off-site parking within 800 metres of the site be deleted and that Rule 29.5.2(d)(iii) be deleted (which enables up to 1/3 to be off-site), citing that it is unclear why off-site parking cannot be located on the street or a private road.
- 12.56** In response to the submission from Ngāi Tahu, allowing all activities to provide for their accessory parking off-site subject to parameters could result in efficiency and urban design benefits in some zones as it would allow more efficient parking layouts as a result of larger consolidated parking areas; and more continuous frontages within areas where pedestrian amenity are important. I therefore consider this to be appropriate in the BMUZ on the basis that, in this zone, the efficiency and amenity benefits are likely to outweigh the potential costs of carparking being located off-site (including potentially higher consent monitoring and enforcement costs and lower convenience/ increased travel time for visitors/ customers and staff.)

12.57 I do not consider it is appropriate in other PDP zones either because non-residential activity is not anticipated to any great extent in those zones or, where it is (such as in the village areas of the Jacks Point Zone), the development will be subject to a HTGA rules in most cases in which case there will be ample opportunity to propose shared consolidated parking. As I have recommended that there be no accessory parking required in the Town Centre zones or the LSCZ, this rule is irrelevant to those zones. I therefore recommend amending the rule to enable accessory parking associated with any activity in the BMUZ to be located offsite subject to meeting the standards listed in 29.5.2(d)(iv).

12.58 I do not recommend making the other changes requested by the submitters as I consider:

- (a) that off-site parking is most well suited to areas which are highly accessible and are higher density areas as the urban design and amenity benefits of locating parking offsite in these areas are most significant and it is more likely that travel by private vehicle is not the primary or sole mode of transport;
- (b) that where off-site parking is not located within a generally accepted walkable distance of the site (i.e. 800 metres), the inconvenience may result in costs such as increased spillover onto streets (as people opt to park on the street in preference to their carpark) and increased travel time, which would outweigh the amenity and efficiency benefits; and
- (c) that allocating required carparks on roads is not appropriate as that street space may be reallocated to other uses (e.g. cycle lanes) over time; be it for resident parking, commuter parking, additional or wider footpaths, cycle lanes, etc. That said, I acknowledge that there may be a case to enable developers to locate required parking spaces on private roads depending on the nature and scale of those roads on the basis that there is an assurance that they will not be vested in Council and subject to meeting the other criteria listed in clause 29.5.2(d)(v). It may be helpful if Safari Group of Companies Limited provides more detailed evidence in support of its submission point.

Miscellaneous parking-related submissions

- 12.59** The JEA group submissions (2448.41) and Real Journeys et al (2492.72) request that lobbies, circulations spaces, etc are excluded from the measurement of Gross floor area (GFA) and therefore not be included in parking calculations. Relying on Mr Smith’s evidence, I do not recommend making this amendment as it would be inconsistent with common practice and require a wholesale reconsideration of all the GFA-based minimum parking requirements in the PDP.
- 12.60** Fire and Emergency New Zealand (2660.17) requests that Table 29.5 is amended so that an activity of ‘Emergency Service Facilities’ is included. ‘Emergency Service Facilities’ fall within the definition of a ‘community activity’³⁷ in the PDP but the submitter is correct that there is no specific category under the ‘community activity’ heading in Table 29.5 that would capture fire stations. As such, I recommend that the minimum parking requirement sought by the submitter be added.
- 12.61** Unrelated to any specific submission, I note that the notified stage 1 Definitions included “place of assembly”, “place of entertainment” “backpacker hostel”, and “rural selling place” which, in turn, meant that the parking requirements for activities that fell under those definitions were clearly captured by Rule 29.9.27. However, these definitions have since been removed in the decisions version of Chapter 2 leaving it unclear what constitutes a “place of assembly”, for example, and a risk that it could be interpreted that as a “courthouse” for instance is not listed it therefore requires a discretionary consent pursuant to 29.4.11. I recommend that, under Clause 16 of the RMA, these definitions be added back into Chapter 2 in order to make Table 29.3 more certain.
- 12.62** Ngāi Tahu Property Limited (2336.20) and Real Journeys et al (2492.56) request that Rule 29.5.1 be amended to include additional matters of discretion in relation to accessory parking. In my opinion, the additional matters of discretion proposed are actually assessment

³⁷ Means the use of land and buildings for the primary purpose of health, welfare, care, safety, education, culture and/or spiritual wellbeing. Excludes recreational activities. A community activity includes day care facilities, education activities, hospitals, doctors’ surgeries and other health professionals, churches, halls, libraries, community centres, police purposes, fire stations, courthouses, probation and detention centres, government and local government offices (emphasis added).

matters or could form part of a policy direction. In an effort to minimise the use of assessment matters in the PDP, none have been proposed for accessory parking but, rather, the circumstances in which less parking may be appropriate are articulated in S42A Policies 29.2.2.1(a), 29.2.2.1(c), 29.2.2.1(d), and 29.2.2.5. In this context, I consider that the matters suggested by the submitters are adequately covered by Policy 29.2.2.5, with the exception of the inclusion of shared or reciprocal car parking, which I recommend be added as a possible justification for allowing less parking within policy 29.2.2.5.

13. TOPIC 6 - TRAFFIC ENGINEERING STANDARDS AND DIAGRAMS

General objectives and policies

13.1 NZ Transport Agency (2538.59) request that Policy 29.2.4.9 is amended to replace "frontage road" with "transport network" and Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies) (2484.11) requests that the reference to 'beyond the site' be removed. I recommend replacing the words "frontage road" with "transport network". While I understand The Oil Companies' concern that this may broaden the scope of the policy unreasonably, I consider that the use of the term "transport network" aligns with the matters of discretion in relation to manoeuvring (29.5.7), loading (29.5.10) and access design and location (29.5.14 and 29.5.15, 29.5.22, 29.5.23) and that its application in the policy will be limited by the preceding text of Policy 29.2.4.9, which refer to "effects on the safety and efficiency of the adjoining road(s)".

Road and access design

Relevant Policies

13.2 Fire and Emergency New Zealand (2660.12) requests that Policy 29.2.2.1 is amended to include the provision of adequate emergency vehicle access. In response and relying in part on the evidence of Mr Smith, I recommend including this in the Policy as it aligns with part 3.3.6 of the CoP, which will be required to be considered pursuant to policy 29.2.3.1 and Rule 29.5.14.

- 13.3** In regard to Policy 29.2.2.12 (crossings and accesses) Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies) (2484.9) request that it be retained; the JEA group submissions (2448.14) and Real Journeys et al (2492.40) request it be amended to include 'while not unreasonably preventing...promoting poor amenity outcomes' and NZTA (2538.49) requests it be amended from 'mitigating the effects of accesses on the safety and efficiency of the network' to 'ensuring accesses do not adversely effect...'.
- 13.4** In response, I consider that enabling quality amenity outcomes is sufficiently covered in policies 29.2.2.1(e) and 29.2.2.1(f), which require that the number, location, type, and design of accesses be managed in a manner that is compatible with the character and amenity of the surrounding environment and that avoids or mitigates adverse effects on the amenity of the streetscape and adjoining sites. I consider that mitigating effects rather than avoiding them (as is sought by NZTA) is most appropriate and therefore recommend no change in that regard either.
- 13.5** In regard to Policy 29.2.3.1 (relating to requiring compliance with the QLDC Land development and Subdivision Code of Practice (CoP)), Clark Fortune McDonald & Associates (2297.1) oppose the policy; Darby Planning LP (2376.50) requests it be replaced with alternative wording to account for circumstances where a lesser standard of road design is appropriate; Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd (2381.25) request it be replaced with a policy to "Adopt the QLDC Land Development and Subdivision Code of practice (2015) (LDSCP) as the basis for road design within the District"; the JEA group submissions (2448.15) and Real Journeys et al (2492.41) seek to amend it to 'encourage' rather than 'require' road design in accordance with the CoP in order to allow for flexibility; and Paterson Pitts (Wanaka) (2457.23) seek that the policy be amended to provide greater clarity on QLDC's strategic intentions for road design, citing insufficient road width and parking being provided in areas that are not well connected to public transport as a concern.
- 13.6** In response:

- (a) For the reasons outlined in detail in paragraphs 13.9 – 13.12 of this evidence, I recommended that the Policy be narrowed to require compliance only with Table 3.2 of the CoP³⁸ except where the effects of non-compliance are no more than minor. The policy does not extend to requiring compliance with the CoP document as a whole and acknowledges that there will be instances where alternative designs are acceptable.
- (b) I consider that Objective 29.2.3 clearly outlines Council's strategic intention for roads in the district and that policies 29.2.3.1 - 29.2.3.7, as recommended in this S 42A provide sufficiently clear and detailed policy support for this objective. I therefore do not recommend any further changes in direct response to this submission by Paterson Pitts (Wanaka).

Rules

13.7 The Ministry of Education (2151.10) requests that Rule 29.5.6(c) be amended to state 'new education activities' rather than simply 'education facilities'. In response, I recommend changing the term to 'activity' as this aligns with the PDP definition, but do not agree with applying the rule only to new activities as the rebuilding or refurbishment of existing facilities can rely on existing use rights provided the nature and scale remain unchanged (and therefore will not need to comply with the rule), while in my view any change in the nature and scale of the activity should trigger the ability to reconsider the provision of drop off areas.

13.8 NZ Transport Agency (2538.70), Fire and Emergency New Zealand (2660.14) and Paterson Pitts (Wanaka (2457.26) support Rule 29.5.14 regarding access design, while:

- (a) Sean McLeod (2349.3) requests that 29.5.14 (access design) is amended to only include part (a) such that it only requires compliance with the CoP and not include exceptions for certain zones/ activities;

38 Table 3.2 prescribes minimum widths, grade, and the provision of passing, parking, loading and shoulders for the various types of roads and accesses)

- (b) Clark Fortune McDonald & Associates (2297.3) opposes reference to the CoP in Rule 29.5.14 as it is a “working document”, which will be updated and the inclusion of dates within the title of the document within Chapter 29 will result in any revised Code of Practice being precluded from consideration under this Standard;
- (c) The JEA group submissions (2448.32) and Ngāi Tahu Property Limited (2336.23) request further matters of discretion are added to Rule 29.5.14 in relation to the practicality of constructing to the standards and urban design, respectively; and
- (d) Fire and Emergency New Zealand (2660.16) requests that Assessment Matter 29.8.5.1 (regarding the design location and number of accesses etc) is amended to include an additional assessment matter which considers the access for emergency vehicles.

13.9 In regard to the above submissions, I make the following general comments in relation to the Code of Practice (**CoP**):

- (a) The CoP 2015 is an approved council policy document, which has recently been superseded by the CoP 2018; making the reference in the PDP already slightly outdated. This was unavoidable due to the timing of the two drafting processes but, notably, Table 3.2, which I am recommending be specifically referred to in the rule in the PDP, has not changed substantively from the 2015 version;
- (b) the ODP currently requires vehicular access to be in accordance with the standards contained in NZS4404:2004 (otherwise restricted discretionary consent is required) and, in that respect, reference to the CoP in the PDP is a continuation of this approach;
- (c) many parts of the CoP are not prescriptive in that it lists other standards such as Austroads guides which can be relied on to achieve acceptable road geometric design³⁹. As such, to

- have a rule that requires compliance with the CoP as a whole could be considered to be unreasonably uncertain; and
- (d) parts of the CoP are inconsistent or potentially inconsistent with the notified policy direction and specific standards contained in Chapter 29. For example, while Policy 29.2.3.1 requires that, as a minimum, roads be designed in accordance with the relevant parts of the CoP (achieved via restricted discretionary standard 29.5.14), the restricted discretionary status and the language of the CoP itself suggests that it will not always be necessary to meet the CoP.

13.10 While I accept the evidence of Mr Smith that the CoP provides suitable minimum standards, I do not consider that the current rule is the most appropriate way of integrating those standards into the PDP. Neither do I agree with the Clark Fortune McDonald & Associates that the rule should not reference the CoP.

13.11 Instead, I recommend that Rule 29.5.14 refer only to Table 3.2 of the CoP (and that, as part of that, the definitions of the landuse and area types are informed by Table 3.1). I also recommend:

- (a) amending Policy 29.2.3.1 to reflect this change such that it would require compliance with the CoP unless it can be shown that the effects on the efficiency and safety of the transport network, amenity values, urban design, and landscape outcomes will be no more than minor. I continue to consider it appropriate to include the CoP in the PDP by reference;
- (b) replacing the reference to the CoP 2015 with reference to the CoP 2018 in order to partially address the concern of Clark Fortune McDonald & Associates (2297.3) that the reference is outdated while recognising that the content of Table 3.2 is the same in the two versions; and
- (c) adding urban design as an additional matter of discretion and additional Assessment Matters (29.8.5.1(f), (g), and (h)) and 29.8.5.3(d) and (e)) in relation to emergency vehicles access, the extent to which the proposal adheres to the CoP, and the practicality of consideration of site constraints, which may prevent the standards from being achievable.

13.12 The reasons for my recommended amendments are that:

- (a) Much of the CoP is a non-prescriptive guiding document, making it difficult to determine with certainty whether an application complies with it if the rule simply requires access design to be in accordance with the CoP.
- (b) the CoP contains standards that are inconsistent with those in the PDP. For example, the CoP refers to assessing whether sight distances are appropriate relative to operating speeds (3.3.2.2) whereas the PDP requires sight distances to be met (or consent obtained) relative to posted speeds).
- (c) discussions with resource consent planners suggests anecdotally, that very few consents only require consent due to breaches of transport standards and that very few, if any, are considered exclusively in relation to a breach of operative access design Rule 14.2.4.1(vi), which requires compliance with the NZS4404.2004. Rather, in almost all instances where the creation of a new access or road or increased use of an existing access is proposed, the development requires at least a controlled or restricted discretionary landuse or subdivision consent, and this is routinely the trigger (along with any specific traffic rule breaches) for Council engineers to assess the development holistically against the CoP. As such, in respect of subdivisions and larger scale developments, the Council will have the opportunity to comprehensively consider the extent to which access and road designs adhere to the guidance provided in the CoP regardless of Rule 29.5.14.

Access design when dedicated cycle lanes exist on the frontage

13.13 Public Health South (2040.6, 2040.8, 2040.9) requests that Diagrams 29.15.8 – 25.15.11 are amended to demonstrate its application when dedicated cycle lanes are present. In response and relying on Mr Smith's evidence, an amendment is not required as the diagrams indicate key layout dimensions based on the location of the edge of the seal and they are appropriate regardless of how the road space is utilised.

Design of vehicle crossings and the minimum distance of vehicle crossings from intersections

- 13.14** Ngāi Tahu Property Limited (2336.24) request that Rule 29.5.22 be amended to reduce the minimum distance between vehicle crossings and intersections and to add an additional rule (e) permitting vehicle crossings opposite a T intersection in certain circumstances. The JEA group submissions (2448.33) and Real Journeys et al (2492.63) request that it be deleted or at least amended to ensure discretion is added for urban design and usability of resultant sites.
- 13.15** In response and relying on the evidence of Mr Smith, it is not considered appropriate to delete the rule or to amend it in the manner sought by Ngāi Tahu Property Limited. To amend it in this manner could affect safety and it is more appropriate that the rule is retained as notified in order to enable a case by case assessment of whether the effects are acceptable and warranted in order to achieve other objectives in relation to achieving compact, affordable growth and high quality urban design outcomes etc. In my opinion, Policy 29.2.2.12⁴⁰ satisfactorily addresses the concerns raised by the submitter by directing that effects on safety and efficiency arising from the location of vehicle crossings must be mitigated while not unreasonably preventing development and intensification. However, I recommend adding “urban design outcomes and the efficiency of the landuse subdivision layout” as a matter of discretion under Rule 29.5.22 when deciding on whether to approve a consent to breach this rule.
- 13.16** NZ Transport Agency (2538.72) requests that Rule 29.5.16 include an advice note clarifying that vehicle crossings providing access to a State Highway will need to meet Diagram 10 instead of Diagram 9. The rule already exempts State Highways from the rule and I recommend not including the advice note in the Rule on the basis that if the NZTA Planning Policy Manual (2007) (**PPM**), which specifies the standards for State Highway crossings is amended, then the advice note will become outdated and potentially contradictory to an updated PPM, which ultimately takes precedence. Similarly, NZ Transport Agency

40 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 (emphasis added).

(2538.82) also requests that Diagram 9 is amended to state it is not suitable for State highways. While I am not opposed to this, I do not consider it is necessary as the only rule that refers to the diagram (Rule 29.5.16) expressly states “vehicle crossings providing access to a road other than a state highway”. Therefore, I have not recommended accepting this submission.

Access gradient

13.17 Sean McLeod (2349.19) requests that Rule 29.5.17 is amended to remove everything except part (c), which relates to meeting certain breakover angles. In response, the breakover angle part of the rule only deals with one aspect of the gradient issue and is primarily aimed at ensuring against damage to vehicles and the road and accessway from having an acute angle. For the reasons outlined further in the evidence of Mr Smith, which primarily relate to the safety effects of accepting the submission, I do not consider the relief is appropriate and, while there will be times when it is acceptable for the gradient rules to be breached, it is necessary to consider these case by case to determine whether the safety effects are acceptable and justified by the benefits (for example, more efficient use of the site).

13.18 Fire and Emergency New Zealand ((2660.15, 2660.13) supports Rule 29.5.17(b) (gradient for vehicle access) but requests that Assessment Criteria 29.8.5.5 is amended to include the provision of adequate emergency vehicle access. In response, I recommend adding a matter of discretion to Rule 29.5.17 to this effect in order to enable Council to consider the matter as I do not believe it falls within the notified matters of discretion.

Reverse manoeuvring

13.19 Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies) (2484.12) and the Ministry of Education (2151.16) support Rule 29.5.7 (b) - (c) while Tonnie & Erna Spijkerbosch (2133.2) requests a limit on vehicles reversing from commercial properties onto key corridor roads wherever possible (Rule 29.5.7), with their key concern appearing to be in relation to heavy commercial and industrial properties.

13.20 In response and relying in part on the evidence of Mr Smith, I do not consider it is necessary to amend Rule 29.5.7 as the rules already prevent heavy vehicles from reversing out onto any road and prevent any vehicle from reversing onto a Collector Road with a posted speed of 80 kph or greater or onto any Arterial Road or State Highway without consent. The further regulation of light vehicles reversing from small commercial premises onto low speed collector roads is not justified from a traffic safety perspective, for the reasons given in Mr Smith's evidence; and there is no justification as to why vehicles reversing from a commercial premise should be subject to more stringent rules than if the property was used for any other activity (such as a residential, community, or visitor accommodation activity).

On-site (and off-site) loading spaces

13.21 Chorus (2194.17), Spark New Zealand Trading Ltd (2195.17), and Vodafone New Zealand Limited (2478.17) request that 29.5.10 (Loading spaces) be amended to exempt unstaffed utility sites. In response, I recommend that unstaffed utilities should be exempt from loading requirements; largely based on the premise that I have recommended that larger unstaffed utilities be required to provide an accessory carpark, which can also be used as a loading space when work is being undertaken on site.

13.22 Ngāi Tahu Property Limited and Ngāi Tahu Justice Holdings Limited (2335.12) and Ngāi Tahu Property Limited (2336.22) request that Rule 29.5.10 be amended to allow loading requirements to be provided for off-site under particular circumstances and to add an additional matter of discretion relating to shared loading spaces. In response and relying in part on Mr Smith's evidence, I consider that no amendment to the rule is appropriate, noting that Assessment Matter 29.8.5.6(c) provides for off-site loading to be considered on a case by case basis.

13.23 Real Journeys et al (2492.28) requests that policies and access standards be amended to promote wider distribution of drop off/ pick up areas to enable shuttle buses and commercial coach operators to operate effectively. In response, it is assumed the submitters are referring to the provision of such areas within road reserves. By way of background, the notified rules specifically permit parking and bus

stops within roads (which would include the establishment of such areas) although I note that the Traffic and Parking Bylaw 2012 restricts bus parking within certain hours and also has the ability to restrict where buses park during the day. I do not consider it appropriate for the PDP to set Council policy in relation to the physical provision of on-road drop off/ pick up areas beyond the high-level objectives and policies in the PDP to provide for all modes of transport; to specifically to promote public transport; and to facilitate travel by private coaches.

Residential carparking design

13.24 The JEA group submissions (2448.29) and Real Journeys et al (2492.6) request that Rule 29.5.8(c) be deleted or amended to refer to the distance from the footpath. In response, I consider it is inappropriate to delete the rule as it recognises that allowing a car space between the garage and footpath enables efficient use of land without more than minor effects on the quality of amenity and urban design provided the cars do not overhang the footpath or road reserve. This also has the benefit of encouraging garages to be set back from the road, which has significant urban design benefits. While the primary concern is overhanging footpaths, I see merit in retaining the notified wording as referring to 'footpath' raises interpretive difficulties where no footpath exists or where there a grass verge exists between the footpath and the site boundary, which might in the future be resurfaced to form a wider footpath or which children may play on, etc, for these reasons, I recommend retaining the wording as notified. I note that there are also urban-design led provisions in the MDR (8.5.8(a)(ii)), HDR (9.5.8.2), and to a lesser extent, the LDR (7.5.8)) zones of the PDP which further support Rule. 29.5.8(c).

13.25 Real Journeys et al (2492.57) and JEA group submissions (2448.27) request that Rule 29.5.2 is amended to ensure tandem parking does not require a resource consent on residential sites. In response, the intention is that tandem parking is permitted in relation to single residential dwellings pursuant to Rule 29.5.8 and therefore Rule 29.5.2(b) is recommended to be amended to clarify this. You are also referred to paragraph 12.38 of this evidence, which recommends that tandem parking is also allowed for a single residential flat in association with a single residential unit.

Tandem parking in relation to non-residential activities

13.26 The JEA group submissions (2448.27) and Real Journeys Et Al (2492.57) request that Rule 29.5.2 is amended to ensure tandem parking does not require a resource consent in certain circumstances on non-residential sites, citing that staff parking should be permitted to be parked in tandem with visitor parking. In response and relying in part on the evidence of Mr Smith I am of the view that it is not appropriate to allow staff and visitor parking to be provided in tandem without consent. With the possible exception of offices that are only open 9 – 5, most commercial activities in Queenstown are either open much longer hours (therefore requiring staff to work in shifts) or will require staff to leave the premises on work business during opening hours. In both instances, staff are likely to come and go during opening hours and if they cannot do so in a seamless manner then the parks are likely to be ineffective and inefficient and spillover effects are likely to result. For these reasons, I do not recommend amending the rules in the manner sought.

Lighting standards

13.27 The JEA group submissions (2448.30) and Real Journeys et al (2492.61) request that the wording of Rule 29.5.12(c) (regarding lighting of parking areas) be made clearer. Queenstown Airport Corporation (2618.13) request that it be amended to include the Airport Zone such that any parking area adjacent to the zone cannot result in more than 3 lux spill (horizontal or vertical) of light onto any adjoining site within the zone.

13.28 In response, I recommend that:

- (a) Rule 29.5.12(c) be separated into two parts to make it clearer;
- (b) the Airport Zone (Wanaka) be added to the rule as this makes it generally consistent with the Decision Rule 17.7.3, which requires that lighting from landside activity within the zone not exceed 3 lux spill on any adjacent site;
- (c) the Airport Zone (Queenstown) not be added to the rule. Unlike for the Airport Zone (Wanaka), decision Rule 17.5.6

(which relates to Queenstown) only seems to impose a limit on the lux spill of landside activities as received in adjacent residential zones and appears to impose no limit on the level of lux spill received on sites within the zone. As such, it would appear inconsistent to limit the light spill received from carparks in this zone to 10 lux spill.

- 13.29** While Clark Fortune McDonald & Associates (2297.2) has opposed Advice Note 29.3.2.1, which incorporates the Lighting Strategy and the CoP into the PDP by reference, when reading the submission in full it is only concerned with the CoP and therefore I have not considered that submission that in relation to the reference to the Lighting Strategy.

Mobility parking

- 13.30** Real Journeys et al (2492.58) and the JEA group submissions (2448.28) request that Rule 29.5.5 (mobility parking) be deleted or amended to make the rule less arduous in terms of parking requirements.

- 13.31** In response and relying in part on Mr Smith's evidence, I can confirm that the rule is consistent with the Building Code in terms of the number of parks required. In my opinion, while inclusion of the rule duplicates the assessment that will be undertaken at the building consent stage, this is efficient as it ensures that compliance with the mobility parking requirements is practically achievable prior to proceeding to working drawings and building consent and therefore avoids a situation where resource consent is granted for a building and parking layout that, does not meet the Building Code.

Heavy vehicle parking layout

- 13.32** Ngāi Tahu Property Limited (2336.27) requests that Table 29.9 be amended to only specify the minimum bay dimensions; to note that unimpeded manoeuvring is required into the space provided; to prescribe a minimum dimension of 13.6 x 2.7 m; and to require the provision of a pedestrian access in relation to coach parking.

- 13.33** I note that the submitter is incorrect that there are no rules which relate to or require parking for many of the heavy vehicle types listed in the

Table. Rule 29.9.19 requires that motor vehicle repair and servicing activities provide 2 heavy vehicle parks and Rules 29.9.10 and 29.9.14-29.9.16 require coach parks to be provided and Rule 29.5.3 requires such parking to comply with Table 29.9 (heavy vehicle parking layout). Compliance with the layout standards are an important part of Rule 29.5.3 in order to ensure heavy vehicles (and coaches in particular) are appropriately laid out. Furthermore, Table 29.9 will provide useful guidance to applicants and the Council when exercising its control in relation to S42A Rule 29.4.X that I have recommended adding in relation to off-site and non-accessory coach parks.

13.34 In response and relying in part on Mr Smith's evidence, I consider that while the Table could be simplified by amending it in the manner outlined above, it is appropriate to retain the notified Table with the addition of including a minimum stall width of 3.5 m and a requirement for pedestrian access to coaches. The reasons for this are that:

- (a) specifying minimum aisle widths as notified achieves the same outcome as a note relating to "unimpeded manoeuvring" but as it is prescriptive it provides a sufficiently certain rule and is therefore more efficient than a 'note';
- (b) the addition of stall widths is consistent with the AS/NZS 2890.2:2002 and to allow for the opening of coach doors and loading areas; and
- (c) the requirement to provide a pedestrian accessway servicing a coach park will improve pedestrian safety.

13.35 To provide greater clarity, I also recommend that, under Clause 16 of the RMA, the column headings (i.e. Stall Depth (m) Aisle Width (m)) be amended to read "minimum" to ensure that consent is not triggered where a layout proposes a wider stall depth, or aisle width as that is not the intention and is efficient to safeguard against this interpretation.

Service station traffic engineering standards

13.36 Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies) (2484.16) request that Rule 29.5.24(g) and (j) be amended to reflect measurements defined within RTS 13 (which requires pumps to be 7 m, rather than 12 m, from the mid-point of any vehicle crossing) and

allow for tanker wagons to obstruct refuelling positions. In response and relying on Mr Smith's evidence, I recommend retaining the notified 12 m measurement but amending Rule 29.5.24(j) to enable tankers discharging fuel to block refuelling positions or vehicles waiting to be serviced. It is considered that the s42A rule will sufficiently mitigate effects on the efficiency and safety of the facility and adjoining roads while enabling fuel tankers to discharge fuel in a practical manner.

Queuing

13.37 Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies) (2484.14) request that the following new definition of 'vehicle control point' be added to the definitions chapter in relation to queuing lengths and service stations. In response and relying on Mr Smith's evidence, I recommend that a definition for vehicle control point is added and that, as a consequence, the wording of Rule 29.5.9 be simplified.

14. TOPIC 7 – MISCELLANEOUS

Non-specific submissions on Chapter 29 purpose, objectives, and policies⁴¹

14.1 Safari Group of Companies Limited (2339.7) requests that section 29.2 include objectives and policies which provide clearer guidance for assessing resource consent applications. In response I consider that, together, the objectives, policies, and assessment matters provide sufficiently clear guidance for assessing applications.

14.2 Shaping our Future (2511.3) requests that the objectives are in line with Shaping Our Future's overall vision and reports. This submission is not sufficiently clear and I would invite the submitter to further explain the key aspects of the Chapter 29 objectives that it considers are inconsistent with its vision.

14.3 Queenstown Airport Corporation (2618.10) request that 29.1 Purpose be amended to also state "While Queenstown and Wanaka Airports also have an important role facilitating the movement of people and

⁴¹ Where a submission relates to an objective and/ or policy that is specifically in relation to one of the below issues (active transport, for example), that submission is considered under the active transport topic rather than discussing all the objectives and policies first in a separate section.

goods to the District, these functions are recognised in Chapters 3, 4 and 17". In response, I do not consider this is appropriate or necessary as Chapter 29 is not concerned with air travel at all and inclusion of this statement could blur, rather than clarify, this distinction.

General amendments sought

- 14.4** St Peters Church Parish (2341.1, 2341.2, 2341.4) is concerned that the high amenity of St Peters Church and its surroundings should be recognised when considering parking, transport, pedestrianisation and cycle track making. In response, I note that the Queenstown Town Centre provisions recognise the importance of this area; identifying it as Town Centre Special Character Area (**SCA**) and providing Council with the discretion over the effect of buildings in terms of (relevantly) the consistency with the Queenstown Town Centre Special Character Area Design Guidelines (2015) and heritage values. However, these rules do not relate to buildings or other activity within roads, which is where many of the activities the submitter seems concerned about would often occur. While the SCAs extend over the roads, meaning that the policies relating to the SCAs would apply in the event that a consent were required for something within the road, parking, transport, pedestrianisation, and cycle infrastructure is all permitted by Chapter 29 and, as such, there would be no opportunity to consider those policies. I also note that Rule 26.5.8 (historic heritage) limits building and carparking within the setting of a listed heritage item but that the application of that rule is limited to the site within which the item is located.
- 14.5** All that said, I am comfortable that where the Council does propose parking, transport facilities, or pedestrianisation in the vicinity of the church, the Traffic and Parking Bylaw review process and other public engagement processes, such as that undertaken in relation to the recent Queenstown Town Centre Master Plan and its incorporation into the Long term plan (**LTP**), provide adequate opportunity for the submitter to engage with Council and ensure due consideration is given the values of the church and its grounds. I therefore do not recommend any change to Chapter 29.
- 14.6** Cardrona Alpine Resort Limited (2492.3) requests that the Transport Chapter is amended to ensure the benefits of air transport to the

district's economy and overall transport network is recognised and provided for, and that the use of helicopters is recognised as an important transport method for Ski Areas. I do not consider the amendments sought to be appropriate as the effects of air travel are already managed (to the extent possible under the RMA) through other parts of the PDP; primarily through Chapters 17 (Airport Zone), 21 (Rural), and 36 (Noise in relation to take offs and landings).

- 14.7** Real Journeys et al (2492.27) requests that a new objective be inserted with associated policies supporting activities that help resolve traffic congestion in and around the Queenstown Town Centre and that methods be included to restrict particular types of traffic movements known to be causing congestion such as campervans and rental cars circulating and parking in the CBD. In response, I consider that the Chapter 29 objectives, policies, and rules support a reduction in such circulation and that, beyond this, the Traffic and Parking Bylaw 2012 (the review thereof) is the most appropriate way of managing this issue.

Procedural matters

- 14.8** Willowridge Developments Limited (2408.3, 2408.4) requests that the Council place Stage 2 on hold pending the notification and submission process for the remaining zone provisions or, alternatively, confirms that submitters can re-submit on the transport (and other) provisions as part of submitting on stages 3 and 4 of the PDP. My understanding is that Council will, if necessary, notify site specific provisions for any Stage 3 or 4 zones, into any necessary district wide chapter. I also understand that any relief that submitters might seek in a subsequent stage, would need to be limited to the land within the scope of that stage.

The relationship with the zone chapters

- 14.9** QLDC (2239.2) requests that relevant provisions be amended to clarify that the status of listed activities in Chapter 29 (for instance, park and ride facilities) are not affected by the rules for non-listed activities located in the various zones. This relates to the fact that in the LDR, MDR, HDR, Arrowtown Residential Historic Management, Large Lot Residential, Airport, Rural, Rural Residential, Gibbston Character, Waterfall Park and Coneburn Industrial zones any activity not listed in

the activity table is a non-complying activity⁴² and, in the Jacks Point Zone, any unlisted activities are discretionary. In all other zones, any unlisted activities are permitted. Presumably, the concern is that it is unclear whether even though the Chapter 29 rules enable certain activities as restricted discretionary, for example, the default rules could potentially render the activity non-complying due to the default rule in the relevant zones. The application of the rules in this manner would not contribute to achieving the objectives and policies of Chapter 29 as activities such as public transport facilities would be non-complying even though chapter 29 anticipates them being appropriate in certain circumstances.

14.10 As the transport chapter is intended to specifically provide for activities such as park and ride (as a restricted discretionary activity) district-wide, the rules in the transport chapter should take precedence over the non-complying default status rules of the various chapters. I therefore recommend that in order to avoid uncertainty, it will be more effective and administratively more efficient to clarify this by amending General Rule 29.3.3.6 to confirm that the rules in Table 29.1 of this chapter take precedence over those zone rules which make unlisted activities a non-complying or discretionary activity.

14.11 Queenstown Airport Corporation (2618.11) requests that a new advice note be added as 29.3.2.4 "Where inconsistency arises between the transport provisions of Chapter 17 and Chapter 29, Chapter 17 shall prevail." The submitter's point seems to relate primarily to parking. In this respect, parking ancillary to any activity or service that provides support to the airport is an "Airport Related Activity" and therefore permitted pursuant to Rule 17.4.1 and any parking that is unrelated to the airport is restricted discretionary pursuant to Rule 17.4.4. By virtue of the definition of airport related activity⁴³, all land transport activities (such as park and ride and public transport facilities) would be also be permitted. Notably, under "Interpreting and Applying the Rules", Rule 17.3.2.6 states that activities undertaken within, or within the immediate environs of the Queenstown airport terminal facility are

42 Rule 7.4.11, Rule 8.4.15, Rule 9.4.11, Rule 10.4.9, Rule 11.4.8, Rule 17.6.6, Rule 21.4.34, Rule 22.4.13, Rule 23.4.20, Rule 42.4.1, Rule 44.4.15

43 Means an ancillary activity or service that provides support to the airport. This includes: a. land transport activities;

exempt from complying with any minimum parking requirement in Chapter 29 activity in the Airport Zone.

14.12 In response, Rule 29.4.3 permits accessory parking subject to meeting the transport standards, which is consistent with the Chapter 17 rules, and as such, I see no conflict in that respect. In my view, all parking associated with airport activity (which I note, based on the PDP definitions, would not include rental car parking) would be deemed accessory parking and therefore permitted by Chapter 29 in any case. As such, I do not consider that the relief sought is appropriate or necessary.

14.13 However, for consistency, I do recommend Rule 29.9.1 to state that there is a nil minimum accessory parking requirement in relation to the Queenstown airport terminal facility in order to be consistent with (Rule) 17.3.2.6. This is despite the fact the wording of what constitutes “the immediate environs of the Queenstown airport terminal facility” is somewhat uncertain. In respect of other transport facilities that may be permitted by Chapter 17 but that would require restricted discretionary consent in Chapter 29 (such as public transport, park and ride facilities, or non-accessory parking (i.e. parking unrelated to the airport activity), I consider the restricted discretionary status to be appropriate district-wide in order to ensure such facilities are provided for in an integrated way that contributes to the transport objectives.

Iwi values

14.14 Te Rūnanga o Moeraki, Kāti Huirapa Rūnaka ki Puketeraki, Te Rūnanga o Ōtākou, Hokonui Rūnanga, Te Rūnanga o Waihōpai, Te Rūnanga o Awarua and Te Rūnanga o Ōraka-Aparima (**Kāi Tahu**) (2329.3) requests, relevantly, that Objectives, policies and rules are required to recognise and address the effects of activities on the values of mapped wahi tupuna areas and that activities identified as threats to these values should be discretionary and be notified to tangata whenua; that there needs to be consistent cross referencing to the Tangata Whenua Chapter in all chapters; and that Tangata whenua values should be specifically referenced as a matter of consideration.

14.15 In response, I do not consider that the transport chapter requires any amendments in order to address the concerns raised in the submissions, for the following reasons:

- (a) Transport activities per se are not considered to be a threat but, rather, associated activities that may be of concern such as earthworks are managed appropriately through other chapters;
- (b) the chapter references Chapter 5 (Tangata Whenua) in district wide Rule 29.3.1 in the same manner as it is referenced elsewhere in the PDP and the integration between Chapters 5 and 29 are then further outlined in s42A Rule 29.3.3.1(d); and
- (c) the wahi tupuna areas will be mapped through Stage 3 of the PDP.

Rental car business rules

14.16 Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd (2381.36) and Darby Planning LP (2376.51) request that Policy 29.2.4.1 regarding home occupations and commercial activity in residential areas be retained while JEA group submissions (2448.17) and Real Journeys et al (2492.42) seek that it be deleted or the first word 'avoid' be deleted and replaced with 'manage'.

14.17 Real Journeys et al (2492.44) requests that Policy 29.2.4.2 (regarding the expectation that businesses with large numbers of vehicles will store these off the road) be replaced with a policy that allows lower levels of accessory parking to be provided in certain instances. The alternative wording sought seems unrelated to the notified policy and the submitter is invited to clarify the submission point at the hearing.

14.18 NZ Transport Agency (2538.63), Ministry of Education (2151.9) support Rule 29.4.9 whereas the JEA group submissions (2448.21) and Real Journeys et al (2492.51) seek clarification whether Rule 29.4.9 is intended to make rental car parking permitted where residential is permitted and also suggest that the rule would sit better under each zone chapter. Queenstown Airport Corporation (2618.12)

request that Rule 29.4.9 be deleted or amended to exclude the Airport Zone

14.19 In response:

- (a) I have recommended that Policy 29.2.4.1 be re-worded to remove the word 'avoid' but note that the intent of the policy remains that vehicle parking/ storage associated with non-residential activity in residential zones shall not adversely affect traffic safety or amenity;
- (b) Rule 29.4.9 is intended to ensure that rental car businesses provide adequate off-road parking/ vehicle storage, even in zones where the activity itself is permitted. The PDP permits this activity in the Town Centre, Local Shopping Centre, Business, and Airport Zones and in respect of small scale commercial activity and home occupations in the HDR Zone, noting that home occupations are not limited in nature and scale in the same way they are in other residential zones. Where commercial activity already requires a consent (such as in the other residential zones), I do not consider it is necessary to trigger a specific consent under Chapter 29. This intent could potentially be made clearer and I have recommended amended wording to try and address the submitters' concerns.
- (c) While I agree that it may be transparent and efficient for this rule to be included in the respective zones given that it is a landuse activity-based rule, I favour retaining it in Chapter 29 as it relates primarily to a transport-related issue with its primary purpose being to give effect to the Chapter 29 objectives and policies. Also, given the staged approach of the PDP, there is a risk that if the rule is not retained in the district wide chapter, then as additional zones are introduced into the PDP, care would need to be taken to insert this rule in each zone, as appropriate.

15. CONCLUSION

- 15.1** On the basis of my analysis within this evidence, I recommend that the changes within the revised version in **Appendix 1** are accepted.

15.2 The changes will improve the clarity and administration of the Plan; contribute towards achieving the objectives of the PDP and Strategic Direction goals in an effective and efficient manner and give effect to the purpose and principles of the RMA.

A handwritten signature in black ink, appearing to read 'V Jones', with a horizontal line drawn through the middle of the letters.

Vicki Jones
Consultant Planner
23 July 2018

APPENDIX 1
Recommended Revised Chapter

TRANSPORT 29

Appendix 1

S42A Recommended Chapter

Key:

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

29 Transport

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 landuse activities are undertaken in a manner that maintains the safety and efficiency of the transport network as a whole and contributes positively to improving the public and active transport networks.

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

29.2 Objectives and Policies

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

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

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

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

Policies

29.2.1.1 Require that ~~the public transport and active transport networks are~~ is well-connected and specifically designed to:

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

- 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.

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.

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29.2.1.3 Require high traffic generating activities and large scale commercial activities, educational facilities, and community activities to avoid or mitigate the adverse effects they have on the transport network and amenity, including through initiatives, that will promote walking, cycling, and the use of public transport, that by contribute to the development of well-connected public and active transport networks and/ or infrastructure within and in the immediate vicinity of the development.

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

Commented [vj4]: Ministry of Education (2151.4), The JEA group submissions (2448.9), Ngai Tahu Property Limited (2336.14), Real Journeys et al (2492.34)

29.2.1.4 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.

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

Commented [vj5]: QLDC (2239.4)

29.2.1.6 Enable and encourage the provision of electric vehicle (EV) charging points/ parking spaces within non-accessory parking, within roads where appropriate, as part of Park and Ride, and in association with accessory parking related to High Traffic Generating Activities

Commented [vj6]: QLDC (2239.5)

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

Commented [vj7]: Real Journeys et al (2492.32), Real Journeys et al (2492.55)

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

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:**

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

Commented [vj8]: Camp Street Properties Limited (2520.2), C & J Properties Ltd (2518.2), and Reavers NZ Limited (2467.3)

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:

Commented [vj9]: NZTA (2538.39)

- 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:

TRANSPORT 29

- (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 and loading spaces to meet the expected needs of specific landuse activities parking demand in order to minimise congestion and visual amenity effects, particularly in areas that are not well connected by public or active transport networks and are not identified on any Council active or public transport network plans;
- 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; and
- g. avoids or mitigates adverse effects on the amenity of the streetscape and adjoining sites.
- h. provides adequate vehicle access width and manoeuvring for all emergency vehicles.
- 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.
- 29.2.2.3 Enable a lower rate of Require less accessory parking to be provided for residential flats district wide, and for residential and visitor accommodation activity in the Town Centre, Local Shopping Centre, Business Mixed Use, High Density Residential, and Medium Density Residential zones compared to other zones to support intensification and increased walking, cycling, and public transport use and in recognition of the land values, high pedestrian flows, amenity, accessibility, and existing and anticipated density of these zones.
- 29.2.2.4 Enable some of the parking required for residential and visitor accommodation activities to be provided off-site provided it is located in close proximity to the activity and is secured through legal agreements.
- 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 will not be adversely affected; 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

Commented [vj10]: Public Health South (2040.3)

... [1]

Commented [vj11]: The JEA group submissions (2448.4, 2448.11) and Real Journeys et al (2492.36, 2492.46)

Commented [vj12]: Fire and Emergency New Zealand (2660.12)

Commented [vj13]: The JEA group submissions (2448.4, 2448.11) and Real Journeys et al (2492.36) regarding making it clearer what council's parking strategy is and what is driving the minimum parking ratios

Commented [vj14]: The JEA group submissions (2448.4, 2448.11) and Real Journeys et al (2492.46), Reavers NZ Limited (2467.70)

Commented [vj15]: Safari Group of Companies Limited (2339.6)

Commented [vj16]: B Giddens Trust (2585.1), McBride Street Queenstown Ltd (2593.5)

Commented [vj17]: Nona James (2238.6) and the JEA group submissions (2448.12)

Commented [vj18]: The JEA group submissions (2448.4, 2448.11) and Real Journeys et al (2492.36, 2492.46)

Commented [vj19]: Reavers NZ Limited (2467.70)

Commented [vj20]: Minor wording Improvement only (Cl 16)

Commented [vj21]: C & J Properties Ltd (2518.4), JEA group submissions (2448.13), Reavers NZ Limited (2467.5), and Real Journeys et al (2492.38)

Commented [vj22]: C & J Properties Ltd (2518.4), JEA group submissions (2448.13), Reavers NZ Limited (2467.5), and Real Journeys et al (2492.38)

Commented [vj23]: C & J Properties Ltd (2518.4), JEA group submissions (2448.13), Reavers NZ Limited (2467.5), and Real Journeys et al (2492.38)

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- 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~~
- 29.2.2.6 Provide for non-accessory parking, excluding off-site parking, only where:
- the amount, location, design, and type of parking will consolidate and rationalise the provision of parking for a particular locality and result in more efficient landuse or better enable the planned growth and intensification enabled by the zone; and
 - there is an existing or projected undersupply of parking to service the locality and providing additional parking ~~and the pricing of that parking will not undermine the success of public transport systems or discourage people from walking or cycling; and~~
 -
- 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:
- is convenient to users;
 - is well connected to public and active transport networks;
 - improves the operational efficiency of the existing and future public transport network; and
 - extends the catchment of public transport users.
- ~~29.2.2.9 Require Park and Ride, public transport facilities, and non-accessory parking to be designed, managed, and operated in a manner that:~~
- makes it accessible and safe for users, including pedestrians and cyclists within and beyond the facility;
 - provides an integrated and attractive interface between the facility and adjacent streets and public open spaces;
 - mitigates effects on the residential amenity of adjoining properties, including effects from noise, vehicle emissions, and visual effects; and
 - minimises adverse effects on the operation of the transport network.
- ~~And that non-accessory parking and off-site parking facilities shall also be designed, managed, and operated in a manner consistent with 29.2.2.8 (e) to 29.2.2.8(h).~~
- ~~29.2.2.10 Encourage off-site parking facilities to be designed, managed, and operated in the manner outlined in Policy 29.2.2.9~~
- ~~29.2.2.11 29.2.2.9~~ Prioritise pedestrian movement, safety, and amenity in the Town Centre zones, particularly along the main pedestrian streets, by discouraging the provision of off-street parking other than on the edge of the zones and discouraging the provision of on-site loading along these streets.
- ~~29.2.2.12 29.2.2.10~~ Mitigate the effects on safety and efficiency arising from the location, number, width, and design of vehicle crossings and accesses, particularly in close proximity to intersections and adjoining the State Highway, while not unreasonably preventing development and intensification.
- 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.**

Commented [vj24]: Ngai Tahu (2336.20) – requests that this matter be added as a matter of discretion but I have recommended adding it as a policy consideration

Commented [vj25]: NZ Transport Agency (2538.43)

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

Commented [vj27]: Real Journeys et al (2492.55)

Commented [vj28]: Real Journeys et al (2492.39)

Commented [vj29]: Real Journeys et al (2492.39), John Barlow (2463.1)

Commented [vj30]:

Commented [vj31R30]: John Barlow (2463.1) – policy integrated into Policy 29.2.2.8

Commented [vj32]: Consequential re-numbering from amalgamating policies 29.2.2.8 -29.2.2.10 (CI 16).

Commented [vj33]: Consequential re-numbering from amalgamating policies 29.2.2.8 -29.2.2.10

Commented [vj34]: Minor wording Improvement only (CI 16)

Policies

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

Commented [vj35]: Clark Fortune McDonald & Associates (2297.1), Darby Planning LP (2376.5), the JEA group submissions (2448.15)

Commented [vj36]: Ministry of Education (2151.5)

Commented [vj37]: The JEA group submissions (2448.5) and Real Journeys et al (2492.30)

Commented [vj38]: Real Journeys et al (2492.43), JEA group submissions (2448.16)

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- ~~promotes an increase in~~ the use of active and public transport networks and shared transport;
- reduces traffic generation;
- manages the effects of the transport network on adjoining land uses and the effects of adjoining landuses on the transport network.

Commented [vj39]: Ngai Tahu Property Limited (2336.16)

Commented [vj40]: NZTA (2538.53)

Policies

29.2.4.1 ~~Avoid~~ Ensure that where commercial activities and home occupations occur in residential areas that result in cars any associated vehicle storage or parking is provided for being parked either on-site or on roads in a manner and or at a scale that will not adversely affect residential amenity or the safety or the transport network. This includes the storage of business-related vehicles and rental vehicles and other vehicles being parked on streets adjoining the residential zones when not in use.

Commented [vj41]: JEA group submissions (2448.17) and Real Journeys et al (2492.42)

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.

Commented [vj42]: Minor wording Improvement only (CI 16)

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.

29.2.4.4 Avoid or mitigate the adverse effects of high trip generating activities on the transport network and the amenity of the environment, taking into account by assessing the location and; design of the activity; and the effectiveness of the methods proposed to limit increased in traffic generation and to promote the uptake of public and active transport, including by help to reduce private car travel and encourage people to walk, cycle, or travel by public transport. Such methods may include:

~~demonstrating how they will, including by:~~

Commented [vj43]: Ngai Tahu Property Limited (2336.17)

a. preparing travel plans containing travel demand management techniques and considering lower rates of accessory parking;

b. ~~contributing toward improving well-connected~~ public and active transport infrastructure or, where planning for such infrastructure is not sufficiently advanced, providing space for such infrastructure to be installed in the future;

Commented [vj44]: Ministry of Education (2151.4), the JEA group submissions (2448.9, 2448.14), Ngai Tahu Property Limited (2336.14), Real Journeys et al (2492.34, 2492.45).

c. providing public transport stops located and spaced in order to provide safe and efficient access to pedestrians who are likely to use each stop; and

Commented [vj45]: Minor wording Improvement only (CI 16)

d. providing less reduced amounts of accessory parking than is required by Table 29.5 in conjunction with proposing other initiatives to encourage alternative modes of travel; and

Commented [vj46]: Minor wording Improvement only (CI 16)

e. ~~the use of Development Agreements provided for under the Local Government Act.~~

Commented [vj47]: Ministry of Education (2151.4), the JEA group submissions (2448.9, 2448.14), Ngai Tahu Property Limited (2336.14), Real Journeys et al (2492.34, 2492.45).

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

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 landuse 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 ~~minimizes mitigates~~ adverse effects on the locality and, in particular, on the amenity of adjoining properties, while recognising that they are an important part of establishing an effective transport network.

Commented [vj48]: Real Journeys et al (2492.46)

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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 ~~frontage road~~ transport network |

Commented [vj49]: NZ Transport Agency (2538.59)

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 Advice Notes - General

29.3.2.1 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 (2015); 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).

29.3.2.2 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.

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

29.3.3 General Rules

29.3.3.1 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 Table 29.4; and

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- a. Any zoning, including subzones, ceases to have effect from the time the land is vested or dedicated as road; and
- b. ~~Any provisions relating to the following overlays and identified features shown on the planning maps continue to have effect from the time the land is vested or dedicated as road such as~~
 - i. The Special Character Area;
 - ii. The Outstanding Natural Landscape, Outstanding Natural Feature, and Rural Landscape classifications;
 - iii. Significant Natural Area;
 - iv. Protected trees; and
 - v. listed heritage buildings, structures, and features.
- 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.~~

Commented [vj50]: The JEA group submissions (2448.2) and Real Journeys et al (2492.47)

Commented [vj51]: The JEA group submissions (2448.2) and Real Journeys et al (2492.47)

Commented [vj52]: Minor wording Improvement only (Cl 16) – Clarification only.

Commented [vj53]: Minor wording Improvement only (Cl 16) – Text moved from notified rules 29.3.3.4 and 29.3.3.5 and slightly altered for improved clarity

29.3.3.2 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.

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

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

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

Commented [vj54]: Minor wording Improvement only (Cl 16) – Text moved from notified rules 29.3.3.4 and 29.3.3.5 and slightly altered for improved clarity

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

Commented [vj55]: Minor wording Improvement only (Cl 16) – Drafting improvement only for improved clarity

Commented [vj56]: QLDC (2239.2)

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 29.5, 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

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29.4.X	<p>Off-site and non-accessory parking used exclusively for the parking of coaches and buses in the Business Mixed Use Zone and Local Corner Shopping Centre Zone</p> <p>Control is reserved over:</p> <ul style="list-style-type: none"> Design, external appearance, and landscaping and the resultant potential effects on visual amenity and the quality of the streetscape; Effects on the amenity of adjoining sites' compatibility with surrounding activities; The size and layout of parking spaces and associated manoeuvring areas 	C	Commented [vj57]: Real Journeys et al (2492.55)
29.4.6	<p>Off-site parking areas excluding off-site parking used exclusively for the parking of coaches and buses in the Business Mixed Use Zone and Local Corner Shopping Centre Zone</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> Design, external appearance, and landscaping and the resultant potential effects on visual amenity and the quality of the streetscape. Effects on the amenity of adjoining sites' compatibility with surrounding activities. <p>Advice Note:</p> <p>This rule applies to the establishment of new parking areas for the express purpose of providing required parking spaces for specific landuses, which are located on a different site to the car parking area. It does not apply to instances where a landuse consent seeks to lease or otherwise secure offsite parking spaces within an existing parking area.</p>	RD	Commented [vj58]: Real Journeys et al (2492.55)
29.4.7	<p>Non-accessory parking, excluding:</p> <ul style="list-style-type: none"> off-site parking in the Business Mixed Use Zone and Local Corner Shopping Centre Zone; and non-accessory parking used exclusively for the parking of coaches and buses in the Business Mixed Use Zone and Local Corner Shopping Centre Zone <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> Effects on the transport network, including the pedestrian and cycling environment and effects on the feasibility of public transport. Effects on land use efficiency and the quality of urban design. Location, design and external appearance and effects on visual amenity, the quality of the streetscape and pedestrian environment. Effects on safety for its users and the employment of CPTED principles in the design. Compatibility with surrounding activities and effects on the amenity of adjoining sites. The provision of electric vehicle charging points/ parking spaces 	RD	<p>Commented [vj59]: Real Journeys et al (2492.55)</p> <p>Commented [vj60]: QLDC (2239.10)</p>

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29.4.8	<p>Park and Ride and public transport facilities</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on the transport network, including the pedestrian and cycling environment and effects on the feasibility of public transport. • Location, design and external appearance and effects on visual amenity and the quality of the streetscape. • Compatibility with surrounding activities and effects on the amenity of adjoining sites, including consideration of nuisance effects such as noise. • Effects on the safety of its users and employment of CPTED principles in the design. • Compatibility with surrounding activities. • <u>The provision of electric vehicle charging points/ parking spaces</u> 	RD
29.4.9	<p>Rental vehicle businesses in all those zones where commercial activities are permitted</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on the safety and efficiency of the transport network, resulting from rental vehicles being parked on roads and other public land when not in use. • Effects on amenity from rental vehicles being parked on roads and other public land when not in use. <p>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.</p>	RD

Commented [vj61]: QLDC (2239.10)

Commented [vj62]: JEA group submissions (2448.21) and Real Journeys et al (2492.51).

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29.4.10	<p>High Traffic Generating Activities</p> <p>Any landuse or subdivision activity that exceeds the traffic generation standards set out in Table 29.6</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on the transport network, including as a result of: <ol style="list-style-type: none"> a. any the proposed travel planning, provision of alternatives to private vehicle, or staging of development; b. any proposed improvements to the local transport network within or beyond in the vicinity of the site, including proposed additions or improvements to the active and public transport network and infrastructure and the roads themselves, in accordance with Council road controlling authority's standards and adopted infrastructure network development plans either within or beyond the site. This may be required by direct construction activities, or by collecting funds towards a wider project that would achieve the modal shift aim of the specific development, as promoted in the application; c. the amount, design, and location of cycle parking, e-bicycle charging areas, showers, changing rooms and lockers provided; d. the amount of accessory parking and any non-accessory parking proposed; and e. the design of the site and/ or its frontage in regard to its ability to accommodate any proposed planned public transport infrastructure proposed by Council; f. the provision or upgrading of pedestrian and cycle infrastructure; and g. the provision of a Travel Demand Management Plan; and h. The provision of electric vehicle charging points/ parking spaces 	RD
29.4.11	Parking for any activity not listed in Table 29.5	D

Commented [vj63]: NTZA (2538.64)

Commented [vj64]: Ministry of Education (2151.4), the JEA group submissions (2448.9, 2448.14, 2448.22), Ngai Tahu Property Limited (2336.14), Real Journeys et al (2492.34, 2492.45, 2492.52), Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd (2381.27), Safari Group of Companies Limited (2339.10), Darby Planning LP (2376.54).

Commented [vj65]: NTZA (2538.64)

Commented [vj66]: NTZA (2538.64)

Commented [vj67]: Minor wording Improvement only (Cl 16)
Drafting improvement only for improved clarity

Commented [vj68]: Formatting only

Commented [vj69]: QLDC (2239.10)

Table 29.2 - Activities within a road		Activity Status
29.4.12	Activities that are listed in this Table as permitted (P) and comply with all relevant standards in Table 29.4 of this Chapter.	P
29.4.13	Activities that are not listed in this Table.	D
29.4.14	<p>Construction of new transport infrastructure and the operation, use, maintenance, and repair of existing transport infrastructure.</p> <p>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>	P
29.4.15	Public amenities	P

Commented [vj70]: Minor wording Improvement only (Cl 16)
Drafting improvement only for improved clarity

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29.4.16	<p>Construction of any unformed road into a formed road <u>for the purpose of vehicular access.</u></p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • The safety and functionality of the road design, including the safety of intersections with existing roads. • Ongoing maintenance costs of the road design. • Effects on the environment and/ or character of the surrounding area (including effects from dust, noise and vibration and effects on visual amenity). • Effects on the ability to continue to provide safe access for other current and potential users of the unformed legal road, including pedestrians and cyclists. 	RD
29.4.17	<p>Any veranda, balcony, or floor area of a building overhanging a road, where the building is controlled in the adjoining zone.</p> <p>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.</p> <p>Control is restricted to those matters listed for buildings in the adjoining zone and:</p> <ul style="list-style-type: none"> • The effects on traffic safety; and • effects on the kerbside movement of high-sided vehicles; and • effects on the active transport network 	C
29.4.18	<p>Any veranda, balcony, or floor area of a building overhanging a road, where the building is a restricted discretionary activity in the adjoining zone.</p> <p>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.</p> <p>Discretion is restricted to those matters listed for buildings in the adjoining zone and:</p> <ul style="list-style-type: none"> • The effects on traffic safety; and • effects on the kerbside movement of high-sided vehicles; and • effects on the active transport network 	RD

Commented [vj71]: JEA group submissions (2448.23) and Real Journeys et al (2492.53)

Commented [vj72]: Formatting only

Commented [vj73]: Active Transport Wanaka (2078.13), Safari Group of Companies Limited (2339.4)

Commented [vj74]: Formatting only

Commented [vj75]: Active Transport Wanaka (2078.13), Safari Group of Companies Limited (2339.4)

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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	<p>Accessory parking</p> <p>The number of parking spaces (other than cycle parking) shall be provided in accordance with the minimum parking requirements specified in Table 29.5, <u>except that where consent is required for a High Traffic Generating Activity pursuant to Rule 29.4.10 no minimum parking required.</u></p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> The number of parking spaces provided. The allocation of parks to staff/ guests and residents/ visitors. <p><u>Advice Note: Policy 29.2.2.5 provides the framework for assessing the appropriateness of providing a level of accessory parking less than is required by Table 29.5.</u></p>	RD
29.5.2	<p>Location and Availability of Parking Spaces</p> <p>a. Any parking space required by Table 29.5 or loading space shall be available for staff and visitors during the hours of operation and any staff parking required by this rule shall be marked as such.</p> <p>b. No parking space required by Table 29.5 shall be located on any access or outdoor living space required by the District Plan, such that each parking space required by Table 29.5 shall have unobstructed vehicular access to a road or service lane, <u>except where tandem parking is specifically provided for by Rule 29.5.8.</u></p> <p>c. Parking spaces and loading spaces may be served by a common manoeuvring area (which may include the installation of vehicle turntables), which shall remain unobstructed.</p> <p>d. Residential units and visitor accommodation units <u>The following activities may provide some or all of the parking spaces required by Table 29.5 off-site (on a different site to that which the landuse activity is located on), in accordance with the following:</u></p> <p>(i) If Residential units and visitor accommodation units or activities development in any High Density Residential Zone, Medium Density Residential Zone, or Business Mixed Use Zone is located within 800m of an established public transport facility or a public transport facility identified on any Council Active Transport Network Plan may provide, then some or all of the car parking required may be provided off-site.</p> <p>(ii) <u>Some or all of the coach parking required by Table 29.5 in relation to visitor accommodation activity may be provided off-site.</u></p>	RD

Commented [vj76]: Ministry of Education (2151.4), the JEA group submissions (2448.9, 2448.14, 2448.22), Ngai Tahu Property Limited (2336.14), Real Journeys et al (2492.34, 2492.45, 2492.52), Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd (2381.27), Safari Group of Companies Limited (2339.10), Darby Planning LP (2376.54) - being all those who sought the deletion of the HTGA rule); and

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

Commented [vj77]: B Giddens Trust (2585.2), McBride Street Queenstown Ltd (2593.6)

Commented [vj78]: JEA group submissions (2448.27), Real Journeys et al (2492.57)

Commented [vj79]: Ngai Tahu Property Limited (2336.21)

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	<p>(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 29.5 off-site.</p> <p>(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.</p> <p>(v) Off-site parking spaces provided in accordance with the above rules 29.5.2(d)(i)-(iv) in relation to the above must be:</p> <ol style="list-style-type: none"> 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. <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • The long term availability of parking spaces for staff and visitors. • The location of parking spaces and manoeuvring areas within a site. • The proportion of spaces proposed off-site in zones other than the High Density Residential Zone, Medium Density Residential Zone, or Business Mixed Use Zone. • The location, accessibility, and legal agreements proposed. 	
29.5.3	<p>Size of Parking Spaces and layout</p> <ol style="list-style-type: none"> a. All required parking spaces and associated manoeuvring areas are to be designed and laid out in accordance with the Car Parking Layout requirements of Table 29.8, Table 29.9, and Diagram 3 (car space layouts) of Schedule 29.2. b. The installation of a vehicle turntable for residential units and residential flats is an acceptable alternative to achieve the required turning manoeuvres of the swept path Diagram 4. <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • The size and layout of parking spaces and associated manoeuvring areas. <p>Advice note: Refer to Rule 29.5.8 for additional design requirements of residential parking spaces.</p>	RD
29.5.4	<p>Gradient of Parking Spaces and Parking Areas</p> <p>Parking spaces and parking areas shall have a gradient of no more than 1 in 20 in any one direction.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • The gradient of the parking space and parking area. 	RD

Commented [vj80]: Ngai Tahu Property Limited (2336.21)

Commented [vj81]: Minor wording Improvement only (Cl 16)

Commented [vj82]: Ngai Tahu Property Limited (2336.21) – consequential amendment as a result of extending the allowance for off-site parking to non-residential activity in the BMUZ

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

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	<p>b. In calculating the total number of drop-off/ pick up car spaces required, where the required amount results in a fraction of a space less than 0.5 it shall be disregarded and where the fraction is 0.5 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.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment. 	
29.5.7	<p>Reverse manoeuvring for any day care facility, educational facility, or healthcare facility</p> <p>a. Where on-site manoeuvring area or drop off/ pick up (set down) areas are required, these shall be located and designed to ensure that no vehicle is required to reverse onto or off any road.</p> <p>Reverse Manoeuvring of heavy vehicles</p> <p>b. Where heavy vehicle parking spaces, on-site manoeuvring, and loading areas are required, these shall be designed and located to ensure that no heavy vehicle is required to reverse manoeuvre from (or onto) any site or service lane onto (or from) any road.</p> <p>c. Where a service lane does not meet the definition of a 'road', a heavy vehicle can reverse onto (or from) a site from (or onto) a service lane but this does not enable a heavy vehicle to then reverse from that service lane onto a road.</p> <p>Reverse Manoeuvring, other than where regulated by 29.5.7a to 29.5.7c above</p> <p>d. On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse onto or off any State Highway or arterial road.</p> <p>e. On-site manoeuvring shall be provided for a B85 vehicle to ensure that no such vehicle is required to reverse either onto or off any collector road where:</p> <ul style="list-style-type: none"> (i) the frontage road speed limit is 80km/h or greater, or (ii) six or more parking spaces are to be serviced by a single accessway; or (iii) three or more residential units share a single accessway; or (iv) the activity is on a rear site. <p>f. On-site manoeuvring shall be provided for a B85 vehicle to ensure that no such vehicle is required to reverse either onto or off any local road where:</p> <ul style="list-style-type: none"> (i) ten or more parking spaces are to be serviced by a single accessway, or (ii) five or more residential units share a single accessway, or (iii) the activity is on a rear site. <p>g. Where on-site manoeuvring areas are required, a B85 vehicle shall be able to manoeuvre in and out of any required parking space other</p>	RD

Commented [vj84]: Paterson Pitts (Wanaka) (2457.25), The JEA group submissions (2448.42), Real Journeys et al (2492.59)

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	<p>than parallel parking spaces, with only one reverse manoeuvre, except:</p> <p>(i) Where such parking spaces are in the immediate vicinity of access driveways, ramps, and circulation roadways, a B99 vehicle shall be able to manoeuvre out of those parking spaces with only one reverse manoeuvre.</p> <p>h. The installation of a vehicle turntable for residential units and residential flats is an acceptable alternative to achieve the required turning manoeuvres illustrated in the swept path diagram 4, in Schedule 29.2.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment. • The design and location of required parking spaces, loading spaces, and on-site manoeuvring areas. <p>Note: Diagram 4 in Schedule 29.2 provides the vehicle swept path designs for B85 and B99 vehicles and for various heavy vehicle types.</p>											
29.5.8	<p>Residential Parking Space Design</p> <p>a. The minimum width of the entrance to a single garage shall be no less than 2.4 m.</p> <p>b. The minimum length of a garage shall be 5.5m.</p> <p>c. Where a car space is proposed between a garage door and the road boundary, the minimum length of this car space shall be 5.5m.</p> <p>d. Where onsite manoeuvring is required, the minimum manoeuvring area between the road boundary and the garage entrance shall be designed to accommodate a B85 design vehicle.</p> <p>e. Where two parking spaces are provided for on a site containing only a single visitor accommodation unit or a single residential unit, which may also include a single residential flat, or single visitor accommodation unit, the two parking spaces may be provided in tandem.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • The design of residential parking spaces. • Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment. 	RD										
29.5.9	<p>Queuing</p> <p>a. On-site queuing space shall be provided for all vehicles entering a parking or loading area in accordance with the following:</p> <table border="1" data-bbox="288 1592 866 1749"> <thead> <tr> <th>Number of parking spaces</th> <th>Minimum queuing length</th> </tr> </thead> <tbody> <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> </tbody> </table>	Number of parking spaces	Minimum queuing length	3 – 20	6m	21 – 50	12m	51 – 100	18m	101 – 150	24m	RD
Number of parking spaces	Minimum queuing length											
3 – 20	6m											
21 – 50	12m											
51 – 100	18m											
101 – 150	24m											

Commented [vj85]: Paterson Pitts (Wanaka) (2457.22), Real Journeys et al (2492.57, 2492.68) and JEA Group submissions (2448.27, 2448.37).

TRANSPORT 29

	<table border="1" style="margin: auto;"> <tr> <td style="padding: 2px;">151 or over</td> <td style="padding: 2px;">30m</td> </tr> </table>	151 or over	30m								
151 or over	30m										
	<p>b. Where the parking area has more than one access the required queuing space may be divided between the accesses based on the expected traffic volume served at each access point.</p> <p>c. Queuing space length shall be measured from the road boundary at the vehicle crossing to the nearest vehicle control point or point where conflict with vehicles already on the site may arise.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on safety, efficiency, congestion, and amenity of the site and of the transport network, including the pedestrian and cycling environment. 										
29.5.10	<p>Loading Spaces</p> <p>a. Off-street loading shall be provided in accordance with this standard on every site in the Business Mixed Use Zone, the Town Centre zones, and the Local Shopping Centre Zone, except <u>in relation to unstaffed utility sites and on sites where access is only available from the following roads:</u></p> <ul style="list-style-type: none"> • Queenstown Mall • Beach Street • Shotover Street • Camp Street • Rees Street • Marine Parade • Church Street • Earl Street • Ballarat Street • Memorial Street • Helwick Street • Buckingham Street. <p>b. Every loading space shall meet the following dimensions:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;"></th> <th style="width: 75%;">Activity</th> <th style="width: 20%;">Minimum size</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">(i).</td> <td>Offices and activities of less than 1500m² floor area not handling goods and where on-street parking for occasional delivery is available.</td> <td>6m length 3m wide 2.6m high</td> </tr> <tr> <td style="text-align: center;">(ii)</td> <td>All other activities except residential, visitor accommodation, and those listed in Rule 29.5.13(ii)(a) above.</td> <td>9m length 3.5m wide 4.5m high</td> </tr> </tbody> </table> <p>c. Notwithstanding the above:</p> <p style="margin-left: 20px;">(i) Where articulated trucks are used in connection with any site sufficient space not less than 20m in depth shall be provided.</p>		Activity	Minimum size	(i).	Offices and activities of less than 1500m ² floor area not handling goods and where on-street parking for occasional delivery is available.	6m length 3m wide 2.6m high	(ii)	All other activities except residential, visitor accommodation, and those listed in Rule 29.5.13(ii)(a) above.	9m length 3.5m wide 4.5m high	RD
	Activity	Minimum size									
(i).	Offices and activities of less than 1500m ² floor area not handling goods and where on-street parking for occasional delivery is available.	6m length 3m wide 2.6m high									
(ii)	All other activities except residential, visitor accommodation, and those listed in Rule 29.5.13(ii)(a) above.	9m length 3.5m wide 4.5m high									

Commented [vj86]: Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies) (2484.14)

Commented [vj87]: Chorus (2194.17), Spark New Zealand Trading Ltd (2195.17), and Vodafone New Zealand Limited (2478.17)

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	<p>(ii) Each loading space required shall have unobstructed vehicular access to a road or service lane.</p> <p>(iii) Parking areas and loading areas may be served in whole or in part by a common manoeuvre area, which shall remain unobstructed.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> The location, size, and design of the loading space and associated manoeuvring. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment. 	
29.5.11	<p>Surface of Parking Spaces, Parking Areas, and Loading Spaces</p> <p>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.</p> <p>b. The first 10m of such areas, as measured from the edge of the traffic lane, shall be formed and surfaced to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> Effects on the efficient use and maintenance, safety, and amenity of the site and of the transport network, including the pedestrian and cycling environment. 	RD
29.5.12	<p>Lighting of parking areas</p> <p>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.</p> <p>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).</p> <p>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</p> <p>d. <u>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, or Low Density Residential, or Airport Zone (Wanaka)</u> measured at any point more than 2m inside the boundary of the adjoining site.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> Effects on the safety and amenity of pedestrian, cyclists, and motorists using the parking area. 	RD

Commented [vj88]: The JEA group submissions (2448.30) and Real Journeys et al (2492.61)

Commented [vj89]: Queenstown Airport Corporation (2618.13)

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

Commented [vj90]: Queenstown Central Limited (2460.7) The JEA group submissions (2448.41) and Real Journeys et al (2492.62)

Commented [vj91]: Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited (2335.13) and Ngai Tahu Property Limited (2336.31)

Commented [vj92]: Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited (2335.13), Ngai Tahu Property Limited (2336.31)

Commented [vj93]: Minor wording Improvement only (Cl 16)

Commented [vj94]: Clark Fortune McDonald & Associates (2297.3)

Commented [vj95]: Clark Fortune McDonald & Associates (2297.3)

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	<p>length at no more than 50 m spacing (measured from the end of one passing bay to the beginning of the next).</p> <p>iii. The above access width rules do not apply at the time of subdivision to any developments authorised and given effect to by a landuse consent as at the date these provisions are made operative.</p> <p>c. No private way or private vehicle access or shared access in any zone shall serve sites with a potential to accommodate more than 12 units on the site and adjoining sites.</p> <p>d. Private shared vehicle accesses shall have legally enforceable arrangements for maintenance put in place at the time they are created.</p> <p>e. All vehicle access design shall comply with Schedule 29.2.</p> <p>f. The above access width rules do not apply to existing private shared vehicle accessways for the purpose of controlling the number of units that may be built using the accessways, unless the total land served by the accessway could provide for more than 12 units.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment. • The design of the access, including the width of the formed and legal width. • The on-going management and maintenance of the access. • <u>Urban design outcomes</u> • The vesting of the access in Council <p>Advice notes:</p> <p>The calculation of maximum developable capacity shall require, where necessary, the creation of sections to serve as future accessway extensions to link to other sites beyond the immediate development. As there is no maximum density provision in the High Density Residential Zone, it is not possible to calculate the maximum developable capacity and, as such, the number of units shall be taken as the total number proposed to be serviced by the access, including any existing units.</p>												
29.5.15	<p>Width and design of vehicle crossings - urban zones</p> <p>a. The following vehicle crossing widths shall apply as measured at the property boundary:</p> <table border="1" data-bbox="288 1503 863 1653"> <thead> <tr> <th rowspan="2">Land use</th> <th colspan="2">Width of crossing(m) at the property boundary</th> </tr> <tr> <th>Minimum</th> <th>Maximum</th> </tr> </thead> <tbody> <tr> <td>a. Residential</td> <td>3.0</td> <td>6.0</td> </tr> <tr> <td>b. Other</td> <td>4.0</td> <td>9.0</td> </tr> </tbody> </table> <p>b. Vehicle crossings in all zones other than in those Rural zones which are regulated by Rule 29.5.16 shall comply with Diagram 2 and with either Diagram 6 or 7 in Schedule 29.2, depending on the activity</p>	Land use	Width of crossing(m) at the property boundary		Minimum	Maximum	a. Residential	3.0	6.0	b. Other	4.0	9.0	RD
Land use	Width of crossing(m) at the property boundary												
	Minimum	Maximum											
a. Residential	3.0	6.0											
b. Other	4.0	9.0											

Commented [vj96]: Ngai Tahu Property Limited (2336.23)

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	<p>served by the access, such that:</p> <ul style="list-style-type: none"> (i) the access crosses the property boundary at an angle of between 45 degrees and 90 degrees; (ii) the vehicle crossing intersects with the carriageway at an angle of 90 degrees plus or minus 15 degrees; (iii) roading drainage shall be continuous across the length of the crossing; (iv) all vehicular accessways adjacent to State Highways shall be sealed from the edge of the carriageway to the property boundary. <p>c. For vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16, the width of the vehicle crossings at the kerb shall be 1.0m wider than the width at the boundary.</p> <p>d. All vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16 shall be located at least 500mm from any internal property boundary and from any other vehicle crossing on the same site.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment. • The location, design, and width of the vehicle crossing. 																							
29.5.16	<p>Design of vehicle crossings – Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct</p> <p>Vehicle crossings providing access to a road other than a state highway in the Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, and Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct shall comply with Diagram 2 and with either Diagram 8, 9, or 10 of Schedule 29.2, as determined by the following standards:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr> <th style="text-align: left;">Type of traffic using access (>1 heavy vehicle movement per week)</th> <th style="text-align: left;">Volume of traffic using accessway (ecm/ day)</th> <th style="text-align: left;">Volume of traffic using road (vpd)</th> <th style="text-align: left;">Accessway type required</th> </tr> </thead> <tbody> <tr> <td rowspan="4" style="vertical-align: top;">No</td> <td rowspan="2" style="vertical-align: top;">1-30</td> <td style="vertical-align: top;">< 10,000</td> <td style="vertical-align: top;">Diagram 8</td> </tr> <tr> <td style="vertical-align: top;">>= 10,000</td> <td style="vertical-align: top;">Diagram 9</td> </tr> <tr> <td rowspan="2" style="vertical-align: top;">31-100</td> <td style="vertical-align: top;">< 10,000</td> <td style="vertical-align: top;">Diagram 9</td> </tr> <tr> <td style="vertical-align: top;">>= 10,000</td> <td style="vertical-align: top;">Diagram 10</td> </tr> <tr> <td rowspan="2" style="vertical-align: top;">Yes</td> <td style="vertical-align: top;">1-30</td> <td style="vertical-align: top;">All</td> <td style="vertical-align: top;">Diagram 9</td> </tr> <tr> <td style="vertical-align: top;">31-100+</td> <td style="vertical-align: top;">All</td> <td style="vertical-align: top;">Diagram 10</td> </tr> </tbody> </table> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on safety, efficiency, and amenity of the transport network, including the pedestrian and cycling environment. 	Type of traffic using access (>1 heavy vehicle movement per week)	Volume of traffic using accessway (ecm/ day)	Volume of traffic using road (vpd)	Accessway type required	No	1-30	< 10,000	Diagram 8	>= 10,000	Diagram 9	31-100	< 10,000	Diagram 9	>= 10,000	Diagram 10	Yes	1-30	All	Diagram 9	31-100+	All	Diagram 10	RD
Type of traffic using access (>1 heavy vehicle movement per week)	Volume of traffic using accessway (ecm/ day)	Volume of traffic using road (vpd)	Accessway type required																					
No	1-30	< 10,000	Diagram 8																					
		>= 10,000	Diagram 9																					
	31-100	< 10,000	Diagram 9																					
		>= 10,000	Diagram 10																					
Yes	1-30	All	Diagram 9																					
	31-100+	All	Diagram 10																					

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	<p>Advice note:</p> <p>In the absence of undertaking a traffic survey for the purpose of the application, the Council's traffic count data can be supplied on request and relied on to determine the vehicles per day using the road.</p>																								
29.5.17	<p>Maximum Gradient for Vehicle Access</p> <p>a. The maximum gradient for any private way used for vehicle access shall be 1 in 6.</p> <p>b. In residential zones where a private way serves no more than 2 residential units the maximum gradient may be increased to 1 in 5 provided:</p> <p>(i) The average gradient over the full length of the private way does not exceed 1 in 6; and</p> <p>(ii) The maximum gradient is no more than 1 in 6 within 6m of the road boundary; and</p> <p>(iii) The private way is sealed with a non-slip surfacing. For the purpose of this rule gradient (maximum and average) shall be measured on the centreline of the access.</p> <p>c. The vehicle break-over angles shown in Diagram 2 of Schedule 29.2 shall not be exceeded over any part of the width of the vehicle access/ crossing.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on the efficiency of landuse, safety and maintenance of the access and of the adjoining transport network. • Effects on congestion resulting from any inability of cars or certain types of cars to readily use the access. • <u>Effects on the ability to provide adequate emergency vehicle access to the property/ properties.</u> 	RD																							
29.5.18	<p>Minimum Sight Distances from Vehicle Access on all roads other than State Highways</p> <p>a. The following minimum sight distances from any access, shall be complied with, as measured from the points shown on Diagram 11 of Schedule 29.2:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2">Posted speed limit (km/hr)</th> <th colspan="2">Sight distance (m)</th> </tr> <tr> <th>Residential Activity</th> <th>Other Activities</th> </tr> </thead> <tbody> <tr> <td>50</td> <td>45</td> <td>80</td> </tr> <tr> <td>60</td> <td>65</td> <td>105</td> </tr> <tr> <td>70</td> <td>85</td> <td>140</td> </tr> <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> </tbody> </table> <p>b. Proposed and existing landscaping (at maturity) and/ or structures</p>	Posted speed limit (km/hr)	Sight distance (m)		Residential Activity	Other Activities	50	45	80	60	65	105	70	85	140	80	115	175	90	140	210	100	170	250	RD
Posted speed limit (km/hr)	Sight distance (m)																								
	Residential Activity	Other Activities																							
50	45	80																							
60	65	105																							
70	85	140																							
80	115	175																							
90	140	210																							
100	170	250																							

Commented [vj97]: Fire and Emergency New Zealand ((2660.15, 2660.13) – which sought this be added as an assessment matter.

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	<p>shall be considered when assessing compliance with site distances.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment. <p>Advice note: This Rule does not apply to State highways which are, instead, subject to Rule 29.5.19.</p>																								
29.5.19	<p>Minimum Sight Distances from Vehicle Access onto State Highways</p> <p>The following minimum sight distances from any access, shall be complied with, as measured from the points shown on Diagram 11 of Schedule 29.2:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Posted speed limit (km/hr)</th> <th>Sight distance (m)</th> </tr> </thead> <tbody> <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> </tbody> </table> <p><u>Discretion is restricted to the effects on the safety of the transport network</u></p>	Posted speed limit (km/hr)	Sight distance (m)	50	113	60	140	70	170	80	203	90	240	100	282	RD									
Posted speed limit (km/hr)	Sight distance (m)																								
50	113																								
60	140																								
70	170																								
80	203																								
90	240																								
100	282																								
29.5.20	<p>Maximum Number of Vehicle Crossings</p> <p>The following maximum number of crossings shall be complied with:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2">Frontage length (m)</th> <th colspan="3">Type of road frontage</th> </tr> <tr> <th>Local</th> <th>Collector</th> <th>Arterial</th> </tr> </thead> <tbody> <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> </tbody> </table> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment. <p>Advice note: This Rule does not apply to State highways which are, instead, subject to Rule 29.5.21.</p>	Frontage length (m)	Type of road frontage			Local	Collector	Arterial	0 - 18	1	1	1	19 - 60	2	1	1	61 - 100	3	2	1	Greater than 100	3	3	2	RD
Frontage length (m)	Type of road frontage																								
	Local	Collector	Arterial																						
0 - 18	1	1	1																						
19 - 60	2	1	1																						
61 - 100	3	2	1																						
Greater than 100	3	3	2																						
29.5.21	<p>Minimum distance between vehicle crossings onto State Highways</p> <p>a. The minimum distance between any two vehicle crossings onto any State Highway, regardless of the side of the road on which they are located and whether they are single or combined, shall be:</p> <ul style="list-style-type: none"> (i) 40 metres where the posted speed is equal to or lower than 70 km/h (ii) 100 metres where the posted speed is 80 km/h 	RD																							

Commented [vj98]: NZ Transport Agency (2538.73)

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	<p>(iii) 200 metres where the posted speed is 100 km/h.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> Effects on the efficiency of landuse and the safety and efficiency of the transport network, including the pedestrian and cycling environment. 																	
29.5.22	<p>Minimum distances of Vehicle Crossings from Intersections</p> <p>a. No part of any vehicle crossing shall be located closer to the intersection of any roads than the following minimum distances permitted below and as shown in Diagram 12 of Schedule 29.2:</p> <p>b. Roads with a speed limit of less than 70 km/hr:</p> <table border="1" data-bbox="293 763 828 913"> <thead> <tr> <th>Frontage Road</th> <th>Minimum Distance (m) from intersecting road</th> </tr> </thead> <tbody> <tr> <td>Arterial</td> <td>40</td> </tr> <tr> <td>Collector</td> <td>30</td> </tr> <tr> <td>Local</td> <td>25</td> </tr> </tbody> </table> <p>c. Roads with a speed limit equal to or greater than 70 km/ hr:</p> <table border="1" data-bbox="293 987 828 1137"> <thead> <tr> <th>Frontage Road</th> <th>Minimum Distance (m) from intersecting road</th> </tr> </thead> <tbody> <tr> <td>Arterial</td> <td>100</td> </tr> <tr> <td>Collector</td> <td>60</td> </tr> <tr> <td>Local</td> <td>50</td> </tr> </tbody> </table> <p>d. Except that where the boundaries of the site do not enable a conforming vehicle crossing to be provided, a single vehicle crossing may be constructed provided it is located 0.5m from the internal boundary of the site in the position that most closely complies with the above provisions.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> Effects on the efficiency of landuse and the safety and efficiency of the transport network, including the pedestrian and cycling environment. <u>Urban design outcomes</u> <u>The efficiency of the landuse or subdivision layout</u> <p>Advice notes:</p> <ol style="list-style-type: none"> 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. This Rule does not apply to State highways which are, instead, subject to Rule 29.5.23. 	Frontage Road	Minimum Distance (m) from intersecting road	Arterial	40	Collector	30	Local	25	Frontage Road	Minimum Distance (m) from intersecting road	Arterial	100	Collector	60	Local	50	RD
Frontage Road	Minimum Distance (m) from intersecting road																	
Arterial	40																	
Collector	30																	
Local	25																	
Frontage Road	Minimum Distance (m) from intersecting road																	
Arterial	100																	
Collector	60																	
Local	50																	

Commented [vj99]: The JEA group submissions (2448.33) Real Journeys et al (2492.63)

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

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	<p>j. Tankers discharging shall not obstruct the footpath or any part of the site intended for use by vehicles being served at refuelling positions or waiting for service.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on the efficiency of landuse and the safety and efficiency of the transport network, including the pedestrian and cycling environment. 	
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Commented [vj100]: Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (2484.16)

29.6 Rules –Standards for activities within roads

	Table 29.4 - Standards for activities within roads	Non compliance
29.6.1	<p>Transport infrastructure</p> <p>All transport infrastructure listed as permitted within a formed road shall comply with the following standards:</p> <p>a. Temporary works, buildings and structures must be removed from the road on completion of works.</p> <p>b. After completion of works, the ground must be reinstated to at least the condition existing prior to any work starting.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on the safety and efficiency of the transport network. 	RD
29.6.2	<p>Buildings</p> <p>Public transport facilities and public toilets that meet the definition of a building shall comply with the following standards of the zone adjoining the road:</p> <p>(i) building height;</p> <p>(ii) building height to boundary, and</p> <p>(iii) recession planes</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> • Effects on the amenity of neighbouring sites. <p>Advice note:</p> <p>Where there are two different zones adjoining either side of the road, the adjacent zone extends to the centre line of the former road.</p>	RD

Commented [vj101]: JEA group submissions (2448.34) and Real Journeys et al (2492.64)

Commented [vj102]: The JEA group submissions (2448.35) and Real Journeys et al (2492.65)

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

29.7 Non-Notification of Applications

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

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29.7.2 **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.

29.8 Assessment Matters

29.8.1 **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.

29.8.2 **Discretionary Activity and Restricted Discretionary Activity - Non-accessory parking, excluding off-site parking**

29.8.2.1 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.

29.8.3 **Restricted Discretionary Activity - Park and Ride and public transport facilities**

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

- a. is within close proximity to public transport stations, stops, or terminals;
- b. is well linked to the active transport network and provides secure bicycle parking in a manner that facilitates the option of travelling to the facility by bicycle;
- c. makes public transport more convenient and more pleasant, thereby encouraging commuters and other users to shift to public transport;
- d. improves the operational efficiency of existing and future investments in the public transport network and facilitates existing and future investments in the public transport network, including public water ferry services; and

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

29.8.4 Restricted Discretionary Activity - Size of parking spaces and layout

- 29.8.4.1 Whether, in relation to parking spaces within buildings that do not comply with the required stall 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.

29.8.5 Restricted Discretionary Activity - Access, manoeuvring space, queuing space

- 29.8.5.1 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; and
- e. any positive or adverse effects on the pedestrian and cycling environment and on the amenity and streetscape values of the locality;
- f. the provision of appropriate access for emergency vehicles;
- g. the extent to which the access design complies with Section 3 and Appendices E and F of the QLDC Land Development and Subdivision Code of Practice (2015); and
- h. any site constraints which affect the practicality of constructing to the standards set out in Table 29.3.

Commented [vj103]: Fire and Emergency New Zealand (2660.16)

Commented [vj104]: Clark Fortune McDonald & Associates (2297.1), Darby Planning LP (2376.5), the JEA group submissions (2448.15), Clark Fortune McDonald & Associates (2297.3)

Commented [vj105]: Fire and Emergency New Zealand (2660.16)

Commented [vj106]: The JEA group submissions (2448.32)

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

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

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

Commented [vj107]: Formatting only

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- 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).

Commented [vj108]: Clark Fortune McDonald & Associates (2297.1), Darby Planning LP (2376.5), the JEA group submissions (2448.15), Clark Fortune McDonald & Associates (2297.3)

Commented [vj109]: The JEA group submissions (2448.32)

29.8.5.4 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.

29.8.5.5 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.

Commented [vj110]: Fire and Emergency New Zealand (2660.13)

29.8.5.6 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.

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

29.8.6.1 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:

- 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;
- whether the required bicycle parking can be provided and maintained via a jointly-used bicycle parking area; and
- whether the location of the activity is such that it is unrealistic to expect staff or visitors to travel by bicycles (including electric bicycle) now or in the future.

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

Commented [vj111]: B Giddens Trust (2585.2), McBride Street Queenstown Ltd (2593.6)

29.9 Minimum Parking Requirements

Table 29.5			
	Minimum Parking Requirements, excluding minimum cycle parking requirements which are listed in table 29.7	Resident/ Visitor	Staff/ Guest
29.9.1	All activities in the: <ul style="list-style-type: none"> Queenstown Town Centre Zone; Wanaka Town Centre Zone; Arrowtown Town Centre Zone; <u>Local Shopping Centre Zone;</u> <u>Within the immediate environs of the Queenstown airport terminal facility located within the Airport Zone (Queenstown).</u> 	0	0
Residential Activities			
29.9.2	Residential units and residential flats in the: <ul style="list-style-type: none"> High Density Residential Zone Medium Density Residential Zone between Park and Suburb Streets, Queenstown 	0.25 per studio unit/ flat and 1 bedroom unit/ flat 0.5 per unit/ flat for all other units. Footnote (3)	0
29.9.3	Residential units and residential flats in the Medium Density Residential Zone in Arrowtown and Wanaka	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

Commented [vj112]: Active Transport Wanaka (2078.3)

Commented [vj113]: B Giddens Trust (2585.1), McBride Street Queenstown Ltd (2593.5)

Commented [vj114]: Queenstown Airport Corporation (2618.11)

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Table 29.5			
	Minimum Parking Requirements, excluding minimum cycle parking requirements which are listed in table 29.7	Resident/ Visitor	Staff/ Guest
29.9.4	Residential units and residential flats in the Medium Density Residential Zone other than the areas of Medium Density Residential Zone listed above in 29.9.2 and 29.9.3	0.5 per studio unit/ flat, 1 bedroom unit/ flat, and 2 bedroom unit/ flat 1.0 per unit/ flat comprising 3 or more bedrooms. Footnote (3)	0
29.9.5	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
29.9.6	Minimum number of carparks required for a residential flat in all zones, except otherwise listed in standards 29.9.1 - 29.9.5	1 per flat. Footnote (3)	0
29.9.7	Minimum number of carparks required for a residential unit in all zones, except otherwise listed in standards 29.9.1 - 29.9.5	2 per unit. Footnote (3)	0
29.9.8	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			
29.9.9	Homestay or a registered homestay	1 per bedroom used for homestay	0
29.9.10	Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) in the: <ul style="list-style-type: none"> • High Density Residential Zone • Medium Density Residential Zone between Park and Suburb Streets, Queenstown 	0.25 per studio unit and 1 bedroom unit 0.5 per unit for all other units; and in addition, where over 30 units are proposed over one or more sites; 1 coach park per 30 units, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation. Footnotes (3)(4)	0

Commented [vj112]: Active Transport Wanaka (2078.3)

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Table 29.5			
	Minimum Parking Requirements, excluding minimum cycle parking requirements which are listed in table 29.7	Resident/ Visitor	Staff/ Guest
29.9.11	Unit type visitor accommodation (includes all units containing a kitchen facility. E.g. motels and cabins) in the: <ul style="list-style-type: none"> Medium Density Residential Zone in Wanaka Medium Density Residential Zone in Arrowtown 	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
29.9.12	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 29.9.10 and 29.9.11	0.5 per studio unit, 1 bedroom unit, and 2 bedroom unit 1.0 per unit comprising 3 or more bedrooms Footnotes (3)(4)	0.2 per 5 units. Footnotes (1)(2)(3)
29.9.13	Unit type visitor accommodation (includes all units containing a kitchen facility. E.g. motels and cabins) in the: <ul style="list-style-type: none"> Low Density Residential Zone Arrowtown Residential Historic Management Zone 	2 per unit. Footnote (3)	0
29.9.14	Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) except in those zones listed in standards 29.9.10 - 29.9.13 above	1 per unit up to 15 units; thereafter 1 per 2 units. In addition, where over 30 units are proposed over one or more sites, and 1 coach park per 30 units, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation. Footnotes (3) (4)	For developments comprising 10 or more units, 1 per 10 units. Footnotes (1)(2)(3)
29.9.15	Guest room type visitor accommodation (e.g. hotels)	1 per 3 guest rooms up to 60 guest rooms; thereafter 1 per 5 guest rooms. (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,	1 per 20 beds. Footnotes (1)(2)(3)(4)

Commented [vj112]: Active Transport Wanaka (2078.3)

Commented [vj115]: Ngai Tahu Property Limited (2336.28) – minor clarification.

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Table 29.5			
	Minimum Parking Requirements, excluding minimum cycle parking requirements which are listed in table 29.7	Resident/ Visitor	Staff/ Guest
		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.	
29.9.16	Backpacker hostel type visitor accommodation	1 per 5 guest beds. In addition, where over 50 beds are proposed over one or more sites; 1 coach park per 50 beds, provided that coach parks may overlay the required car parking spaces or may be located off-site in accordance with Rule 29.5.2 provided that where located off-site, a loading area shall be provided on the site containing the visitor accommodation. Footnotes (3) (4).	1 per 20 beds Footnotes (1)(2)(3)
Commercial Activities			
29.9.17	Commercial activity, other than where the commercial activity is more specifically defined elsewhere in this table (Table 29.5)	1 per 25m ² GFA; and For large format retail, of the total parking provided, 1 park per 500m ² GFA shall accommodate a medium rigid truck (in order to accommodate campervans and other vehicles larger than a B85 vehicle).	0
29.9.18	Industrial activity or service activity, other than where the activity is more specifically defined elsewhere in this table (Table 29.5)	0	1 per 50m ² of indoor and outdoor area/ GFA or 0.7 per FTE employee where the number of employees is known, whichever results in requiring a lower amount of on-site accessory parking; except 1 per 100m ² of GFA used for warehousing and indoor or outdoor storage (including self-storage units); and 1 per 100m ² of GFA

Commented [vj112]: Active Transport Wanaka (2078.3)

Commented [vj116]: The JEA group submissions (2448.38) and Real Journeys et al (2492.69)

Commented [vj117]: Clause 16 amendment - For improved clarification only and to be consistent with the amendment above re commercial activity

Commented [vj118]: Queenstown Central Limited (2460.6)

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

Commented [vj112]: Active Transport Wanaka (2078.3)

Commented [vj119]: Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies) (2484.17)

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Table 29.5			
	Minimum Parking Requirements, excluding minimum cycle parking requirements which are listed in table 29.7	Resident/ Visitor	Staff/ Guest
29.9.30	Sports courts for public or private club use	1 per 75m ² court area	1 per 200m ² court area
29.9.31	Sports fields	12.5 per hectare of playing area	0
29.9.32	Hospital Note: Also see drop off/ pick up (set down) Rule 29.5.7	1 per 5 beds	2 per bed
29.9.33	Health care facility Note: Also see drop off/ pick up (set down) Rule 29.5.76	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.
29.9.34	Education activity at facility Note: Also drop off/ pick up (set down) Rule 29.5.76	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.
29.9.35	Day care facility Note: Also see drop off/ pick up (set down) Rule 29.5.76	1 per 10 children/elderly person	0.5 per staff.
29.9.36	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
29.9.37	Commercial recreational activity	1 carpark per 5 people the facility is designed to accommodate.	0
29.9.38	Unstaffed utility	0	1 for any unstaffed utility which includes a building or structure with a GFA of over 25m ²
29.9.39	Emergency Service Facilities:	1 space / emergency service vehicle bay	1 space/ emergency service vehicle bay

Commented [vj112]: Active Transport Wanaka (2078.3)

Commented [vj120]: QLDC (2239.3)

Commented [vj121]: The Ministry of Education (2151.10)

Commented [vj122]: QLDC (2239.3)

Commented [vj123]: QLDC (2239.3)

Commented [vj124]: Chorus (2194.16) and Spark New Zealand Trading Ltd (2195.16)

Commented [vj126R125]:

Commented [vj125]: Fire and Emergency New Zealand (2660.17)

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

29.9.40.1 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 29.9.38.1(c) below.
- c. where the total parking requirement (as outlined in (a) and (b) above) for the development includes a fraction less than 0.5 it shall be disregarded and where it includes a fraction equal to or greater than 0.5, the parking requirement shall be rounded up to the next highest whole number, except that where the total carpark requirement is a fraction less than 1.0 (e.g. in the case of a single dwelling 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.

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

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

TRANSPORT 29

29.10 Thresholds for high traffic generating activities

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

TRANSPORT 29

29.11 Minimum requirements for cycle parking, lockers and showers

Table 29.7				
	Activity	Customer/Visitor Short-Term Bicycle Parking	Private Long-Term Bicycle Parking, including e-bicycle charging capability provided in a secure facility. This is for the use of staff, students, and residents.	End of trip facilities
29.11.1	Office	2 bicycle spaces (i.e. 1 stand) for the first 500m ² GFA and 1 space for every 500m ² GFA, thereafter.	For offices at least 125m ² in area, 1 space per 125 m ² GFA	Where 1 long-term bicycle parking space is required: no end of trip facilities required.
29.11.2	Industrial and Service Activities	Nil	For such activities of at least 300m ² in area, 1 space per 300 m ² GFA	Where 2-8 long-term bicycle parking spaces are required: 1 locker per every space required.
29.11.3	Hospital	1 bicycle space per 25 beds	1 per 10 beds	Where >8 long-term bicycle parking spaces are required: 1 locker for every space required and 1 shower per every 10 spaces required. Footnote (1).
29.11.4	Other Health Care Facility	For facilities of at least 100m ² in area, 1 per 100m ² GFA	For facilities of at least 200m ² in area, 1 space per 200m ² GFA	
29.11.5	Restaurants, Cafes, Taverns and Bars	2 bicycle spaces (i.e. 1 stand) for the first 125m ² PFA and 1 space for every 125m ² GFA, thereafter	For such activities facilities of at least 500m ² in area, 1 space per 500m ² GFA	
29.11.6	Day care facility	2 bicycle spaces per centre	For facilities with at least 10 workers, 1 bicycle space per 10 on-site workers	
29.11.7	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	<u>Nil</u> Where 1 long-term bicycle parking space is required: no end of trip facilities required. Where >1 long-term bicycle parking spaces are required: 1 locker per every space required.
29.11.8	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. 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

Commented [vj127]: Queenstown Central Limited (2460.7), the JEA group submissions (2448.41), and Real Journeys et al (2492.62)

Commented [vj128]: Ministry of Education (2151.11)

TRANSPORT 29

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

Commented [vj127]: Queenstown Central Limited (2460.7), the JEA group submissions (2448.41), and Real Journeys et al (2492.62)

Commented [vj129]: Ngai Tahu Property Limited (2336.25, 2336.26)

29.11.14 The following advice note applies to all the provisions in Table 29.7 relating to minimum requirements for cycle parking, lockers, and showers:

29.11.14.1 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.

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

TRANSPORT 29

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.

29.12 Car Parking Sizes and Layout

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

29.12.1 The following notes apply to Table 29.8 in relation to car parking sizes and layout:

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

29.13 Heavy Vehicle Parking Layout

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

Commented [vj130]: Minor wording Improvement only (CI 16)

Commented [vj131]: Ngai Tahu Property Limited (2336.27)

Commented [vj132]: Ngai Tahu Property Limited (2336.27)

Commented [vj133]: Ngai Tahu Property Limited (2336.27)

	Semi – Trailer	11.8	11.0	access path to
	B – Train	13.3	11.0	service tour
	Midi – Bus	7.97	6.0	coaches
	Tour Coach	9.6	10.0	

Commented [vj134]: Ngai Tahu Property Limited (2336.27)

29.14 Schedule 29.1- Road Classification

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

Commented [vj135]: NZ Transport Agency (2538.80)

Commented [vj136]: NZ Transport Agency (2538.8, 2538.81)

Commented [vj137]: NZ Transport Agency (2538.80)

Arterial Roads		
Road Name	Start Name	End Name

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	Midlerigg 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	Midlerigg Lane
Fernhill		
Fernhill Road	Queenstown Glenorchy Road	Watts Road
Glenorchy-Queenstown Road	Fernhill Road (North)	Sunshine Bay Boat Ramp
Frankton		
Glenda Drive	SH Roundabout	End of Road
Grant Road	State Highway 6	Shopping Centre Entrance
Hardware Lane	State Highway 6	Jock Boyd Place
Hardware Lane Roundabout	Hardware Lane	Hardware Lane
Hawthorne / Glenda Drive Roundabout	Start of Roundabout	End of Roundabout
Hawthorne Drive	Roundabout	Glenda Drive
Hawthorne Drive North section	State Highway Roundabout	Glenda Drive Roundabout
Hawthorne Drive Roundabout	Lucas Place	Lucas Place
Lucas Place	State Highway 6	Robertson Street Roundabout
Lucas Place Roundabout	Lucas Place	Lucas Place
Kelvin Heights		
Peninsula Road	State Highway 6	Willow Place
Lake Hayes		
Arrowtown-Lake Hayes Road	State Highway 6	Butel Road

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

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

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

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

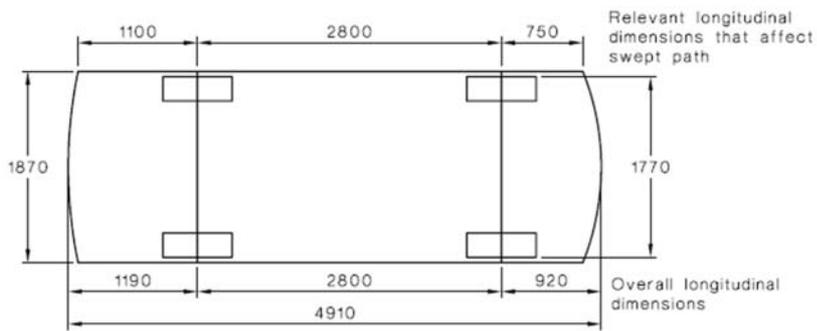
Collector Roads		
Road Name	Start Name	End Name
Hedditch Street connection	State Highway 84	Hedditch Street
Helwick Street	Ardmore Street	Brownston Street (West)
Kings Drive	Plantation Road	Aubrey Road
Lakeside Road	Ardmore Street	Beacon Point Road
Link Way	Anderson Road	Reece Crescent
MacPherson Street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

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Local Roads
All other roads

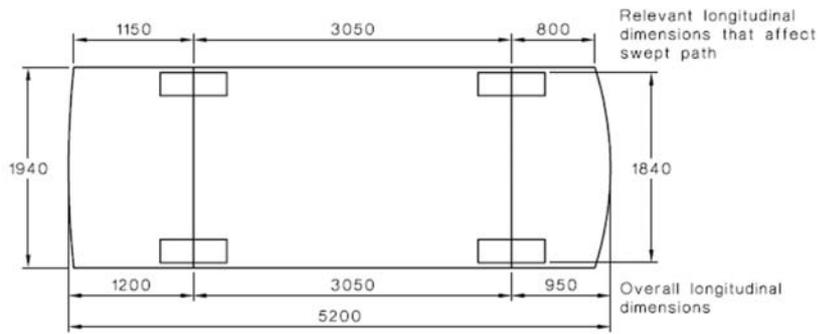
29.15 Schedule 29.2 - Interpretive Diagrams

29.15.1 Diagram 1 – B85 and B99 design vehicle dimensions



DIMENSIONS IN MILLIMETRES

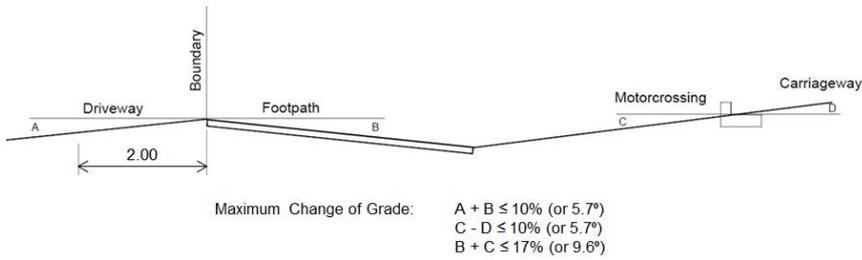
B85 (85TH PERCENTILE) CAR



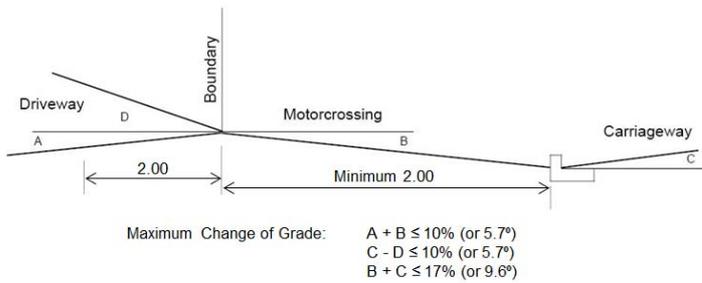
DIMENSIONS IN MILLIMETRES

B99 (99.8TH PERCENTILE) VEHICLE

29.15.2 **Diagram 2 – Maximum Breakover Angles for Vehicle Crossings**



Low Level Footpath

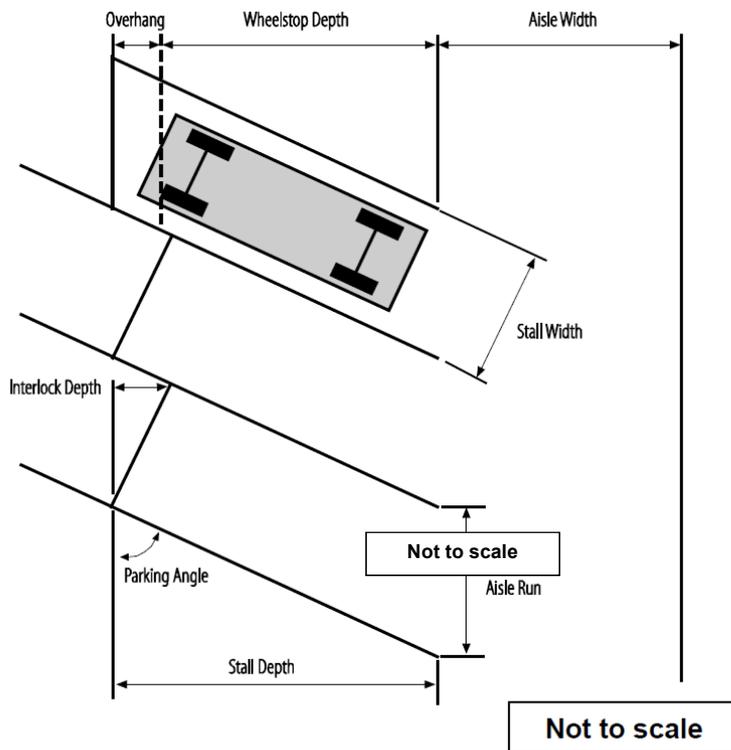


Standard Footpath

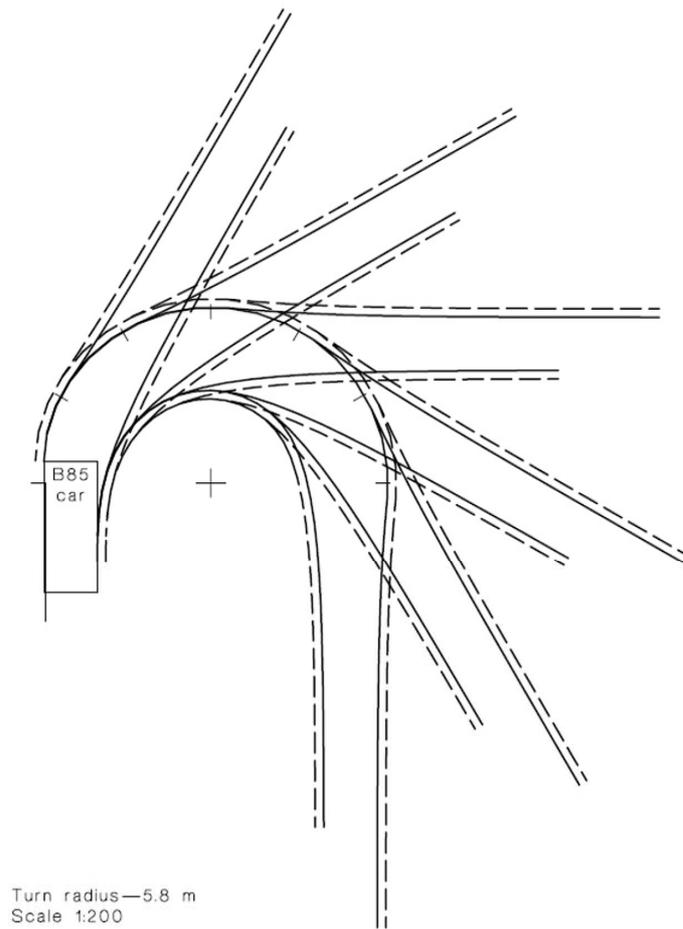
Note:

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

29.15.3 Diagram 3 - Carpark Layouts



29.15.4 Diagram 4 – Vehicle Swept Path Design

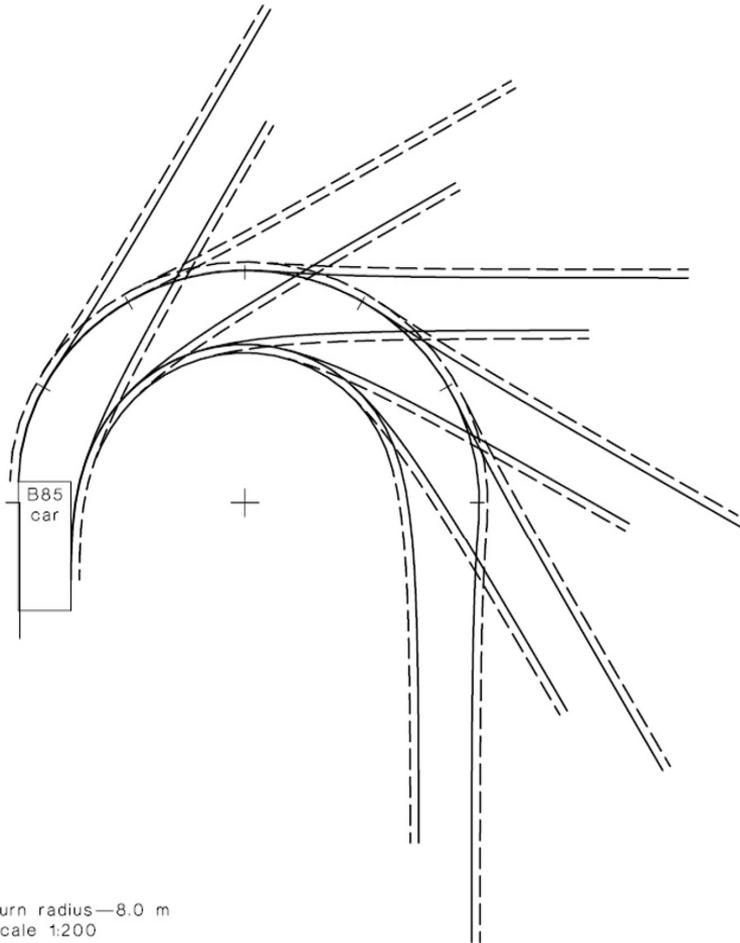


LEGEND:
—— = Denotes the B85 base dimension swept path
- - - - = Denotes the B85 design template which includes
2 x 300 mm manoeuvring clearances only

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

Example of the B85 Design Template

5.8m Radius Turn

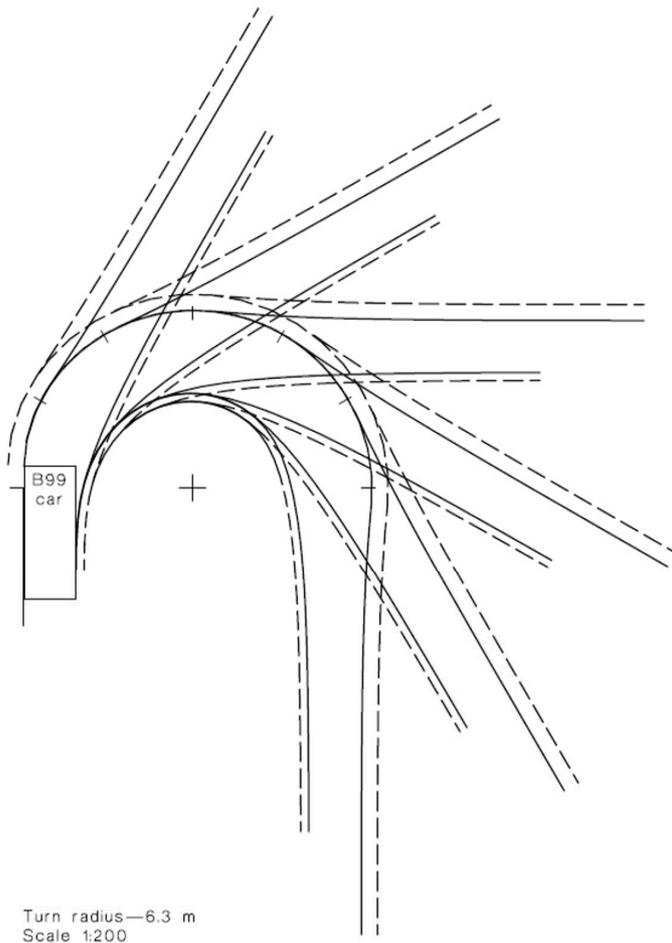


LEGEND:

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

Example of the B85 Design Template

8.0m Radius Turn



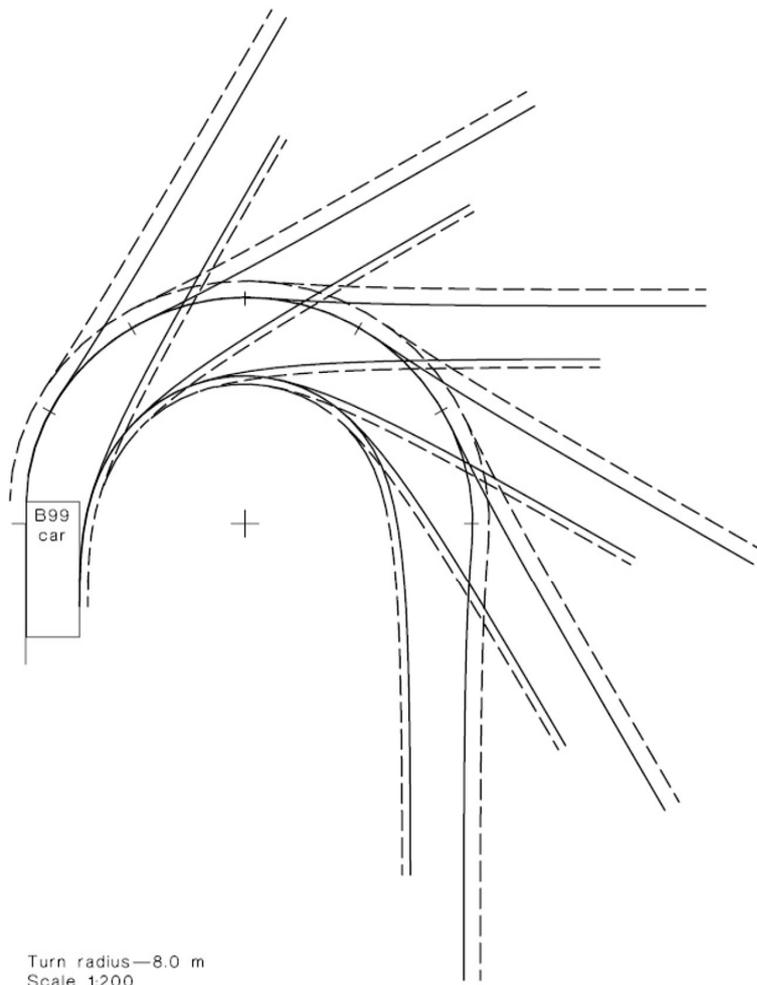
LEGEND:

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

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

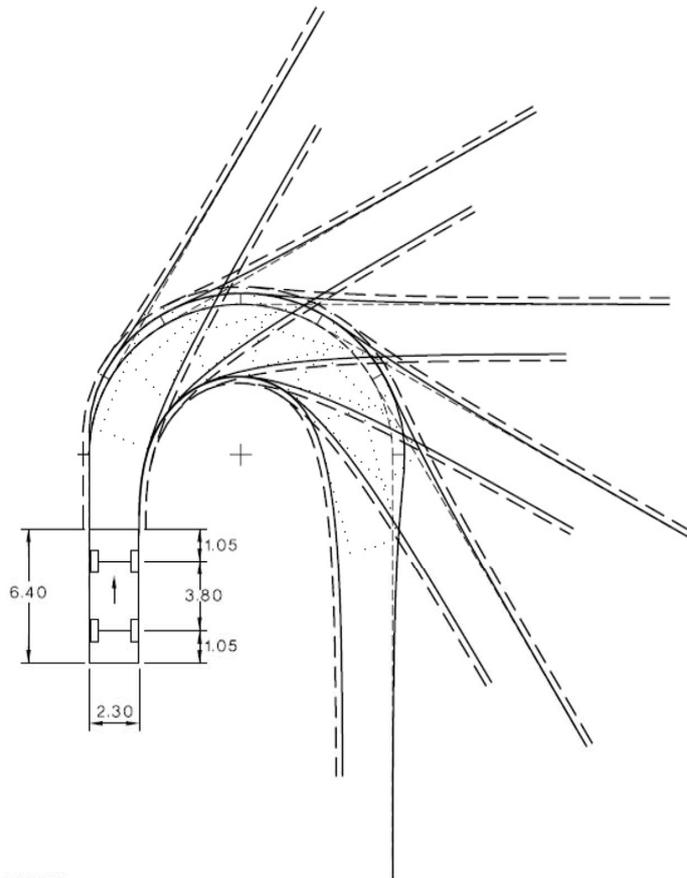
Example of the B99 Design Template

6.3m Radius Turn



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

Example of the B99 Design Template
8.0m Radius Turn

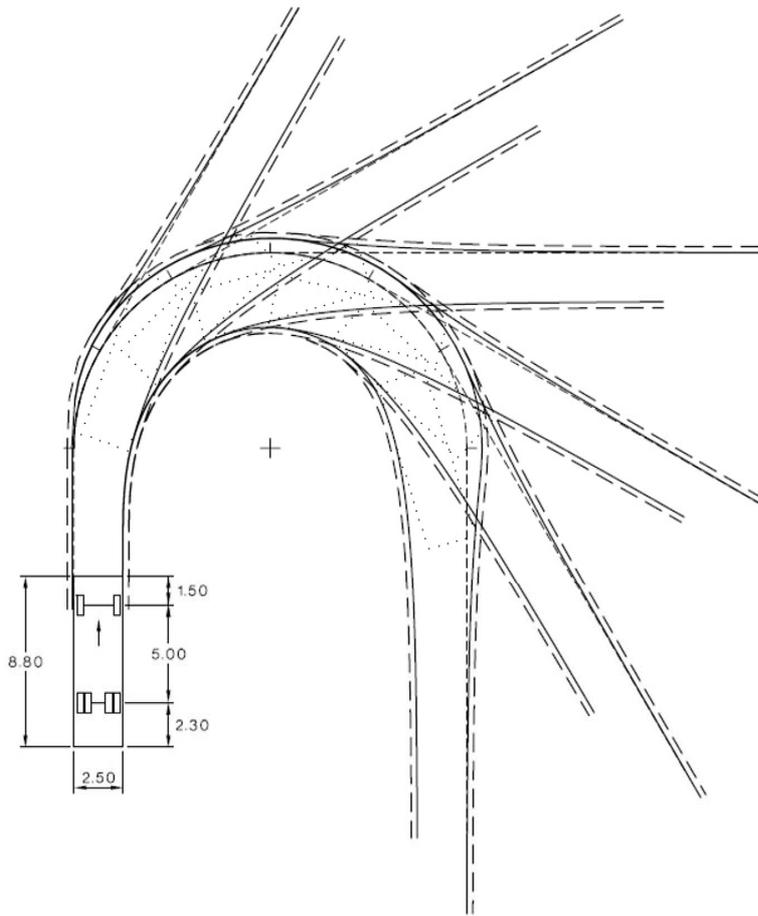


- LEGEND:
- = Swept path of vehicle body
 - - - = Swept path plus low speed manoeuvring clearance (300 mm both sides)
 - · - · = Path of outer front wheel
 - · · · · = Successive positions of vehicle during turn



DIMENSIONS IN METRES

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

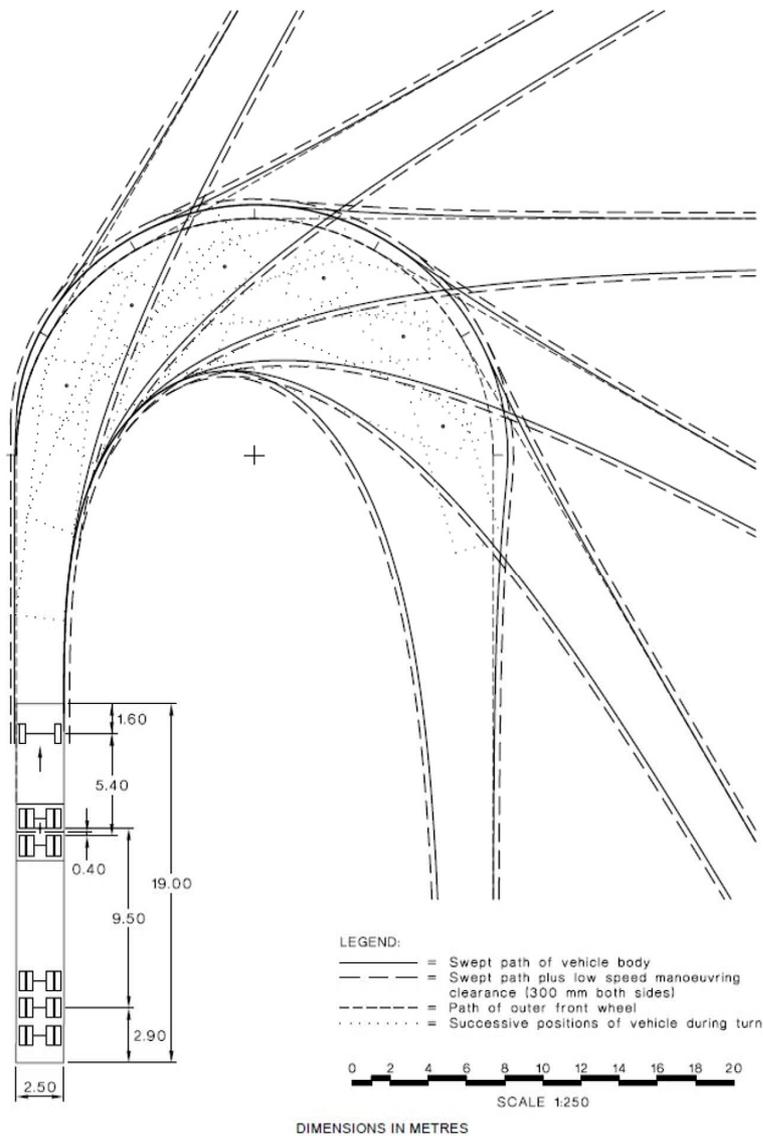


- LEGEND:
- = Swept path of vehicle body
 - - - = Swept path plus low speed manoeuvring clearance (300 mm both sides)
 - = Path of outer front wheel
 - = Successive positions of vehicle during turn



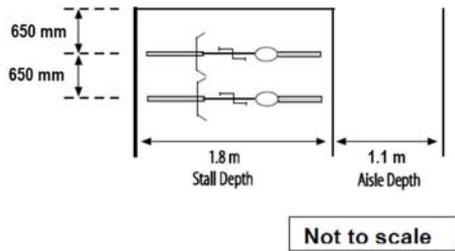
DIMENSIONS IN METRES

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



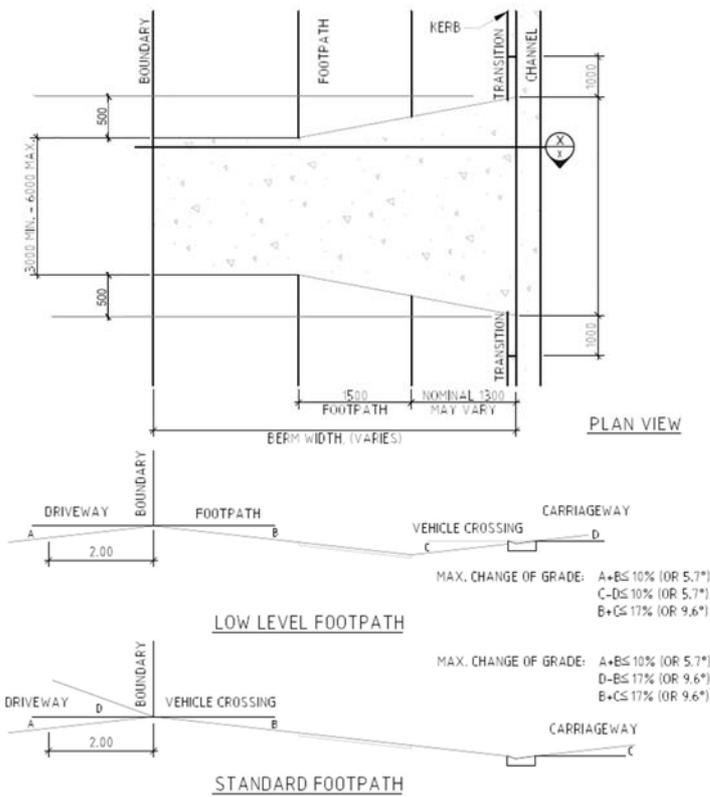
Turning Path Template - Articulated Vehicle
Minimum Radius Turn (12.5m)

29.15.5 **Diagram 5 - Bicycle Parking Layout**

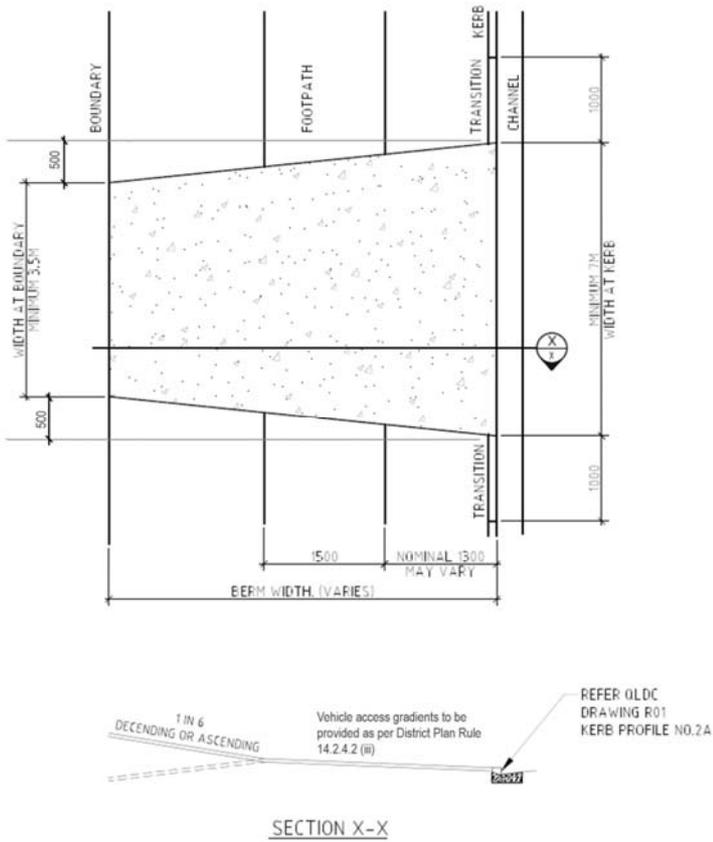


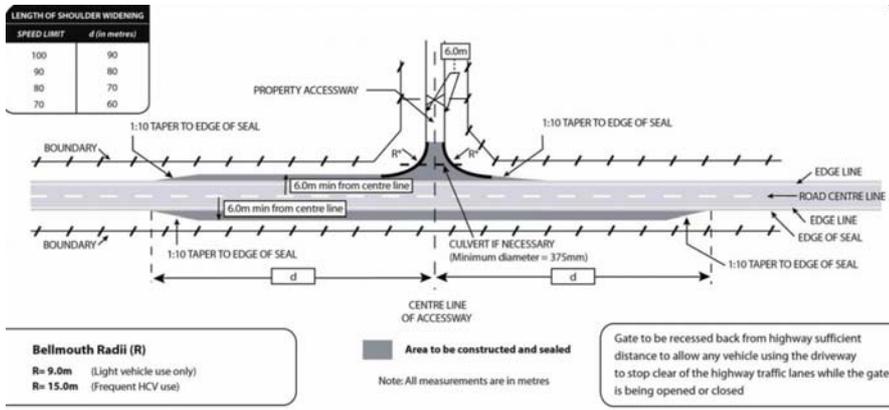
Commented [vj139]: Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited (2335.13) and Ngai Tahu Property Limited (2336.31)

29.15.6 **Diagram 6 - Residential Vehicle Crossing**

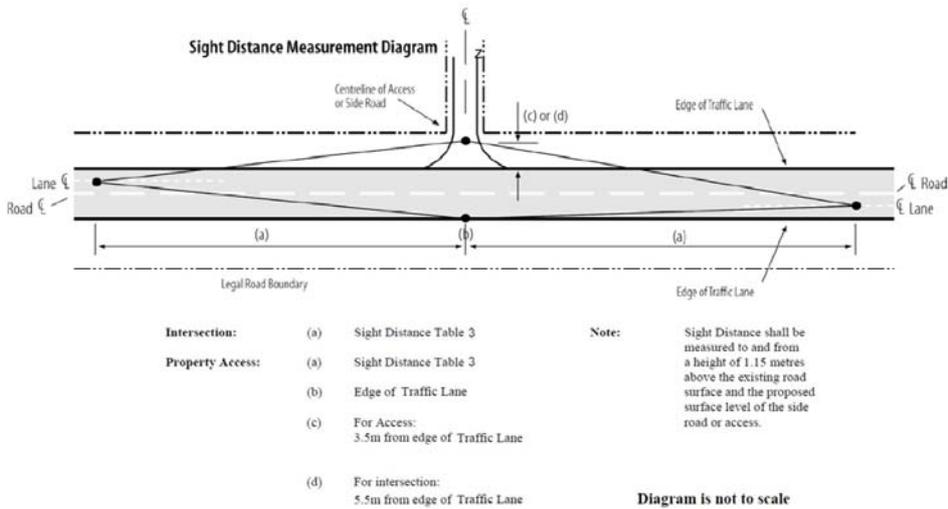


29.15.7 **Diagram 7 - Commercial Vehicle Crossing**

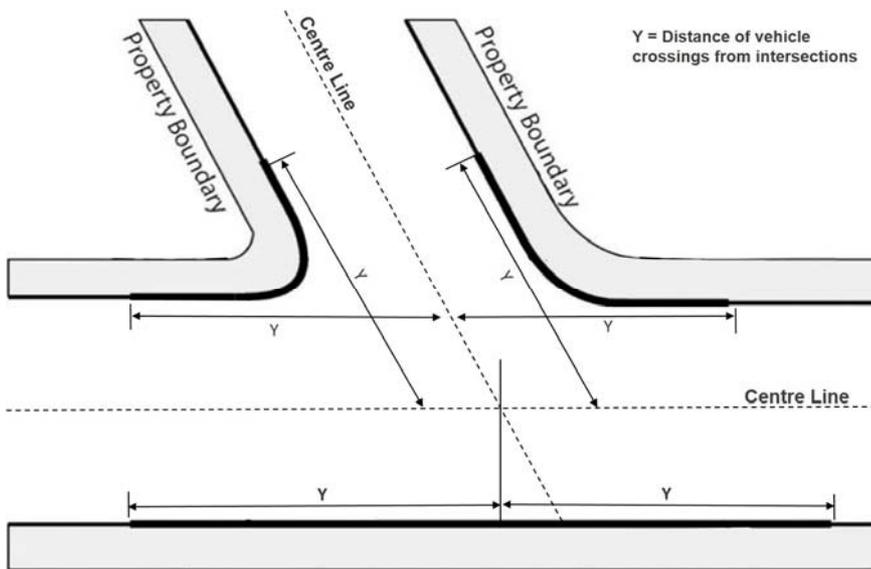




29.15.11 Diagram 11 – Sight Distance Measurement Diagram



29.15.12 Diagram 12 – Sight Distance Measurement Diagram



Variation to Stage 1 PDP Chapter 2 Definitions:

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

Park and Ride	<p>Means an area to leave vehicles and transfer to public transport or car pool to complete the rest of a journey into an urban area.</p> <p><u>Means a parking area which is located and purposely designed to support the frequent public transport network and to provide specifically for users of a public transport network who:</u></p> <ul style="list-style-type: none"> • <u>travel by private vehicle to the park and ride parking area, then</u> • <u>leave their vehicle at the facility and transfer to the frequent public transport network to continue their journey.</u> <p><u>Park and Ride facilities includes car parking areas, public transport interchange and associated security measures, <u>bicycle parking</u>, fencing, lighting, ticketing systems, shelter and ticketing structures, landscape planting and earthworks.</u></p>
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Commented [vj140]: Paterson Pitts (Wanaka) (2457.18)

New Stage 2 PDP Chapter 2 Definitions

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

Commented [vj141]: Queenstown Trails Trust (2575.13)

Commented [vj142]: Clause 16 amendment. This term was defined in the notified PDP chapter 2 and was relied on when Chapter 29 was drafted. Therefore, for added clarity of the rules, the definition should be added back into the PDP at this point.

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

Commented [vj143]: Clause 16 amendment. As above

Commented [vj144]: Clause 16 amendment. As above

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

Commented [vj145]: Clause 16 amendment. As above

Commented [vj146]: QLDC (2239.1)

Commented [vj147]: NZTA (2538.83)

Commented [vj148]: Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (2484.14)

<p>Public water ferry service</p>	<p>Means a ferry service for the carriage of passengers for hire or reward, which is available to the public generally and is operated to a regular schedule, but does not include any such service that:</p> <ul style="list-style-type: none"> • 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; or • is operated for the sole or primary purpose of tourism. <p>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.</p>
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2.2 Acronyms Used in the District Plan

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

- CPTED = Crime Prevention Through Environmental Design
- Ecm = Equivalent car movements
- GFA = Gross Floor Area
- NZTA = New Zealand Transport Agency
- PFA = Public Floor Area
- Vpd = Vehicles per day

Variation to Stage 1 PDP Chapter 37 Designations:

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

37.2 Schedule of Designations

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

A.1 Stopped Roads

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

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

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

Variation to Stage 1 PDP Chapter 21 Rural Zone:

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

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

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

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

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

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

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

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

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

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

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

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

Variation to Stage 1 PDP Planning Maps:

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

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

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

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

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

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

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

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

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

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

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
642	30	Lot 2, DP 479975, 2.0392Ha	Shotover Country SZ	Lot 101, DP 486079, 2034m ²		ROAD	Marston Rd	2038.0
645	30	Lot 2, DP 479975, 2.0392Ha	Shotover Country SZ	Lot 100, DP 486079, 1896m ²		ROAD	Coventry Cr	1900.2
1059	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 801, DP 488075, 1.1835Ha		ROAD	Marsden Place	11859.4
1060	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 802, DP 488075, 255m ²		ROAD	Tudor Lane	255.7
1061	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 803, DP 488075, 379m ²		ROAD	Violet Way	379.5
1062	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 804, DP 488075, 1798m ²		ROAD	Violet Way	1802.1
1575	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 800, DP 491188, 3091m ²		ROAD	Ashenhurst Way	2144.8
1576	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 800, DP 491188, 3091m ²		ROAD	Ashenhurst Way	952.6
1577	30	Lot 4, DP 473343, 17.7892Ha	Shotover Country SZ	Lot 801, DP 491188, 6702m ²		ROAD	Toni's Terrace	4309.7
1578	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 801, DP 491188, 6702m ²		ROAD	Toni's Terrace	2404.5
1735	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Sec 3, SO 494244, 411m ²		ROAD	Ashenhurst Way	411.0
2179	30	Lot 601, DP 473621, 4.3188Ha	Shotover Country SZ	Lot 600, DP 496374, 4270m ²		ROAD	Cheltenham Rd	4275.7
2181	30	Lot 601, DP 473621, 4.3188Ha	Shotover Country SZ	Lot 601, DP 496374, 2962m ²		ROAD	Cheltenham Rd	2966.9
2182	30	Lot 1, DP 459652, 6914m ²	Shotover Country SZ	Lot 604, DP 496374, 1303m ²		ROAD	Cheltenham Rd	1306.4

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
2271	30	Lot 4, DP 479975, 1.7730Ha	Shotover Country SZ	Lot 103, DP 491820, 3036m ²		ROAD	Coventry Cr	3041.6
2273	30	Lot 4, DP 479975, 1.7730Ha	Shotover Country SZ	Lot 104, DP 491820, 1910m ²		ROAD	Stone Walls Terrace	1913.7
2361	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 806, DP 491187, 1438m ²		ROAD	Primrose Lane	1441.1
2600	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 805, DP 497934, 2323m ²		ROAD	Tudor Lane	2327.8
2601	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 807, DP 497934, 720m ²		ROAD	Tudor Lane	721.5
2942	30	Lot 14, DP 386956, 8.3215Ha	Shotover Country SZ	Lot 2000, DP 501112, 9536m ²		ROAD	Regent St	5465.3
2943	30	Lot 15, DP 386956, 10.4683Ha	Shotover Country SZ	Lot 2000, DP 501112, 9536m ²		ROAD	Nobles Lane	2799.7
2944	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 2000, DP 501112, 9536m ²		ROAD	Regent St	1292.1
2945	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 2001, DP 501112, 1392m ²		ROAD	Ashenhurst Way	1394.8
2946	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 2002, DP 501112, 807m ²		ROAD	Stalker Rd	809.1
3195	30	Lot 2, DP 20797, 4.3946Ha	Rural			ROAD	Herries Lane	19.8
3202	30	Lot 500, DP 470412, 23.6578Ha	Shotover Country SZ			ROAD	Howards Dr	16.3
3279	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 2002, DP 503962, 8452m ²		ROAD	Regent St	1807.7
3280	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 2002, DP 503962, 8452m ²		ROAD	Peterley Rd	6660.2
3964	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 800, DP 506583, 2880m ²		ROAD	Chadlington Way	2494.9

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
3965	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 800, DP 506583, 2880m ²		ROAD	Stalker Rd	391.4
3966	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 801, DP 506583, 2012m ²		ROAD	Masons Court	1923.3
3967	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 801, DP 506583, 2012m ²		ROAD	Peterley Rd	93.4
3968	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 802, DP 506583, 1523m ²		ROAD	Chadlington Way	1526.0
3969	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 803, DP 506583, 919m ²		ROAD	Masons Court	548.0
3970	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 803, DP 506583, 919m ²		ROAD	Masons Court	372.6
4275	30	Lot 3, DP 337268, 4013m ²	Low Density Res	Lot 200, DP 505513, 1413m ²		ROAD	Red Cottage Dr	1414.0
4276	30	Lot 1, DP 26719, 3.8393Ha	Low Density Res	Lot 201, DP 505513, 1.1482Ha		ROAD	Bathans Lane	10948.0
4278	30	Lot 3, DP 392823, 6843m ²	Low Density Res	Lot 201, DP 505513, 1.1482Ha		ROAD	Dewar St	521.5
4279	30	Lot 4, DP 447906, 27.3981Ha	Low Density Res	Lot 201, DP 505513, 1.1482Ha		ROAD	Lorne St	30.8
4281	30	Lot 3, DP 392823, 6843m ²	Low Density Res	Lot 202, DP 505513, 7637m ²		ROAD	Lauder St	1412.4
4282	30	Lot 4, DP 447906, 27.3981Ha	Low Density Res	Lot 202, DP 505513, 7637m ²		ROAD	Clover Lane	6239.0
4285	30	Lot 4, DP 447906, 27.3981Ha	Rural	Lot 203, DP 505513, 5820m ²		ROAD	Hayes Creek Rd	5829.3
4288	30	Lot 4, DP 447906, 27.3981Ha	Rural	Lot 204, DP 505513, 2554m ²		ROAD	Huxley Place	2558.4
4293	30	Lot 1, DP 26719, 3.8393Ha	Low Density	Lot 300, DP 505513, 1656m ²		ROAD	Red Cottage Dr	1134.1

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
			Res					
4294	30	Lot 3, DP 392823, 6843m ²	Low Density Res	Lot 300, DP 505513, 1656m ²		ROAD	Red Cottage Dr	525.4
4979	30	Lot 4, DP 473343, 17.7892Ha	Shotover Country SZ	Lot 800, DP 510123, 7046m ²		ROAD	Cherwell Lane	4396.4
4980	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 800, DP 510123, 7046m ²		ROAD	Butler Lane	2664.8
4981	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 801, DP 510123, 7861m ²		ROAD	Peterley Rd	1711.3
4982	30	Lot 4, DP 473343, 17.7892Ha	Shotover Country SZ	Lot 801, DP 510123, 7861m ²		ROAD	Cherwell Lane	2619.3
4983	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 801, DP 510123, 7861m ²		ROAD	Foxwell Way	3545.4
4984	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 802, DP 510123, 291m ²		ROAD	Chadlington Way	121.5
4985	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 802, DP 510123, 291m ²		ROAD	Chadlington Way	170.3
4986	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 803, DP 510123, 1826m ²		ROAD	Butler Lane	1829.5
4987	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 804, DP 510123, 900m ²		ROAD	Butler Lane	902.1
4988	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 805, DP 510123, 751m ²		ROAD	Headley Dr	752.9
4989	30	Lot 4, DP 473343, 17.7892Ha	Rural	Lot 806, DP 510123, 541m ²		ROAD	Peasmoor Rd	542.8
4990	30	Lot 4, DP 473343, 17.7892Ha	Rural	Lot 807, DP 510123, 2499m ²		ROAD	Hicks Rd	2504.0
4991	30	Lot 4, DP 473343, 17.7892Ha	Rural	Lot 808, DP 510123, 762m ²		ROAD	Cherwell Lane	764.0
2389	32	Lot 2, DP 305273, 3.5103Ha	Low Density Res	Lot 200, DP 490069, 6778m ²		ROAD	Highlands Close	6791.9

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
502	33	Lot 7, DP 475347, 43.9200Ha	Remarkables Park SZ	Lot 4, DP 485537, 2698m ²		ROAD	Red Oaks Dr	2702.9
1667	33	Lot 4, DP 475347, 11.0935Ha	Remarkables Park SZ	Lot 3, DP 492600, 960m ²		ROAD	Cherry Blossom Ave	962.7
4541	33	Lot 103, DP 411971, 2.2181Ha	Low Density Res	Lot 501, DP 505699, 7578m ²		ROAD	Middleton Rd	226.6
4542	33	Lot 102, DP 411971, 20.3888Ha	Low Density Res	Lot 501, DP 505699, 7578m ²		ROAD	Florence Close	6871.5
4543	33	Lot 104, DP 411971, 661m ²	Low Density Res	Lot 501, DP 505699, 7578m ²		ROAD	Middleton Rd	485.2
4545	33	Lot 102, DP 411971, 20.3888Ha	Low Density Res	Lot 502, DP 505699, 119m ²		ROAD	Middleton Rd	116.5
4547	33	Lot 102, DP 411971, 20.3888Ha	Low Density Res	Lot 510, DP 505699, 1460m ²		ROAD	Middleton Rd	1454.3
1963	39	Lot 104, DP 454410, 7.4031Ha	Low Density Res	Lot 101, DP 495396, 3170m ²		ROAD	Evening Star Rd	3175.0
131	9	Pt Reserve D Blk X, Glenorchy SD, 63.0931~Ha	Rural			ROAD	Glenorchy-Queenstown Rd	14079.4
165	9	Pt Reserve D Blk X, Glenorchy SD, 63.0931~Ha	Rural	Sec 8, SO 471631, 487m ²		ROAD	Glenorchy-Queenstown Rd	488.7
1	10		ROAD	Pt Sec 16 BLK XVIII, Shotover SD, 594m ²		Rural		222.9
2	10		ROAD	Pt Sec 16 BLK XVIII, Shotover SD, 594m ²		Rural		867.4
4	10		ROAD	Sec 12, SO 467007, 58m ²		Rural		59.0
53	10		ROAD	Sec 76, SO 357952, 613m ²		Rural		613.6
94	10		ROAD	Sec 83, SO 357952, 968m ²		Rural		1855.6
96	10		ROAD	Sec 4, SO 467007, 23m ²		Rural		23.7
99	10		ROAD	Sec 11, SO 467007, 192m ²		Rural		193.3

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
102	10		ROAD	Sec 9, SO 467007, 324m ²		Rural		324.8
104	10		ROAD	Sec 59, SO 357952, 6188m ²		Rural		232.5
105	10		ROAD	Sec 59, SO 357952, 6188m ²		Rural		5731.1
109	10		ROAD	Sec 2, SO 467007, 97m ²		Rural		97.3
125	10		ROAD	Sec 65, SO 357952, 22m ²		Rural		159.7
155	10		ROAD	Sec 69, SO 357952, 201m ²		Rural		216.9
192	10		ROAD	Sec 61, SO 357952, 53m ²		Rural		168.8
220	10		ROAD	Sec 82, SO 357952, 211m ²		Rural		231.9
267	10		ROAD	Sec 18, SO 357952, 4129m ²		Rural		4132.5
294	10		ROAD	Sec 10, SO 467007, 195m ²		Rural		195.5
3283	10		ROAD	Lot 3, DP 493411, 91.8608Ha		Rural		3276.1
66	12		ROAD	Sec 9, SO 471631, 350m ²		Rural		351.4
5164	12		ROAD	Sec 5, SO 510753, 6.2793Ha		Rural		871.6
1996	13		ROAD	Sec 1, SO 495820, 1234m ²		Rural		266.8
3114	18		ROAD	Pt Sec 4 Blk XI, Lower Wanaka SD, 25.77~Ha		Rural		1943.7
3117	18		ROAD	Pt Sec 9 Blk VI, Lower Hawea SD, 71.77~Ha		Rural		5506.1
3121	18		ROAD	Pt Sec 11 Blk VI, Lower Hawea SD, 57.85~Ha		Rural		6091.9
184	25		ROAD	Sec 5, SO 460860, 321m ²		Rural		299.1
234	25		ROAD	Sec 7, SO 460860, 6350m ²		Rural		6871.7
3194	30		ROAD	Sec 9, SO 504525, 927m ²		Rural		920.4

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
5151	9		ROAD	Sec 1, SO 510753, 22.1739Ha		Rural		54.5
5156	9		ROAD	Sec 2, SO 510753, 425.9659Ha		Rural		16900.0
5176	9		ROAD			Rural		13.5
5184	9		ROAD	Sec 3, SO 510753, 1484.2954Ha		Rural		958.6
3189	16		ROAD	Sec 2, SO 502159, 6.3561Ha		Rural Lifestyle		88.3
2869	30	Lot 101, DP 386956, 4980m ²	ROAD	Lot 555, DP 501112, 2044m ²	Shotover Country SZ			101.6
2871	30	Lot 101, DP 386956, 4980m ²	ROAD	Lot 556, DP 501112, 4273m ²	Shotover Country SZ			153.2
2874	30	Lot 101, DP 386956, 4980m ²	ROAD	Lot 557, DP 501112, 813m ²	Shotover Country SZ			152.2
7430989	31	Section 53, SO 459748, 12201m ²	ROAD	Lot 9, DP 491052, 41.9717Ha	Remarkables Park SZ			12219.0
7430990	31	Section 54, SO 459748, 17574m ²	ROAD	Lot 6, DP 475347, 18.8921Ha	Remarkables Park SZ			17623.0

Public Health South (2040.3)		Public Health South
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APPENDIX A

CORRECT APPENDIX 2 TO MS JONES' S42A REPORT

Appendix 2 to the Section 42A Report - Chapter 29 Transport

Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2019.1			Jonathan Holmes	3-Chapter 29 - Transport	Support	Supports Chapter 29 Transport.	Accept in part
2019.5			Jonathan Holmes	3-Chapter 29 - Transport	Other	That public transport networks be extended to Wanaka, Hawea, Hawea Flat and Luggate.	Reject
2020.1			Dan Gerard	3-Chapter 29 - Transport	Oppose	That minimum parking standards for residential and education activities should not be reduced.	Reject
2076.1			Loris King	3-Chapter 29 - Transport	Oppose	That the proposal to encourage and provide infrastructure for cycling should not be at the expense of providing carparks and parking buildings	Accept in Part
2076.2			Loris King	3-Chapter 29 - Transport	Oppose	That cycleways should be located off-road.	Accept in Part
2076.3			Loris King	3-Chapter 29 - Transport	Oppose	That the speed limit in the main central town streets is reduced to 40km/hr and the speed limits are signposted, and that the white marking showing the 6m parking restricted area from corners is more effective than yellow stripes.	Out of scope
2076.4			Loris King	3-Chapter 29 - Transport	Oppose	That when subdivisions are being promoted and developed there has to be consideration given to expanding/upgrading the existing road networks.	Accept in Part
2078.1		Active Transport Wanaka	Active Transport Wanaka	3-Chapter 29 - Transport	Other	That the objectives and policies of the proposed Transport Chapter are generally supported, however the PDP maps should identify key active transport network linkages.	Accept in Part
2078.1	FS2754.1		Remarkables Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Accept in Part
2078.1	FS2755.1		Queenstown Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Accept in Part
2078.13		Active Transport Wanaka	Active Transport Wanaka	3-Chapter 29 - Transport	Other	To ensure that the provisions are in line with the objectives that strongly support cycling and active transport networks	Accept in Part
2238.10			Nona James	3-Chapter 29 - Transport	Oppose	That more, not less, parking be required on-site.	Reject
2238.10	FS2754.2		Remarkables Park Limited	3-Chapter 29 - Transport	Oppose	That the submission is opposed.	Accept
2238.10	FS2755.2		Queenstown Park Limited	3-Chapter 29 - Transport	Oppose	That the submission is opposed.	Accept
2238.11			Nona James	3-Chapter 29 - Transport	Not Stated	That those provisions relating to reduced on-site parking be removed from the Proposed District Plan.	Reject
2238.11	FS2754.3		Remarkables Park Limited	3-Chapter 29 - Transport	Oppose	That the submission is opposed.	Accept
2238.11	FS2755.3		Queenstown Park Limited	3-Chapter 29 - Transport	Oppose	That the submission is opposed.	Accept

Appendix 2 to the Section 42A Report - Chapter 29 Transport

Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2239.2			QLDC Chief Executive - submitting on behalf of Queenstown Lakes District Council	3-Chapter 29 - Transport	Oppose	That relevant provisions be amended to clarify that specified land uses in Chapter 29 (for instance, park and ride facilities) are not affected by the rules for non-specified activities located in the zone text	Accept
2239.2	FS2727.3		NZ Transport Agency	3-Chapter 29 - Transport	Support	That submission 2239.2 be allowed.	Accept
2239.2	FS2759.4	Mitchell Daysh Limited	Queenstown Airport Corporation	3-Chapter 29 - Transport	Oppose	That the submission is opposed as it could result in the duplication of rules.	Reject
2262.2			Chris Paul	3-Chapter 29 - Transport	Other	That Lismore St, Wanaka be widened and new car parking added.	Out of scope
2271.1			Ross Carrick	3-Chapter 29 - Transport	Other	That parking and road intersections could be improved	Out of scope
2297.4		Clark Fortune McDonald & Associates	Clark Fortune McDonald & Associates	3-Chapter 29 - Transport	Oppose	That Transport Chapter 29 is opposed	Accept in Part
2297.6		Clark Fortune McDonald & Associates	Clark Fortune McDonald & Associates	3-Chapter 29 - Transport	Other	That a section 32 Analysis and revised Chapter 29 is authored to include a robust consent assessment framework for a parking shortfall	Accept in Part
2297.6	FS2754.4		Remarkables Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Accept in Part
2297.6	FS2755.4		Queenstown Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Accept in Part
2326.5		JCarter Planning Limited	Gerry Oudhoff and James Hennessy	3-Chapter 29 - Transport	Oppose	That the Transport Chapter is amended so that it is consistent with the strategic direction of the Council: i.e. that the car park requirements are amended so that fewer car parks are required.	Accept in Part

Appendix 2 to the Section 42A Report - Chapter 29 Transport

Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2329.3		Aukaha	Te Runanga o Moeraki, Kati Huirapa Runaka ki Puketeraki, Te Runanga o Otakou, Hokonui Runanga, Te Runanga o Waihopai, Te Runanga o Awarua and Te Runanga o Oraka-Aparima (Kai Tahu)	3-Chapter 29 - Transport	Other	The Transport Chapter is generally supported, however the following relief is sought: a) Objectives, policies and rules are required to recognise and address the effects of landfills, cemeteries and crematoriums on tangata whenua values throughout the District; b) Objectives, policies and rules are required to recognise and address the effects of activities on the values of mapped wahi tupuna areas and that activities identified as threats to the values of mapped wahi tupuna areas should be discretionary, requiring notification to tangata whenua; c) References to Kai Tahu values in the PDP policies lack detail and the linkages to the Tangata Whenua Chapter and mapped wahi tupuna areas are lacking; d) There needs to be consistent cross referencing to the Tangata Whenua Chapter and mapped wahi tupuna areas and provisions throughout the PDP chapters; e) Tangata whenua values should be specifically referenced as a matter of consideration to raise the visibility of tangata whenua values and ensure they are specifically addressed, pursuant to section 6e of the Resource Management Act; and f) Any consequential amendments necessary to give effect to the above relief.	Reject
2329.3	FS2754.5		Remarkables Park Limited	3-Chapter 29 - Transport	Oppose	That the submission is opposed.	Accept
2329.3	FS2755.5		Queenstown Park Limited	3-Chapter 29 - Transport	Oppose	That the submission is opposed.	Accept
2329.8		Aukaha	Te Runanga o Moeraki, Kati Huirapa Runaka ki Puketeraki, Te Runanga o Otakou, Hokonui Runanga, Te Runanga o Waihopai, Te Runanga o Awarua and Te Runanga o Oraka-Aparima (Kai Tahu)	3-Chapter 29 - Transport	Other	That there should be specific reference to the effects of landfills, cemeteries and crematoriums on tangata whenua values throughout the District; and rules and assessment criteria should trigger consultation with tangata whenua where there are potential adverse effects on tangata whenua values from these activities, and where any activity may result in adverse effects on wahi tupuna mapped areas.	Reject

Appendix 2 to the Section 42A Report - Chapter 29 Transport

Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2335.1		Southern Planning Group	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	3-Chapter 29 - Transport	Other	Supports in part Chapter 29 - Transport.	Accept in Part
2339.4		JCarter Planning Limited	Safari Group of Companies Limited	3-Chapter 29 - Transport	Oppose	That the provisions of Chapter 29 - Transport be amended to encourage changes in travel behavior.	Accept in part
2339.5		JCarter Planning Limited	Safari Group of Companies Limited	3-Chapter 29 - Transport	Oppose	That requirements for car and coach parks be relaxed.	Accept in Part
2339.5	FS2764.2	Barker & Associates Ltd	Queenstown Central Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Accept in Part
2339.11		JCarter Planning Limited	Safari Group of Companies Limited	3-Chapter 29 - Transport	Oppose	That car park requirements for hotels are deleted.	Accept in Part
2339.12		JCarter Planning Limited	Safari Group of Companies Limited	3-Chapter 29 - Transport	Oppose	That traffic effects of hotels be assessed by land use consents.	Reject
2339.18		JCarter Planning Limited	Safari Group of Companies Limited	3-Chapter 29 - Transport	Oppose	That car parking requirements for hotels be deleted or that they be amended so that appropriately located hotels are not required to provide a specific number of on site coach or car parks.	Accept in Part
2339.19		JCarter Planning Limited	Safari Group of Companies Limited	3-Chapter 29 - Transport	Oppose	That car parking for hotel developments be dealt with by way of land use consent.	Reject
2408.3		Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport	Oppose	That the council place stage 2 on hold pending the notification and submission process for the remaining zone provisions	Reject
2408.4		Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport	Oppose	that, alternatively, council confirm that submitters can re-submit on the transport, signs, and earthworks provisions as part of submitting on stages 3 and 4 of the PDP	Accept
2421.4			Paul Parker	3-Chapter 29 - Transport	Support	The submitter seeks that the council provide parking and restrict movement in residential areas. Specifically; that the car parking issue in the Wanaka town centre be addressed through providing an underground as lakeside car parking no longer appropriate.	Out of scope
2446.2			Heritage New Zealand	3-Chapter 29 - Transport	Support	Submitter supports historic heritage related provisions in Chapter 29	Accept
2448.3		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport	Oppose	Submitter opposes differentiation between 'public' and 'private', seeks for provisions to apply equally to both.	Reject
2448.5		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport	Other	Submitter seeks a new definition for 'linear infrastructure' or to amend conditions that refer to this term.	Reject
2453.2		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport	Support	submitter wishes that the reference to "public" be removed from the provisions	Reject

Appendix 2 to the Section 42A Report - Chapter 29 Transport

Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2453.3		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport	Oppose	submitter wishes for a new definition of "linear infrastructure"	Reject
2453.35		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport	Other	That the objectives and policies clearly reflect the council's parking strategy and whether it is intended to meet parking demand or whether other factors are informing the rules	Accept in Part
2465.3		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport	Not Stated	submitter seeks the deletion of the word 'public' as the provisions should apply equally to both public and private transport	Reject
2465.3	FS2754.7		Remarkables Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Reject
2465.3	FS2755.7		Queenstown Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Reject
2465.3	FS2760.466	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the relief sought is supported.	Reject
2465.4		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport	Not Stated	submitter seeks a clearer overall strategy regarding parking in the district	Accept in Part
2465.4	FS2739.24	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport	Support	That the relief sought in the submission be allowed.	Accept in Part
2465.4	FS2760.467	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the relief sought is supported.	Accept in Part
2465.6		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport	Not Stated	submitter seeks the inclusion of 'the benefits of the proposal' as a matter of discretion in all restricted discretionary activities in chapter 29	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary
2465.6	FS2754.8		Remarkables Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Reject
2465.6	FS2755.8		Queenstown Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Reject
2465.6	FS2739.23	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport	Support	That the relief sought in the submission be allowed.	Reject
2465.6	FS2760.469	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the relief sought is supported.	Reject
2466.1		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport	Oppose	That the Transport Chapter is amended to recognise the benefits of all forms of transport services including private commercial operators.	Accept in Part
2466.1	FS2753.3	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept in Part
2466.1	FS2754.10		Remarkables Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Accept in Part

Appendix 2 to the Section 42A Report - Chapter 29 Transport

Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2466.1	FS2755.10		Queenstown Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Accept in Part
2466.1	FS2799.16	Burton Planning Consultants Limited	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	3-Chapter 29 - Transport	Oppose	That the deletion of the Assessment Matters is opposed.	Accept
2466.2		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport	Oppose	That the Transport Chapter is amended to recognise the benefits of all forms of transport services including land, air and water transport and infrastructure are provided for and not discouraged.	Accept in Part
2466.2	FS2753.4	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept in Part
2466.2	FS2754.11		Remarkables Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Accept in Part
2466.2	FS2755.11		Queenstown Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Accept in Part
2466.2	FS2759.10	Mitchell Daysh Limited	Queenstown Airport Corporation	3-Chapter 29 - Transport	Support	That the submission is supported as it recognises that air transport forms part of the wider network.	Accept in Part
2466.3		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport	Support	That the Transport Chapter is retained where it supports activities that will reduce congestion in the Queenstown CBD.	Accept
2466.3	FS2753.5	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept
2466.4		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport	Oppose	That the Transport Chapter is amended to ensure coaches and buses can provide pickup and drop off services to visitor accommodation and residential visitor accommodation.	Reject
2466.4	FS2718.3	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport	Support	That the submission to delete policy 29.2.1.3 is allowed.	Reject
2466.4	FS2753.6	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2466.31		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport	Oppose	Delete reference to 'Public' or include definition of 'public' to include commercially owned passenger transport services and infrastructure.	Reject
2466.31	FS2753.1	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to amend the definition of 'Public Water Ferry Services' to exclude the word 'Public' is supported.	Reject

Appendix 2 to the Section 42A Report - Chapter 29 Transport

Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2466.32		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport	Oppose	Amend provisions relating to Public Water Ferry Service to clarify that commercially owned and operated water transport systems used primarily for transporting sightseeing visitors but are equally available to the general public.	Reject
2466.32	FS2753.2	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to amend the definition of 'Public Water Ferry Services' to exclude the word 'Public' is supported.	Reject
2466.33		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport	Oppose	Insert a new objective with associated policies supporting activities that help resolve traffic congestion.	Reject
2466.33	FS2753.33	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2466.34		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport	Oppose	Amend policies and access standards to promote wider distribution of drop off / pick up areas.	Reject
2466.34	FS2753.34	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2466.37		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport	Oppose	That the matters of discretion for all restricted discretionary activities include 'the benefits of the proposal'.	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary
2466.37	FS2753.37	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2466.37	FS2754.12		Remarkables Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Reject
2466.37	FS2755.12		Queenstown Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Reject
2467.1		Town Planning Group (NZ) Ltd	Reavers NZ Limited	3-Chapter 29 - Transport	Support	submitter accepts the proposed transport provisions so far as they seek to reduce the need for onsite vehicle parking	Accept
2468.10		Remarkables Park Ltd	Remarkables Park Ltd	3-Chapter 29 - Transport	Other	supports the policy direction toward reduced parking, walkability, and recognition of public transport. Seeks that the chapter should detail any ratios for on- street parking and the alternatives to the provision of such on street parking (such as on site parking)	Accept in Part
2468.27		Remarkables Park Ltd	Remarkables Park Ltd	3-Chapter 29 - Transport	Other	that modelling and analysis of the parking requirements in conjunction with the proposed bulk and location of visitor accommodation development be undertaken	Reject
2474.2		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport	Other	submitter opposes the differentiation between public and private transport and wishes for the removal of the reference to 'public' transport	Reject

Appendix 2 to the Section 42A Report - Chapter 29 Transport

Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2474.4		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport	Other	submitter wishes for a new definition of 'linear infrastructure' as part of chapter 29 - transport	Reject
2474.5		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport	Oppose	submitter wishes for the inclusion of 'the benefits of the proposal' as a matter of discretion in all restricted discretionary activities in chapter 29	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary
2474.5	FS2739.43	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport	Support	That the relief sought in the submission is allowed.	Reject
2492.3		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport	Oppose	That the Transport Chapter is amended to ensure the benefits of air transport to the district's economy and overall transport network is recognised and provided for, and that the use of helicopters are recognised as an important transport method for Ski Areas.	Reject
2492.3	FS2759.13	Mitchell Daysh Limited	Queenstown Airport Corporation	3-Chapter 29 - Transport	Support	That the submission is supported as it recognises that air transport forms part of the wider network.	Reject
2492.3	FS2789.14	Boffa Miskell Ltd	Soho Ski Area Ltd and Blackmans Creek No.1 LP	3-Chapter 29 - Transport	Support	That the recognition of the benefits of air transport for ski areas is supported.	Reject
2492.3	FS2790.14	Boffa Miskell Ltd	Treble Cone Investments Ltd	3-Chapter 29 - Transport	Support	That the recognition of the benefits of air transport for ski areas is supported.	Reject
2492.3	FS2760.203	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the relief sought is supported.	Reject
2492.4		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport	Oppose	That private roads and car parks associated with accessing Ski Area Sub Zones provided for without a discernible regulatory burden.	Reject
2492.4	FS2789.15	Boffa Miskell Ltd	Soho Ski Area Ltd and Blackmans Creek No.1 LP	3-Chapter 29 - Transport	Support	That the recognition of private roads and car parking associated with accessing Ski Area Sub-Zones is supported.	Reject
2492.4	FS2790.15	Boffa Miskell Ltd	Treble Cone Investments Ltd	3-Chapter 29 - Transport	Support	That the recognition of private roads and car parking associated with accessing Ski Area Sub-Zones is supported.	Reject
2492.4	FS2760.204	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the relief sought is supported.	Reject
2492.25		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport	Oppose	Delete reference to 'Public' or include definition of 'public' to include commercially owned passenger transport services and infrastructure.	Reject
2492.25	FS2760.225	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the relief sought is supported.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2492.26		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport	Oppose	Amend provisions relating to Public Water Ferry Service to clarify that commercially owned and operated water transport systems used primarily for transporting sightseeing visitors but are equally available to the general public.	Reject
2492.26	FS2760.226	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the relief sought is supported.	Reject
2492.27		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport	Oppose	Insert a new objective with associated policies supporting activities that help resolve traffic congestion.	Reject
2492.27	FS2754.14		Remarkables Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Reject
2492.27	FS2755.14		Queenstown Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Reject
2492.27	FS2760.227	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the relief sought is supported.	Reject
2492.28		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport	Oppose	Amend policies and access standards to promote wider distribution of drop off / pick up areas.	Reject
2492.28	FS2760.228	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the relief sought is supported.	Reject
2492.31		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport	Oppose	That the matters of discretion for all restricted discretionary activities include 'the benefits of the proposal'.	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary
2492.31	FS2760.231	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the relief sought is supported.	Reject
2493.22		Southern Planning Group	Skyline Enterprises Limited	3-Chapter 29 - Transport	Not Stated	That Objective 29.2.1 is accepted.	Accept in Part
2494.1		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport	Oppose	That the Transport Chapter is amended to recognise the benefits of all forms of transport services including private commercial operators.	Accept in Part
2494.1	FS2760.321	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the relief sought is supported.	Accept in Part
2494.2		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport	Oppose	That the Transport Chapter is amended to recognise the benefits of all forms of transport services including land, air and water transport and infrastructure are provided for and not discouraged.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2494.2	FS2728.12	Aukaha	Te Runanga o Moeraki, Kati Huirapa Runaka ki Puketeraki, Te Runanga o Otakou, Hokonui Runanga, Te Runanga o Waihopai, Te Runanga o Awarua, Te Runanga o Oraka Aparima (collectively Kai Tahu)	3-Chapter 29 - Transport	Oppose	That the submission that earthworks within ski fields be exempt from requiring resource consent is opposed.	Accept in Part
2494.2	FS2759.11	Mitchell Daysh Limited	Queenstown Airport Corporation	3-Chapter 29 - Transport	Support	That the submission is supported as it recognises that air transport forms part of the wider network.	Accept in Part
2494.2	FS2760.322	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the relief sought is supported.	Accept in Part
2494.29		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport	Oppose	Delete reference to 'Public' or include definition of 'public' to include commercially owned passenger transport services and infrastructure.	Reject
2494.29	FS2760.347	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the relief sought is supported.	Reject
2494.30		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport	Oppose	Amend provisions relating to Public Water Ferry Service to clarify that commercially owned and operated water transport systems used primarily for transporting sightseeing visitors but are equally available to the general public.	Reject
2494.30	FS2760.348	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the relief sought is supported.	Reject
2494.31		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport	Oppose	Insert a new objective with associated policies supporting activities that help resolve traffic congestion.	Reject
2494.31	FS2760.349	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the relief sought is supported.	Reject
2494.32		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport	Oppose	Amend policies and access standards to promote wider distribution of drop off / pick up areas.	Reject
2494.32	FS2760.350	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the relief sought is supported.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2494.35		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport	Oppose	That the matters of discretion for all restricted discretionary activities include 'the benefits of the proposal'.	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary
2494.35	FS2760.353	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the relief sought is supported.	Reject
2495.1			Young Changemakers - Wakatipu Youth Trust Advisory Group	3-Chapter 29 - Transport	Support	Make a survey to determine what bus times would be convenient to public	Out of scope
2495.8			Young Changemakers - Wakatipu Youth Trust Advisory Group	3-Chapter 29 - Transport	Oppose	Create a separate bus run to the Airport.	Out of scope
2495.9			Young Changemakers - Wakatipu Youth Trust Advisory Group	3-Chapter 29 - Transport	Oppose	Create higher priorities for buses at times convenient for the public.	Out of scope
2497.4			Otago Regional Council	3-Chapter 29 - Transport	Oppose	That QLDC ensure that its District Plan gives effect to the Otago Southland Regional Land Transport Plans 2015 - 2021 desired outcome and policies.	Accept
2497.4	FS2760.1	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the submission is supported insofar as it seeks to support the improvement of the performance and capability of the transport network and increasing choice of travel modes.	Accept
2511.3			Shaping our Future	3-Chapter 29 - Transport	Support	That the objectives are in line with Shaping our future's overall vision and reports,	Accept in Part
2511.3	FS2772.6	Land Landscape Architects	R Hadley	3-Chapter 29 - Transport	Support	That the land shown as Wakatipu Lifestyle Precinct on Attachment 1, PDP Stage 2 Notification Map 26 is rezoned as Wakatipu Basin Rural Amenity Zone.	Accept in Part
2511.3	FS2754.17		Remarkables Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Accept in Part
2511.3	FS2755.16		Queenstown Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2518.6		Town Planning Group	C & J Properties Ltd	3-Chapter 29 - Transport	Other	That Chapter 29 is amended to add provisions that support a reduction in on-site parking requirements where activities are located in close proximity to public transport networks, public car parking, and where on-site cycle parking facilities are provided.	Accept in Part
2518.6	FS2764.3	Barker & Associates Ltd	Queenstown Central Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Accept in Part
2538.83			NZ Transport Agency	3-Chapter 29 - Transport	Oppose	That the definition of 'Transport Infrastructure' is amended by adding in an additional bullet point.	Accept in Part
2538.83	FS2760.84	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the submission is supported generally.	Accept in Part
2547.3		Town Planning Group	Gibbston Valley Station	3-Chapter 29 - Transport	Not Stated	That a more facilitative rule framework is adopted that reduces the need for on-site parking and promotes mass transportation options in the Gibbston Valley subz-one and beyond.	Accept in Part
2552.3		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport	Oppose	That the reference to "public" be deleted. Differentiation between public and private is opposed	Reject
2552.4		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport	Oppose	That the objectives and policies of this chapter be amended to be more clear in regards to parking provisions	Accept in Part
2560.4		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport	Oppose	That chapter 29 be amended to delete all reference to the word "public". Submitter is opposed to the "public" and "private" being differentiated	Reject
2560.7		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport	Oppose	That "benefits of the proposal" be added as a matter of discretion to all restricted discretionary activities in chapter 29	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary
2560.36		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport	Other	Submitter generally supports the proposed parking provisions in chapter except for the standards outlined in the Jade Lake Queenstown Limited submission (2560.36)	Reject
2568.1			Second Kawarau Bridge Group	3-Chapter 29 - Transport	Other	The applicant seeks a designation for a roading corridor for a link to the Hawthorne Drive to Kingston Road, via a bridge across the Kawarau river, downstream from the existing Kawarau Bridges at Kawarau Falls.	Out of scope
2568.1	FS2754.18		Remarkables Park Limited	3-Chapter 29 - Transport	Support	That the submission for a second bridge is supported, but the location as shown in the submission is inappropriate.	Out of scope
2568.1	FS2755.17		Queenstown Park Limited	3-Chapter 29 - Transport	Support	That a second bridge is supported, but the location shown is inappropriate.	Out of scope

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2575.8		John Edmonds + Associates Ltd	Queenstown Trails Trust	3-Chapter 29 - Transport	Other	That the submitter has previously requested a number of amendments to the Strategic Directions Chapter of the PDP (in particular seeking to highlight the importance of public trails), which were considered in Stage 1 of the District Plan Review. The submitter reiterates its request for these amendments to be made.	Out of scope
2581.1		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport	Oppose	That the Transport Chapter is amended to recognise the benefits of all forms of transport services including private commercial operators.	Accept in Part
2581.1	FS2753.158	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept in Part
2581.2		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport	Oppose	That the Transport Chapter is amended to recognise the benefits of all forms of transport services including land, air and water transport and infrastructure are provided for and not discouraged.	Accept in Part
2581.2	FS2759.12	Mitchell Daysh Limited	Queenstown Airport Corporation	3-Chapter 29 - Transport	Support	That the submission is supported as it recognises that air transport forms part of the wider network.	Accept in Part
2581.2	FS2753.159	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept in Part
2581.3		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport	Support	That the Transport Chapter is retained where it supports activities that will reduce congestion in the Queenstown CBD.	Accept
2581.3	FS2753.160	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept
2581.4		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport	Oppose	That the Transport Chapter is amended to ensure coaches and buses can provide pickup and drop off services to visitor accommodation and residential visitor accommodation.	Accept in Part
2581.4	FS2718.8	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport	Support	That the submission to delete policy 29.2.1.3 is allowed.	Accept in Part
2581.4	FS2753.161	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept in Part
2581.31		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport	Oppose	Delete reference to 'Public' or include definition of 'public' to include commercially owned passenger transport services and infrastructure.	Accept in Part
2581.31	FS2753.156	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to amend the definition of 'Public Water Ferry Services' to exclude the word 'Public' is supported.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2581.32		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport	Oppose	Amend provisions relating to Public Water Ferry Service to clarify that commercially owned and operated water transport systems used primarily for transporting sightseeing visitors but are equally available to the general public.	Reject
2581.32	FS2753.157	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to amend the definition of 'Public Water Ferry Services' to exclude the word 'Public' is supported.	Reject
2581.33		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport	Oppose	Insert a new objective with associated policies supporting activities that help resolve traffic congestion.	Reject
2581.33	FS2753.188	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject
2581.34		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport	Oppose	Amend policies and access standards to promote wider distribution of drop off / pick up areas.	Reject
2581.34	FS2753.189	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject
2581.37		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport	Oppose	That the matters of discretion for all restricted discretionary activities include 'the benefits of the proposal'.	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary
2581.37	FS2753.192	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject
2585.2		Town Planning Group (NZ) Ltd	B Giddens Trust	3-Chapter 29 - Transport	Other	Add new "parking reduction adjustment factor" provisions to the Transport Chapter for all zones that enable a percentage reduction in the car parking requirements.	Accept in Part
2585.6		Town Planning Group (NZ) Ltd	B Giddens Trust	3-Chapter 29 - Transport	Oppose	The Town Centre Zone includes the Local Corner Shopping centres in the Operative District Plan and it is requested that this provision be incorporated in the Proposed District Plan	Accept
2590.2		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport	Oppose	That the 'benefits of the proposal' be included as a matter of discretion for all restricted discretionary activities.	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary
2590.2	FS2739.27	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport	Support	That the relief sought in the submission is allowed.	Reject
2593.1		Town Planning Group	McBride Street Queenstown Ltd	3-Chapter 29 - Transport	Other	That Site standard 14.2.4.1(i)(a) from the operative district plan is added.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2593.6		Town Planning Group	McBride Street Queenstown Ltd	3-Chapter 29 - Transport	Other	That a "parking reduction adjustment factor" be added for all zones for properties located near public transport, a public parking facility, a Town Centre/Local Shopping Centre Zone or a major cycle trail.	Accept in Part
2594.1		John Edmonds + Associates Ltd	Queenstown Water Taxis Ltd (QWT)	3-Chapter 29 - Transport	Support	That the more enabling approach to water ferry services is supported.	Accept
2594.1	FS2752.1	Anderson Lloyd	Go Orange Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary
2594.1	FS2754.19		Remarkables Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Reject
2594.1	FS2755.18		Queenstown Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Reject
2594.1	FS2760.129	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the submission is supported generally.	Reject
2594.2		John Edmonds + Associates Ltd	Queenstown Water Taxis Ltd (QWT)	3-Chapter 29 - Transport	Oppose	That the definition of Public Water Ferry Service is amended to remove the word 'Public' or removed and consequently amended in the rules.	Reject
2594.2	FS2752.2	Anderson Lloyd	Go Orange Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary
2594.2	FS2754.20		Remarkables Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Reject
2594.2	FS2755.19		Queenstown Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Reject
2594.2	FS2760.130	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the submission is supported generally.	Reject
2594.3		John Edmonds + Associates Ltd	Queenstown Water Taxis Ltd (QWT)	3-Chapter 29 - Transport	Oppose	That the distinction between a Water Ferry Service and a Commercial Boating Activity is reconsidered.	Reject
2594.3	FS2752.3	Anderson Lloyd	Go Orange Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2594.3	FS2754.21		Remarkables Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Reject
2594.3	FS2755.20		Queenstown Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	Reject
2594.3	FS2760.131	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport	Support	That the submission is supported generally.	Reject
2601.2		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport	Oppose	That the 'benefits of the proposal' be included as a matter of discretion for all restricted discretionary activities.	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary
2618.9		Mitchell Daysh Limited	Queenstown Airport Corporation	3-Chapter 29 - Transport	Not Stated	That the definition of regionally significant infrastructure be amended with minor grammatical changes.	reallocated to chapter 25 hearing
2618.9	FS2754.22		Remarkables Park Limited	3-Chapter 29 - Transport	Support	That the amendment is supported and it should also include the further submitter's proposed gondola.	reallocated to chapter 25 hearing
2618.9	FS2754.43		Remarkables Park Limited	3-Chapter 29 - Transport	Oppose	That the submission is opposed.	reallocated to chapter 25 hearing
2618.9	FS2755.21		Queenstown Park Limited	3-Chapter 29 - Transport	Support	That the submission is supported.	reallocated to chapter 25 hearing
2618.9	FS2755.42		Queenstown Park Limited	3-Chapter 29 - Transport	Oppose	That the submission is opposed.	reallocated to chapter 25 hearing
2078.2		Active Transport Wanaka	Active Transport Wanaka	3-Chapter 29 - Transport > 3.1-29.1 - Purpose	Support	That acknowledgement of the importance of active transport networks and cycleways is supported.	Accept
2618.10		Mitchell Daysh Limited	Queenstown Airport Corporation	3-Chapter 29 - Transport > 3.1-29.1 - Purpose	Not Stated	That 29.1 Purpose be amended with the following additional text "While Queenstown and Wanaka Airports also have an important role facilitating the movement of people and goods to the District, these functions are recognised in Chapters 3,4 and 17"	Reject
2618.10	FS2754.44		Remarkables Park Limited	3-Chapter 29 - Transport > 3.1-29.1 - Purpose	Oppose	That the submission is opposed.	Accept
2618.10	FS2755.43		Queenstown Park Limited	3-Chapter 29 - Transport > 3.1-29.1 - Purpose	Oppose	That the submission is opposed.	Accept
2040.1			Public Health South	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Other	That Objective 29.2.1 be amended to include 'shared transport'.	Accept
2040.2			Public Health South	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Other	That the objective be amended to recognise safety for visitors driving in the District who are unfamiliar with the conditions	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2335.2		Southern Planning Group	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	Supports Objective 29.2.1.	Accept in Part
2335.3		Southern Planning Group	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	Supports policy 29.2.1.4.	Accept
2335.4		Southern Planning Group	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	Supports objective 29.2.2.	Accept in Part
2335.5		Southern Planning Group	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	Supports policy 29.2.2.10.	Accept in Part
2335.6		Southern Planning Group	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	Supports policy 29.2.4.5.	Accept
2335.7		Southern Planning Group	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	That policy 29.2.1.3 is amended to reduce the scope of the policy and to include specific matters to be taken into account when applying the policy.	Accept in Part
2335.8		Southern Planning Group	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	That policy 29.2.2.2 is amended to exclude the policy from applying to sites at the edge of the Town Centre zones.	Reject
2335.9		Southern Planning Group	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	That the second bullet point in objective 29.2.4 is amended by the inclusion of the following changes: <ul style="list-style-type: none"> •<i>promotes</i> increases <i>in</i> the use of active and public transport networks;[...]. 	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2335.10		Southern Planning Group	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	That policy 29.2.4.4 is amended to include the following changes: <i>Avoid or mitigate the adverse effects of high trip generating activities on the transport network by <u>taking into account</u> assessing the location, design, and the methods proposed to limit increased traffic generation and promote the uptake of public and active transport. <u>These methods may include (but not be limited to)</u>, including by: [...].</i>	Accept in Part
2339.6		JCarter Planning Limited	Safari Group of Companies Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	That 29.2 be amended to include objective and policies which reduce private vehicle use and onsite car and coach parking for hotel developments.	Reject
2339.6	FS2754.6		Remarkables Park Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That the submission is supported.	Reject
2339.6	FS2755.6		Queenstown Park Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That the submission is supported.	Reject
2339.7		JCarter Planning Limited	Safari Group of Companies Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	That 29.2 be amended to include objective and policies which provide clearer guidance for assessing resource consent applications.	Accept in Part
2341.1			St Peter's Church Parish	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Other	Nowhere is St Peters Church referenced. Consider and recognise St Peters Church and its surrounding land as being high amenity value, when considering parking, transport, pedestrianisation and cycle making.	Reject
2376.49		Boffa Miskell Ltd	Darby Planning LP	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That Policy 29.2.2.5 be retained.	Accept in Part
2381.36		Boffa Miskell Ltd	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	Retain policy 29.2.4.1 regarding home occupations and commercial activity in residential areas	Accept in Part
2448.4		John Edmonds + Associates Ltd	Millennium & Cophorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	Submitter seeks amendment to objectives and policies to clearly set out the District Plan's position on parking provisions i.e. the overall strategy, whether the intention is to meet demand or whether is encompasses other factors which has influenced the provisions.	Accept in Part
2457.21			Paterson Pitts (Wanaka)	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	submitter seeks the simplify of the drafting of objectives 29.2.1 29.2.2 and 29.2.4	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2465.38		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	Amend the policy to relate to all transport; not only public transport	Accept
2465.38	FS2760.501	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That the relief sought is supported.	Accept
2465.39		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	Amend policy 29.2.1.2 to refer to (all) water ferry services; not only public water ferry services	Reject
2465.39	FS2754.9		Remarkables Park Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That the submission is supported.	Reject
2465.39	FS2755.9		Queenstown Park Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That the submission is supported.	Reject
2465.39	FS2760.502	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That the relief sought is supported.	Reject
2465.40		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Other	Better distill the objectives and policies to ensure consistency; clarify how parking will reduce congestion and contribute to objectives 29.2.2; and clarify what council's intention for parking is (i.e. whether it is to meet demand or whether other factors are influencing the provisions.	Accept in Part
2465.40	FS2760.503	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That the relief sought is supported.	Accept in Part
2466.155		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	Encourage the incorporation of trees and vegetation within roads	Reject in that the submission doesn't seek any relief
2466.155	FS2753.155	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2467.7		Town Planning Group (NZ) Ltd	Reavers NZ Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Other	That provisions be included which support a reduction of on-site parking where activities are close to public transport and public car parking and where the development includes on site cycling facilities	Accept in Part
2474.3		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	submitter wishes for an amendment to the transport chapter objectives and policies to clearly set out the position on parking	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2474.3	FS2739.42	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That the relief sought in the submission is allowed.	Accept in Part
2492.113		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	encourage the incorporation of trees and vegetation within new roads and as part of roading improvements	Reject in that the submission doesn't seek any relief
2492.113	FS2760.313	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That the relief sought is supported.	Reject
2493.23		Southern Planning Group	Skyline Enterprises Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That Policy 29.2.1.4 is accepted	Accept
2493.24		Southern Planning Group	Skyline Enterprises Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Not Stated	That Objective 29.2.2 is accepted as notified.	Accept in Part
2493.25		Southern Planning Group	Skyline Enterprises Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Not Stated	That Policy 29.2.2.1 is accepted as notified.	Accept in Part
2493.26		Southern Planning Group	Skyline Enterprises Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That Policy 29.2.2.4 is accepted as notified.	Accept
2493.27		Southern Planning Group	Skyline Enterprises Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That Policy 29.2.4.5 is accepted as notified.	Accept
2494.152		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	Encourage the incorporation of trees and vegetation within roads	Reject in that the submission doesn't seek any relief
2494.152	FS2760.452	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That the relief sought is supported.	Reject
2508.5			Aurora Energy Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	That objective 29.2.3 be amended to add the words "and new linear infrastructure"	Reject
2508.6			Aurora Energy Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That Policy 29.2.3.4 be retained	Accept in Part
2508.7			Aurora Energy Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	That Objective 29.2.4 be amended to add an additional consideration to provide opportunities to utilise the roading network to develop infrastructure efficiently.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2511.4			Shaping our Future	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	That the general framework amended so that it promotes integrated strategic planning between current and future transport needs; improves commuter trails; and promotes an innovative approach to transport	Accept in part
2511.4	FS2772.7	Land Landscape Architects	R Hadley	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That the land shown as Wakatipu Lifestyle Precinct on Attachment 1, PDP Stage 2 Notification Map 26 is rezoned as Wakatipu Basin Rural Amenity Zone.	Accept in part
2511.4	FS2759.17	Mitchell Daysh Limited	Queenstown Airport Corporation	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That initiatives that encourage integrated strategic planning around transport needs are supported.	Accept in part
2518.3		Town Planning Group	C & J Properties Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That Policies 29.2.2.1 and 29.2.2.2 which relate to increasing public transport, cycling and walking and discouraging accessory car parking in town centres is supported	Accept in Part
2518.4		Town Planning Group	C & J Properties Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	That the work "only" is removed from this policy 29.2.2.5	Reject
2518.5		Town Planning Group	C & J Properties Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That the objectives and policies which seek to encourage compact urban growth by reducing car parking requirement is supported	Accept
2520.1		Town Planning Group	Camp Street Properties Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That objective 29.2.1 which seeks to reduce dependency on private vehicles and promote public transport become operative	Accept in Part
2520.2		Town Planning Group	Camp Street Properties Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	That objective 29.2.2 which seeks to promote compact urban growth and facilitate an increase in active transport be amended to include the facilitation of the use of public transport	Accept
2520.3		Town Planning Group	Camp Street Properties Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That the policies 29.2.2.1 and 29.2.2.2, that seek to discourage car parking in town centres, are supported and retained	Accept
2520.4		Town Planning Group	Camp Street Properties Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	support and retain policy 29.2.2.5	Accept in Part
2520.5		Town Planning Group	Camp Street Properties Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	support and retain objective 29.2.4 and policy 29.2.4.5	Accept
2560.5		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	That the objectives and policies of chapter 29 be amended to more clearly present the 'overall strategy for parking in the district'.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2560.38		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Not Stated	clarify how the parking provisions will reduce congestion and contribute to objective 29.2.2 and whether the intention is for parking demand to met or whether other factors influence the provisions	Accept in Part
2575.9		John Edmonds + Associates Ltd	Queenstown Trails Trust	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Other	That objective 29.2.1 is amended by adding the following additional bullet point: •"Enables the significant benefits arising from public walking and cycling trails."	Reject
2575.10		John Edmonds + Associates Ltd	Queenstown Trails Trust	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Other	That policy 29.2.1.1 is amended in the following manner: "...provide safe, attractive, <u>convenient</u> and practical walking and cycling routes."	Reject
2575.11		John Edmonds + Associates Ltd	Queenstown Trails Trust	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Other	That the following additional policy is added to the Transport Chapter: " 29.2.1.6 Recognise the important range of public benefits which arise from a publicly accessible walking and cycling trail network and encourage expansion of the public trail network within and connecting to the Wakatipu Basin."	Reject
2575.12		John Edmonds + Associates Ltd	Queenstown Trails Trust	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	That Table 29.2 is deleted; or in the alternative, that the following amendment is incorporated: " 29.4.15 Public amenities including walking and cycling trails "	Reject
2581.151		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Not Stated	Encourage the incorporation of trees and vegetation within roads within Policy 29.2.3,7	Reject in that the submission doesn't seek any relief
2581.151	FS2753.306	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject
2590.1		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	That the objectives and policies of Chapter 29 - Transport be amended to set out the position on parking provisions.	Accept in Part
2590.1	FS2739.26	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Support	That the relief sought in the submission is allowed.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2601.1		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies	Oppose	That the objectives and policies of Chapter 29 - Transport be amended to set out the council's strategic position on parking provisions, clarifying whether the intention is for parking requirements to meet demand or whether other factors have informed the provisions	Accept in Part
2078.5		Active Transport Wanaka	Active Transport Wanaka	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Other	Explicitly mention the Active Transport Wanaka planning maps in the appropriate places in objectives 29.2.1. and 29.2.3.	Reject
2136.1		Savana Commercial Limited	GRB Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	Retain Objective 29.2.1 as notified,	Accept in Part
2136.1	FS2739.1	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission is supported in its entirety.	Accept in Part
2136.2		Savana Commercial Limited	GRB Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	Retain Policy 29.2.1.1 as notified,	Accept in Part
2136.2	FS2739.2	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission is supported in its entirety.	Accept in Part
2151.3		Beca Ltd	Ministry of Education	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	Retain as notified.	Accept in Part
2151.4		Beca Ltd	Ministry of Education	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	Amend Policy 29.2.1.3 to clarify the nature of the requirement of contribute to public and active transport networks.	Accept in Part
2151.4	FS2739.58	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought in the submission is allowed.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2239.4			QLDC Chief Executive - submitting on behalf of Queenstown Lakes District Council	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	Re-word policy 29.2.1.5 to "acknowledges the potential to establish new public transport corridors beyond existing roads, particularly between Frankton and Queenstown town centre"	Accept - minor amendment for added clarity
2239.5			QLDC Chief Executive - submitting on behalf of Queenstown Lakes District Council	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That a new policy is added under Objective 1 for electric vehicle charging to "enable and encourage the provision of electric vehicle charging points/parking spaces with 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"	Accept
2239.5	FS2727.4		NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission 2239.5 requesting an additional policy be allowed.	Accept
2242.5			Department of Conservation	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That Objective 29.2.1 be retained.	Accept in Part
2242.6			Department of Conservation	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That Policy 29.2.1.1 be retained.	Accept in Part
2336.1		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	Supports Objective 29.2.1.	Accept in Part
2336.2		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	Supports Policy 29.2.1.4.	Accept
2336.14		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That Policy 29.2.1.3 be amended so that it is more specific in regard to how activities are required to contribute to 'well connected public and active transport networks and/or infrastructure'.	Accept in Part
2376.47		Boffa Miskell Ltd	Darby Planning LP	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That Objective 29.2.1 be amended to remove the words 'in the Town Centre zones' from the last bullet point.	Accept in part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2381.22		Boffa Miskell Ltd	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	Amend Obj. 29.2.1 to remove the words 'in the Town Centre Zones'.	Accept in part
2448.7		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	Submitter seeks the word 'public' be removed from policy 29.2.1.1.	Accept in Part
2448.8		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	Submitter seeks the work 'public' be removed from policy 29.2.1.2	Reject
2448.9		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	Submitter seeks for Policy 29.2.1.3 to be deleted	Reject
2448.9	FS2718.1	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission to delete policy 29.2.1.3 is allowed.	Reject
2448.10		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	Submitter seeks for the phrase 'high quality pedestrian dominant places' to be removed from policy 29.2.1.4 and replaced with 'multimodal'.	Reject
2453.4		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	submitter states the transport network should be efficient, not just for the public transport network (policy 29.2.1.1)	Accept
2453.5		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	submitter stated that the emphasis on public water transport services may preclude private ventures (policy (29.2.1.2)	Reject
2453.5	FS2760.459	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought is supported.	Reject
2453.6		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	Reject policy 29.2.1.3 and states it is questioned as to whether the intention is to establish financial contributions on the matter and whether this is compliant with the RMA	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2453.7		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	submitter states roads around town being pedestrian dominated could be problematic and that the words "high quality pedestrian dominant places" should be replaced with "multimodal" in Policy 29.2.1.4.	Reject
2462.8		Remarkables Park Ltd	Queenstown Park Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	submitter supports 29.2.1 and associated policy 29.2.1.2	Accept in Part
2465.7		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	submitter opposes policy 29.2.1.3 and seeks for its deletion	Reject
2465.7	FS2739.11	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought in the submission be allowed.	Reject
2465.7	FS2760.470	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought is supported.	Reject
2465.8		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	submitter makes the following amendments to policy 29.2.1.4: .. zones becoming safe, <u>multimodal</u> high quality pedestrian dominated places and enable	Reject
2465.8	FS2718.2	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission to delete policy 29.2.1.3 is allowed.	Reject
2465.8	FS2739.12	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought in the submission be allowed.	Reject
2465.8	FS2760.471	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought is supported.	Reject
2466.38		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That Policy 29.2.1.1 is amended to provide sufficient coach storage in and around the Queenstown Town Centre.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2466.38	FS2753.38	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept in Part
2466.40		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That Policy 29.2.1.3 is deleted.	Reject
2466.40	FS2753.40	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept in Part
2467.2		Town Planning Group (NZ) Ltd	Reavers NZ Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	submitter accepts objective 29.2.1	Accept in Part
2468.12		Remarkables Park Ltd	Remarkables Park Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	submitter supports objective 29.2.1 and policy 29.2.1.2	Accept in Part
2474.6		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	submitter rejects policy 29.2.1.3	Reject
2474.6	FS2739.44	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought in the submission is allowed.	Reject
2474.7		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	submitter wishes for an amendment to policy 29.2.1.4 for roads to be multi modal rather than pedestrian dominated	Reject
2474.7	FS2739.45	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought in the submission is allowed.	Reject
2492.32		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That Policy 29.2.1.1 is amended to provide sufficient coach storage in and around the Queenstown Town Centre.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2492.32	FS2760.232	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought is supported.	Accept in Part
2492.34		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That Policy 29.2.1.3 is deleted.	Reject
2492.34	FS2718.4	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission to delete policy 29.2.1.3 is allowed.	Reject
2492.34	FS2718.25	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission to delete the rule is allowed.	Reject
2492.34	FS2788.25	Boffa Miskell Ltd	Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the deletion of Policy 29.2.1.3 is supported.	Reject
2492.34	FS2760.234	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought is supported.	Reject
2494.36		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That Policy 29.2.1.1 is amended to provide sufficient coach storage in and around the Queenstown Town Centre.	Accept in Part
2494.36	FS2760.354	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought is supported.	Accept in Part
2494.38		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That Policy 29.2.1.3 is deleted.	Reject
2494.38	FS2718.5	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission to delete policy 29.2.1.3 is allowed.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2494.38	FS2760.356	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought is supported.	Reject
2518.1		Town Planning Group	C & J Properties Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That objective 1 is supported	Accept in Part
2538.32			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Other	That the third bullet point of Objective 29.2.1 is amended to acknowledge shared transport.	Accept
2538.32	FS2760.33	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission is supported generally.	Accept
2538.33			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Other	That Policy 29.2.1.1.a is amended to acknowledge shared transport.	Reject
2538.33	FS2760.34	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission is supported generally.	Reject
2538.34			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That Policy 29.2.1.2 is accepted.	Accept
2538.34	FS2760.35	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission is supported generally.	Accept
2538.35			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That Policy 29.2.1.3 is accepted.	Accept in Part
2538.35	FS2718.11	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That the submission is disallowed.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2538.35	FS2760.36	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission is supported generally.	Accept in Part
2538.36			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That Policy 29.2.1.4 is accepted.	Accept
2538.36	FS2760.37	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission is supported generally.	Accept
2538.37			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That Policy 29.2.1.5 is accepted.	Accept in Part
2538.37	FS2760.38	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission is supported generally.	Accept
2540.57			Federated Farmers of New Zealand	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That Objective 29.2.1 is accepted.	Accept in Part
2552.7		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That policy 29.2.1.3 be deleted	Reject
2552.7	FS2718.6	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission to delete policy 29.2.1.3 is allowed.	Reject
2552.8		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Other	That the phrase "high quality pedestrian dominant places" in policy 29.2.1.4 be replaced with "multimodal"	Reject
2560.8		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That policy 29.2.1.3 be deleted	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2560.8	FS2718.7	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission to delete policy 29.2.1.3 is allowed.	Reject
2560.9		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That policy 29.2.1.4 be amended to replace the phrase "high quality pedestrian dominant places" with "multimodal"	Reject
2581.38		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That Policy 29.2.1.1 is amended to provide sufficient coach storage in and around the Queenstown Town Centre.	Accept in Part
2581.38	FS2753.193	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept in Part
2581.40		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That Policy 29.2.1.3 is deleted.	Reject
2581.40	FS2753.195	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject
2590.3		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That Policy 29.2.1.3 be deleted.	Reject
2590.3	FS2718.9	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission to delete policy 29.2.1.3 is allowed.	Reject
2590.3	FS2739.28	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought in the submission is allowed.	Reject
2590.4		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That Policy 29.2.1.4 be amended to provide for 'multimodal' roads.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2590.4	FS2739.29	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the relief sought in the submission is allowed.	Reject
2601.3		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That Policy 29.2.1.3 be deleted.	Reject
2601.3	FS2718.10	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Support	That the submission to delete policy 29.2.1.3 is allowed.	Reject
2601.4		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.1-29.2.1 - Objective 1	Oppose	That Policy 29.2.1.4 be amended to provide for 'multimodal' roads.	Reject
2040.3			Public Health South	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Other	That Objective 29.2.2.1(b)(i) be amended to further strengthen safety for walking and cycling.	Accept
2136.3		Savana Commercial Limited	GRB Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	Retain Objective 29.2.2 as notified,	Accept in Part
2136.3	FS2739.3	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported in its entirety.	Accept in Part
2136.4		Savana Commercial Limited	GRB Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	Retain Policy 29.2.2.1 as notified,	Accept in Part
2136.4	FS2739.4	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported in its entirety.	Accept in Part
2136.5		Savana Commercial Limited	GRB Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	Amend Policy 29.2.2.3 to recognise worker accommodation.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2136.5	FS2739.5	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported in its entirety.	Reject
2136.6		Savana Commercial Limited	GRB Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	Amend Policy 29.2.2.3 to better account for proximity to town centre and the opportunity for walking and cycling.	Reject
2136.6	FS2739.6	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported in its entirety.	Reject
2194.14		Incite	Chorus	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That Policy 29.2.2.1 is accepted.	Accept in Part
2194.15		Incite	Chorus	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That Policy 29.2.2.5 is accepted.	Accept in Part
2195.14		Incite	Spark New Zealand Trading Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That Policy 29.2.2.1 is accepted.	Accept in Part
2195.15		Incite	Spark New Zealand Trading Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That Policy 29.2.2.5 is accepted.	Accept in Part
2238.3			Nona James	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Opposes policy 2.2.2.1(d).	Accept in Part
2238.4			Nona James	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Opposes Policy 29.2.2.1(e)	Reject
2238.5			Nona James	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Opposes Policy 29.2.2.1(f).	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2238.6			Nona James	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Opposes Policy 29.2.2.3.	Accept in Part
2238.7			Nona James	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Opposes Policy 22.2.2.5.	Accept in Part
2336.3		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	Supports Objective 29.2.2.	Accept in Part
2336.4		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	Supports Policy 29.2.2.1(c)	Accept
2336.5		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	Supports Policy 29.2.2.3.	Accept in Part
2336.6		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	Supports Policy 29.2.2.4.	Accept
2336.15		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.2.5(c) be amended so that the location of a development is taken into consideration.	Reject
2376.48		Boffa Miskell Ltd	Darby Planning LP	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.2.3 be amended to include the Village Activity Area within the Jacks Point Zone.	Reject
2381.23		Boffa Miskell Ltd	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Amend Policy 29.2.2.3 to include the Village Activity Area within the Jacks Point Zone.	Reject
2381.24		Boffa Miskell Ltd	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That Policy 29.2.2.5 is retained.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2448.11		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Submitter states Policy 29.2.2.1 is contradictory and needs to be more clearly distilled and clarified whether the overall strategy for parking in the District Plan is to meet demand or whether the parking rules are influenced by other factors.	Accept in Part
2448.12		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Submitters seeks Policy 29.2.2.3 be deleted	Reject
2448.13		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Submitter seeks to amend policy 29.2.2.5 to allow flexibility in appropriate circumstances by removing the word 'only' from the policy.	Reject
2448.14		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	Submitter supports policy 29.2.2.12 but suggest that the words "or promoting poor amenity outcomes" would be usefully added.	Reject
2448.14	FS2799.13	Burton Planning Consultants Limited	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That the submission is supported insofar as Policy 29.2.2.12 is retained but the proposed additional wording is opposed.	Reject
2453.8		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Not Stated	submitter states it is not clear how providing parking will reduce congestion and that objectives and policies should be more clear (policy 29.2.2.1)	Accept in Part
2453.9		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	submitter rejects policy 29.2.2.3 and states other policies should more clearly set out the plans position on parking provision	Accept in Part
2453.10		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Not Stated	submitter states policy 29.2.2.5 is not consistent with outcomes sought in objectives 29.2.2 and 29.2.4	Accept in Part
2453.11		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	submitter supports policy 29.2.2.12 stating it would be useful to add 'or promoting poor amenity outcomes' on the end	Reject
2457.22			Paterson Pitts (Wanaka)	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	regarding policy 29.2.2.3, submitter seeks the deletion of "residential flats district wide"	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2465.9		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	submitter rejects policy 29.2.2.3 and seeks its deletion	Accept in Part
2465.9	FS2739.25	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That the relief sought in the submission is opposed.	Accept in Part
2465.9	FS2788.28	Boffa Miskell Ltd	Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the proposed changes are supported in part.	Accept in Part
2465.9	FS2760.472	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought is supported.	Accept in Part
2465.10		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	regarding policy 29.2.2.5, submitter states this policy is not consistent with 29.2.2 and 29.2.4, and seeks an amendment to the policy (through deletion of the word "only") to allow for flexibility in appropriate circumstances	Reject
2465.10	FS2739.13	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought in the submission be allowed.	Reject
2465.10	FS2788.27	Boffa Miskell Ltd	Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the proposed amendments to Policy 29.2.2.5 are supported.	Reject
2465.10	FS2760.473	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought is supported.	Reject
2465.11		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	submitter supports policy 29.2.2.12 and seeks for the following amendment: ... development and intensification <u>or promotion poor amenity outcomes.</u>	Reject
2465.11	FS2760.474	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought is supported.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2466.39		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.1.2 is amended to include private ferry services.	Reject
2466.39	FS2753.39	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2466.41		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.1.4 is amended to include 'multimodal' rather than 'high quality pedestrian dominant places.	Reject
2466.41	FS2753.41	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2466.42		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That the overall strategy for parking in the District Plan is better distilled, with particular regards to Policy 29.2.2.1 and clarify whether the intention is to meet parking demand or whether other factors influence the rules.	Accept in Part
2466.42	FS2753.42	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept in Part
2466.43		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Amend Policy 29.2.2.3 so that it is limited to providing lower amounts of accessory parking with no qualifier.	Reject
2466.43	FS2753.43	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2466.44		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Amend Policy 29.2.2.5 to allow greater flexibility for a reduction in parking.	Accept in Part
2466.44	FS2753.44	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2466.45		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policies 29.2.2.8 and 29.2.2.9 are amalgamated.	Accept
2466.45	FS2753.45	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept
2466.46		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Amend Policy 29.2.2.12 to include 'while not...promoting poor amenity outcomes'.	Reject
2466.46	FS2753.46	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2467.3		Town Planning Group (NZ) Ltd	Reavers NZ Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	submitter accepts objective 29.2.2, and seeks an amendment to refer to the facilitation of the 'use of public transport'	Accept
2467.4		Town Planning Group (NZ) Ltd	Reavers NZ Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	submitter accepts policy 29.2.2.1	Accept in Part
2467.5		Town Planning Group (NZ) Ltd	Reavers NZ Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	submitter accepts policy 29.2.2.5, and seeks that the word 'only' is removed from this policy	Reject
2474.8		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	submitter wishes for more clarity on policy 29.2.2.1 regarding how this will reduce congestion and whether the overall strategy for parking is to meet demand or whether other factors are influencing the provisions	Accept in Part
2474.9		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	delete policy 29.2.2.3 and replace with policies that more clearly set out the direction regarding parking	Accept in Part
2474.9	FS2739.57	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That the relief sought in the submission is opposed.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2474.10		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	submitter wishes for the amendment: "...spaces required only where...", as it is believed this is not consistent with 29.2.2 and 29.2.4 and in order to allow more flexibility in appropriate circumstances	Reject
2474.10	FS2739.46	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought in the submission is allowed.	Reject
2474.11		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	submitter accepts policy 29.2.2.12 and states it will be useful to add: development and intensification <u>or promoting poor amenity outcomes.</u>	Reject
2478.14		Incite	Vodafone New Zealand Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That Policy 29.2.2.1 is accepted.	Reject
2478.15		Incite	Vodafone New Zealand Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That Policy 29.2.2.5 is accepted.	Reject
2484.9		Burton Planning Consultants Ltd	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	Retain Policy 29.2.2.12 without modification.	Accept
2492.33		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.1.2 is amended to include private ferry services.	Reject
2492.33	FS2760.233	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought is supported.	Reject
2492.35		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.1.4 is amended to include 'multimodal' rather than 'high quality pedestrian dominant places.	Reject
2492.35	FS2760.235	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought is supported.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2492.36		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That the overall strategy for parking in the District Plan is better distilled, with particular regards to Policy 29.2.2.1, and clarification of whether the intention is to meet parking demand or whether other factors are influencing the provisions	Accept in Part
2492.36	FS2760.236	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought is supported.	Accept in Part
2492.37		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Amend Policy 29.2.2.3 so that it is limited to providing lower amounts of accessory parking with no qualifier.	Reject
2492.37	FS2788.26	Boffa Miskell Ltd	Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported in part.	Reject
2492.37	FS2760.237	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought is supported.	Reject
2492.38		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Amend Policy 29.2.2.5 to allow greater flexibility for a reduction in parking.	Accept in Part
2492.38	FS2760.238	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought is supported.	Accept in Part
2492.39		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policies 29.2.2.8 and 29.2.2.9 are amalgamated.	Accept
2492.39	FS2760.239	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought is supported.	Accept
2492.40		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Amend Policy 29.2.2.12 to include 'while not...promoting poor amenity outcomes'.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2492.40	FS2760.240	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought is supported.	Reject
2494.37		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.1.2 is amended to include private ferry services.	Reject
2494.37	FS2760.355	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought is supported.	Reject
2494.39		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.1.4 is amended to include 'multimodal' rather than 'high quality pedestrian dominant places.	Reject
2494.39	FS2760.357	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought is supported.	Reject
2494.40		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That the overall strategy for parking in the District Plan is better distilled, with particular regards to Policy 29.2.2.1 and clarify what the overall intention is for parking to meet demand or is influenced by other factors.	Accept in Part
2494.40	FS2760.358	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought is supported.	Accept in Part
2494.41		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Amend Policy 29.2.2.3 so that it is limited to providing lower amounts of accessory parking with no qualifier.	Reject
2494.41	FS2760.359	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought is supported.	Reject
2494.42		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Amend Policy 29.2.2.5 to allow greater flexibility for a reduction in parking.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2494.42	FS2760.360	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought is supported.	Accept in Part
2494.43		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policies 29.2.2.8 and 29.2.2.9 are amalgamated.	Accept
2494.43	FS2760.361	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought is supported.	Accept
2494.44		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Amend Policy 29.2.2.12 to include 'while not...promoting poor amenity outcomes'.	Reject
2494.44	FS2760.362	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought is supported.	Reject
2518.2		Town Planning Group	C & J Properties Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That objective 2 is supported and amended to refer to the facilitation of "the use of Public Transport".	Accept
2538.38			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That Objective 29.2.2 is accepted.	Accept in Part
2538.38	FS2760.39	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported generally.	Accept in Part
2538.39			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Other	That Policy 29.2.2.1 is amended to include parking pricing.	Accept
2538.39	FS2760.40	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported generally.	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2538.40			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That Policy 29.2.2.2 is accepted.	Accept
2538.40	FS2760.41	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported generally.	Accept
2538.41			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That Policy 29.2.2.3 is accepted.	Accept in Part
2538.41	FS2760.42	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported generally.	Accept in Part
2538.42			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That Policy 29.2.2.5 is accepted.	Accept in Part
2538.42	FS2760.43	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported generally.	Accept in Part
2538.43			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Other	That Policy 29.2.2.6 is amended to include parking pricing.	Accept in Part
2538.43	FS2760.44	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported generally.	Accept in Part
2538.44			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That Policy 29.2.2.7 is accepted.	Accept in Part
2538.44	FS2760.45	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported generally.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2538.45			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That Policy 29.2.2.8 is accepted.	Accept
2538.45	FS2760.46	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported generally.	Accept
2538.46			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That Policy 29.2.2.9 is accepted.	Accept
2538.46	FS2760.47	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported generally.	Accept
2538.47			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That Policy 29.2.2.10 is accepted.	Accept in Part
2538.47	FS2760.48	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported generally.	Accept in Part
2538.48			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That Policy 29.2.2.11 is accepted.	Accept
2538.48	FS2760.49	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported generally.	Accept
2538.49			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.2.12 is amended from mitigating the effects of accesses on the safety and efficiency of the network to ensuring accesses do not adversely affect safety and efficiency	Reject
2538.49	FS2760.50	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported generally.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2538.49	FS2799.14	Burton Planning Consultants Limited	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That the submission is opposed.	Reject
2552.9		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That policy 29.2.2.3 be deleted	Accept in Part
2552.10		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That rule 29.4.10 be moved to the relevant zone chapters	Reject
2552.11		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	Generally supports policy 29.2.2.12. Would like to see "or promoting poor amenity outcomes" added to end of policy	Reject
2560.10		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That policy 29.2.2.3 be deleted	Accept in Part
2560.11		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That policy 29.2.2.5 be amended to remove the word "only"	Reject
2560.12		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Other	Generally supports policy 29.2.2.12 although would like it to be amended to add the phrase "or promoting poor amenity outcomes" on to the end of the policy.	Reject
2563.1			John Barlow	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That policy 29.2.2.10 be amended to replace the word "Encourage" with "Requires"	Accept
2581.39		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.1.2 is amended to include private ferry services.	Reject
2581.39	FS2753.194	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2581.41		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.1.4 is amended to include 'multimodal' rather than 'high quality pedestrian dominant places.	Reject
2581.41	FS2753.196	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject
2581.42		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That the overall strategy for parking in the District Plan is better distilled, with particular regards to Policy 29.2.2.1 and whether it is intended that the parking provisions meet demand or there are other factors influencing the rules.	Accept in Part
2581.42	FS2753.197	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept in Part
2581.43		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Amend Policy 29.2.2.3 so that it is limited to providing lower amounts of accessory parking with no qualifier.	Accept
2581.43	FS2753.198	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept
2581.44		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Amend Policy 29.2.2.5 to allow greater flexibility for a reduction in parking.	Accept in Part
2581.44	FS2753.199	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept in Part
2581.45		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policies 29.2.2.8 and 29.2.2.9 are amalgamated.	Accept
2581.45	FS2753.200	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2581.46		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	Amend Policy 29.2.2.12 to include 'while not...promoting poor amenity outcomes'.	Reject
2581.46	FS2753.201	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject
2590.5		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.2.1 be amended to provide clarity and consistency in terms of overall car parking strategy.	Accept in Part
2590.6		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.2.3 be deleted.	Accept in Part
2590.6	FS2739.41	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That the relief sought in the submission is opposed.	Accept in Part
2590.7		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.2.5 be amended to allow flexibility in appropriate circumstances by removing the word 'only'.	Reject
2590.7	FS2739.30	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the relief sought in the submission is allowed.	Reject
2590.8		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.2.12 be amended to add the phrase 'or promoting poor amenity outcomes'.	Reject
2601.5		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.2.1 be amended to provide clarity and consistency in terms of overall car parking strategy.	Accept in Part
2601.6		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.2.3 be deleted.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2601.7		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.2.5 be amended to allow flexibility in appropriate circumstances by removing the word 'only'.	Reject
2601.7	FS2754.23		Remarkables Park Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported.	Reject
2601.7	FS2755.22		Queenstown Park Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Support	That the submission is supported.	Reject
2601.8		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.2.12 be amended to add the phrase 'or promoting poor amenity outcomes'.	Reject
2660.12		Beca Limited	Fire and Emergency New Zealand	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.2-29.2.2 - Objective 2	Oppose	That Policy 29.2.2.1 is amended to include the provision of adequate emergency vehicle access.	Accept
2040.4			Public Health South	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That this provision is supported and should be allowed.	Accept
2151.5		Beca Ltd	Ministry of Education	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Other	Amend Policy 29.2.3.3 to clarify the intention of part e), by inserting the words "within the (road)..."	Accept
2297.1		Clark Fortune McDonald & Associates	Clark Fortune McDonald & Associates	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	That provision 29.2.3.1 is opposed	Accept in Part
2376.50		Boffa Miskell Ltd	Darby Planning LP	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	That Policy 29.2.3.1 be replaced with alternative wording to account for circumstances where a lesser standard of road design is appropriate.	Accept
2381.25		Boffa Miskell Ltd	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	Delete and replace Policy 29.2.3.1 with adoption of the QLDC Land Development and Subdivision Code of Practice 2015.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2448.15		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	Submitter seeks to amend policy as follows ' Require, as a minimum, that roads <u>Encourage roads to...</u> ' to allow for flexibility	Accept in Part
2448.16		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	Submitter seeks Policy 29.2.3.6 be deleted.	Reject
2453.12		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	submitter wishes to change the word 'require' to 'encourage' in policy 29.2.3.1	Accept in Part
2453.13		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	submitted rejects policy 29.2.3.6 says its unnecessary	Reject
2457.23			Paterson Pitts (Wanaka)	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	submitter seeks clarity on QLDCs strategic intentions for road design	Accept in Part
2457.24			Paterson Pitts (Wanaka)	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Not Stated	regarding policy 29.2.3.3, submitter seeks to identify councils active and public plan on the planning maps	Reject
2465.12		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	regarding policy 29.2.3.1 the submitter seeks the following amendment: Require, as a minimum, that roads <u>Encourage roads to</u> be designed in	Accept in Part
2465.12	FS2739.14	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the relief sought in the submission be allowed.	Accept in Part
2465.12	FS2760.475	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the relief sought is supported.	Accept in Part
2465.13		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	regarding policy 29.2.3.6 submitter considers this policy unnecessary and seeks its deletion	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2465.13	FS2788.29	Boffa Miskell Ltd	Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the deletion of this policy is supported.	Reject
2465.13	FS2760.476	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the relief sought is supported.	Reject
2466.47		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	Amend Policy 29.2.3.1 to state 'encourage' rather than 'require'.	Accept in Part
2466.47	FS2753.47	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept in Part
2466.49		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	Delete Policy 29.2.3.6.	Reject
2466.49	FS2753.49	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2474.12		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	submitter makes the following amendments to policy 29.2.3.1: Require, as a minimum, that roads <u>Encourage roads</u> to be designed...	Accept in Part
2474.12	FS2739.47	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the relief sought in the submission is allowed.	Accept in Part
2474.13		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	Delete policy 29.2.3.6 as it is considered unnecessary	Reject
2492.41		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	Amend Policy 29.2.3.1 to state 'encourage' rather than 'require'.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2492.41	FS2760.241	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the relief sought is supported.	Accept in Part
2492.43		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	Delete Policy 29.2.3.6.	Reject
2492.43	FS2760.243	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the relief sought is supported.	Reject
2494.45		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	Amend Policy 29.2.3.1 to state 'encourage' rather than 'require'.	Accept in Part
2494.45	FS2760.363	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the relief sought is supported.	Accept in Part
2494.47		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	Delete Policy 29.2.3.6.	Reject
2494.47	FS2760.365	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the relief sought is supported.	Reject
2538.50			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That Objective 29.2.3 is accepted.	Accept
2538.50	FS2760.51	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the submission is supported generally.	Accept
2538.51			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That Policy 29.2.3.3 is accepted.	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2538.51	FS2760.52	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the submission is supported generally.	Accept
2538.52			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That Policy 29.2.3.5 is accepted.	Accept
2538.52	FS2760.53	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the submission is supported generally.	Accept
2540.58			Federated Farmers of New Zealand	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That Policy 29.2.3.4 is accepted.	Accept in Part
2552.12		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Other	That policy 29.2.3.1 be amended to replace "Require, as a minimum, that roads" with "Encourage roads"	Accept in Part
2552.13		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	That policy 29.2.3.6 be deleted	Reject
2560.13		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	That policy 29.2.3.1 be amended to replace the phrase " <i>require, as a minimum, that roads</i> " with " <i>encourage roads to</i> "	Accept in Part
2560.14		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	That policy 29.2.3.6 be deleted	Reject
2581.47		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	Amend Policy 29.2.3.1 to state 'encourage' rather than 'require'.	Accept in Part
2581.47	FS2753.202	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2581.49		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	Delete Policy 29.2.3.6.	Reject
2581.49	FS2753.204	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject
2590.9		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	That Policy 29.2.3.1 be amended so that designs are 'encouraged' rather than 'required' to be designed in accordance with the Code of Practice.	Accept in Part
2590.9	FS2739.31	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the relief sought in the submission is allowed.	Accept in Part
2590.10		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	That Policy 29.2.3.6 be deleted.	Reject
2601.9		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	That Policy 29.2.3.1 be amended so that designs are 'encouraged' rather than 'required' to be designed in accordance with the Code of Practice.	Accept in Part
2601.9	FS2754.24		Remarkables Park Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the submission is supported.	Accept in Part
2601.9	FS2755.23		Queenstown Park Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Support	That the submission is supported.	Accept in Part
2601.10		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.3-29.2.3 - Objective 3	Oppose	That Policy 29.2.3.6 be deleted.	Reject
2040.5			Public Health South	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the provision is supported and should be allowed.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2136.7		Savana Commercial Limited	GRB Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	Retain Policy 29.2.4.5 as notified.	Accept
2136.7	FS2739.7	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is supported in its entirety.	Accept
2151.6		Beca Ltd	Ministry of Education	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	Retain Objective 29.2.4 as notified.	Accept in Part
2151.7		Beca Ltd	Ministry of Education	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	Retain Policy 29.2.4.3 as notified.	Accept
2151.8		Beca Ltd	Ministry of Education	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	Retain Policy 29.2.4.4 as notified.	Accept in Part
2277.5		Wanaka Golf Club Incorporated	Wanaka Golf Club Incorporated	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Other	That a roundabout be installed on the corner of Ballantyne Road and Golf Course Road.	Out of scope
2336.7		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	Supports Policy 29.2.4.5.	Accept
2336.16		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That Policy 29.2.4 be amended to clarify that uses only promote active and public transport.	Accept
2336.17		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That Policy 29.2.4.4 be amended to "take into account" the location, design, and methods (rather than assessing those matters) and to remove clause (d)	Accept in part
2376.51		Boffa Miskell Ltd	Darby Planning LP	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That Policy 29.2.4.1 be retained.	Accept in part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2448.17		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	Submitter seeks for Policy 29.2.4.1 to be deleted or the first word 'Avoid; be deleted and replaced with 'Manage'.	Accept in Part
2448.18		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	Submitter seeks for Policy 29.2.4.4 to be deleted and replaced with the following: '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'	Reject
2448.19		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	Submitter supports 29.2.4.5 although considered there are more accessible parts of the District Plan where lower parking requirements could apply	Accept in Part
2448.19	FS2718.12	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is allowed.	Accept in Part
2453.14		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	applicant rejects policy 29.2.4.1 stating that is should be deleted or the word 'avoid' is replaced with 'manage'	Accept in Part
2453.15		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	submitter rejects policy 29.2.4.4 and states that this policy should be deleted and proposed a new policy regarding allowing lower levels of accessory parking set out in table 29.5	Reject
2453.16		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	submitter supports policy 29.2.4.5 and states that there are more accessible parts of the district where lower parking requirements could apply.	Accept in Part
2457.19			Paterson Pitts (Wanaka)	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Other	submitter seeks the development of an integrated transport strategy for wanaka as part of objective 29.2.4	Reject
2465.14		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	submitter seeks the following amendment to policy 29.2.4.1: Avoid-Manage commercial activities... or the deletion of the policy	Accept in Part
2465.14	FS2739.15	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought in the submission be allowed.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2465.14	FS2760.477	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought is supported.	Accept in Part
2465.15		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	submitter rejects policy 29.2.4.4 and seeks its deletion, and replaces it with their own policy	Reject
2465.15	FS2718.13	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is allowed.	Reject
2465.15	FS2739.16	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought in the submission be allowed.	Reject
2465.15	FS2788.30	Boffa Miskell Ltd	Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the deletion of this policy is supported.	Reject
2465.15	FS2760.478	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought is supported.	Reject
2465.16		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Other	Supports policy 29.2.4.5 although submits there are more accessible parts of the district that lower requirements could apply	Accept in Part
2465.16	FS2739.17	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought in the submission be allowed.	Accept in Part
2465.16	FS2760.479	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought is supported.	Accept in Part
2466.48		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That Policy 29.2.4.1 is deleted or amended to replace 'avoid' with 'manage'.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2466.48	FS2753.48	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept in Part
2466.50		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	Delete Policy 29.2.4.3 and replace with '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 or travel are proposed.	Accept in part. NB: incorrectly summarised against 29.2.4.3 (should be 29.2.4.2)
2466.50	FS2753.50	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept in Part
2466.51		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	Delete Policy 29.2.4.4 and replace with along the lines of ' allow lower levels of accessory parking than required by Table'.	Reject
2466.51	FS2718.14	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is allowed.	Reject
2466.51	FS2753.51	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2466.52		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	Amend Policy 29.2.4.8 to require effects are 'managed' rather than 'minimised'.	Accept in Part
2466.52	FS2753.52	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept in Part
2467.6		Town Planning Group (NZ) Ltd	Reavers NZ Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	submitter supports objective 29.2.4 and the corresponding policy 29.2.4.5	Accept in Part
2474.14		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Other	submitter wishes for the deletion of policy 29.2.4.1 or replace the word 'avoid' with 'manage'	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2474.14	FS2739.48	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought in the submission is allowed.	Accept in Part
2474.15		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	submitter rejects policy 29.2.4.4 and proposes their own policy	Reject
2474.15	FS2739.49	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought in the submission is allowed.	Reject
2474.16		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Other	submitter supports policy 29.2.4.5 although considers there are other areas where it could apply	Accept in Part
2474.16	FS2739.50	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought in the submission is allowed.	Accept in Part
2484.11		Burton Planning Consultants Ltd	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	Amend Policy 29.2.4.9 to remove the reference to 'beyond the site'.	Reject
2492.42		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That Policy 29.2.4.1 is deleted or amended to replace 'avoid' with 'manage'.	Accept in Part
2492.42	FS2760.242	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought is supported.	Accept in Part
2492.44		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	Delete Policy 29.2.4.3 and replace with '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 or travel are proposed.	Accept in part. Relates to 29.2.4.2; not 29.4.3.
2492.44	FS2760.244	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought is supported.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2492.45		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	Delete Policy 29.2.4.4 and replace with along the lines of ' allow lower levels of accessory parking than required by Table'.	Reject
2492.45	FS2718.15	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is allowed.	Reject
2492.45	FS2760.245	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought is supported.	Reject
2492.46		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	Amend Policy 29.2.4.8 to require effects are 'managed' rather than 'minimised'.	Accept in Part
2492.46	FS2760.246	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought is supported.	Accept in Part
2494.46		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That Policy 29.2.4.1 is deleted or amended to replace 'avoid' with 'manage'.	Accept in Part
2494.46	FS2760.364	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought is supported.	Accept in Part
2494.48		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	Delete Policy 29.2.4.3 and replace with '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 or travel are proposed.	Accept in part. Relates to 29.2.4.2; not 29.4.3.
2494.48	FS2754.16		Remarkables Park Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is supported.	Accept in Part
2494.48	FS2755.15		Queenstown Park Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is supported.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2494.48	FS2760.366	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought is supported.	Accept in Part
2494.49		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	Delete Policy 29.2.4.4 and replace with along the lines of ' allow lower levels of accessory parking than required by Table'.	Reject
2494.49	FS2718.16	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is allowed.	Reject
2494.49	FS2760.367	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought is supported.	Reject
2494.50		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	Amend Policy 29.2.4.8 to require effects are 'managed' rather than 'minimised'.	Accept in Part
2494.50	FS2760.368	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought is supported.	Accept in Part
2538.53			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That Objective 29.2.4 is amended to include shared transport.	Accept
2538.53	FS2760.54	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is supported generally.	Accept
2538.54			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That Policy 29.2.4.1 is accepted.	Accept in Part
2538.54	FS2760.55	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is supported generally.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2538.55			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That Policy 29.2.4.3 is accepted.	Accept
2538.55	FS2760.56	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is supported generally.	Accept
2538.56			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Other	That Policy 29.2.4.4 is amended to include shared transport.	Reject
2538.56	FS2760.57	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is supported generally.	Reject
2538.57			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That Policy 29.2.4.5 is accepted.	Accept
2538.57	FS2760.58	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is supported generally.	Accept
2538.58			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That Policy 29.2.4.7 is accepted.	Accept
2538.58	FS2760.59	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is supported generally.	Accept
2538.59			NZ Transport Agency	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That Policy 29.2.4.9 is amended to replace "frontage road" with "transport network".	Accept
2538.59	FS2760.60	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is supported generally.	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2538.59	FS2799.15	Burton Planning Consultants Limited	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That the amendment to the Policy as suggested by the submission is opposed.	Reject
2552.14		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That the word "avoid" be replaced with "manage" in policy 29.2.4.1	Accept in Part
2552.15		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	Supports policy 29.2.4.5	Accept in Part
2552.35		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That policy 29.2.4.4 be deleted and replaced with the policy underlined and outlined in the Jade Lake Queenstown Limited submission (2552.35)	Reject
2552.35	FS2718.17	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is allowed.	Reject
2560.15		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That policy 29.2.4.1 be deleted, or replace the word "avoid" with "manage"	Accept in Part
2560.16		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That policy 29.2.4.4 be replaced with the policy outlined and underlined in the Jade Lake Queenstown submission (2560.16)	Reject
2560.16	FS2718.18	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is allowed.	Reject
2560.17		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Other	Generally supports policy 29.2.4.5 but there are other areas that are more accessible where lower parking requirements could apply	Accept in Part
2581.48		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That Policy 29.2.4.1 is deleted or amended to replace 'avoid' with 'manage'.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2581.48	FS2753.203	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept in Part
2581.50		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	Delete Policy 29.2.4.3 and replace with '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 or travel are proposed.	Accept in part. Relates to 29.2.4.2; not 29.4.3.
2581.50	FS2753.205	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept in Part
2581.51		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	Delete Policy 29.2.4.4 and replace with along the lines of ' allow lower levels of accessory parking than required by Table'.	Reject
2581.51	FS2718.19	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is allowed.	Reject
2581.51	FS2753.206	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject
2581.52		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	Amend Policy 29.2.4.8 to require effects are 'managed' rather than 'minimised'.	Accept in Part
2581.52	FS2753.207	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept in Part
2590.11		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That Policy 29.2.4.1 be amended to delete the word 'avoid' or delete the policy in its entirety.	Accept in Part
2590.11	FS2739.32	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought in the submission is allowed.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2590.12		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That Policy 29.2.4.4 be deleted and replaced with linkages to Table 29.5.	Reject
2590.12	FS2718.20	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is allowed.	Reject
2590.12	FS2739.33	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought in the submission is allowed.	Reject
2590.13		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	Supports Policy 29.2.4.5 but notes that there are more accessible parts of the district where lower parking requirements could apply	Accept in Part
2590.13	FS2739.34	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the relief sought in the submission is allowed.	Accept in Part
2601.11		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That Policy 29.2.4.1 be amended to replace the word 'avoid' with 'manage' or delete the policy in its entirety.	Accept in Part
2601.11	FS2754.25		Remarkables Park Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is supported.	Accept in Part
2601.11	FS2755.24		Queenstown Park Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is supported.	Accept in Part
2601.12		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Oppose	That Policy 29.2.4.4 be deleted and replaced with linkages to Table 29.5.	Reject
2601.12	FS2718.21	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	That the submission is allowed.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2601.13		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.2-29.2 - Objectives and Policies > 3.2.4-29.2.4 - Objective 4	Support	Supports Policy 29.2.4.5 although it is noted that there are more accessible areas in the district where lower parking requirements could apply	Accept in Part
2453.17		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules	Oppose	That rule 29.3.3.1(b) needs more clarity	Accept
2508.8			Aurora Energy Limited	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules	Support	That rule 29.3.3 be retained	Accept in Part
2552.5		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules	Other	That "linear infrastructure" be defined	Reject
2297.2		Clark Fortune McDonald & Associates	Clark Fortune McDonald & Associates	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.2-29.3.2	Oppose	That provision 29.3.2.1 is opposed	Accept in part
2618.11		Mitchell Daysh Limited	Queenstown Airport Corporation	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.2-29.3.2	Not Stated	That a new advice note be added as 29.3.2.4 "Where inconsistency arises between the transport provisions of Chapter 17 and Chapter 29, Chapter 17 shall prevail."	Accept in Part
2618.11	FS2754.45		Remarkables Park Limited	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.2-29.3.2	Oppose	That the submission is opposed.	Accept in Part
2618.11	FS2755.44		Queenstown Park Limited	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.2-29.3.2	Oppose	That the submission is opposed.	Accept in Part
2376.52		Boffa Miskell Ltd	Darby Planning LP	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Oppose	That Rule 29.3.3.2 be amended to be consistent with Chapter 37 A.	Reject
2376.53		Boffa Miskell Ltd	Darby Planning LP	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Oppose	That a new rule be added at 29.3.3 to cross reference to Chapter 37.	Reject
2381.26		Boffa Miskell Ltd	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Oppose	Amend Rule 29.3.3.2 as it relates to the zoning stopped roads to be consistent with the process established in Chapter 37 (Designations).	Reject
2442.14		Beca Limited	Transpower New Zealand Limited	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Support	Retain Rule 29.3.3.5 as notified.	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2448.20		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Oppose	Submitter states Rule 29.3.3.1b needs more clarity with a specific list of overlays which apply as opposed to 'such as'	Accept
2465.17		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Oppose	submitter states that provision 29.3.3.1(b) needs more clarity	Accept
2465.17	FS2760.480	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Support	That the relief sought is supported.	Accept
2466.53		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Not Stated	That Rule 29.3.3.1 is better clarified and an exhaustive list provided.	Accept
2466.53	FS2753.53	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept
2474.17		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Oppose	submitter states provision 29.3.3.1 needs more clarity	Accept
2492.47		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Oppose	That Rule 29.3.3.1 is better clarified and an exhaustive list provided.	Accept
2492.47	FS2760.247	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Support	That the relief sought is supported.	Accept
2494.51		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Not Stated	That Rule 29.3.3.1 is better clarified and an exhaustive list provided.	Accept
2494.51	FS2760.369	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Support	That the relief sought is supported.	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2552.16		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Other	That rule 29.3.3.1 be amended for more clarity. Include a specific list of overlays rather than saying "such as"	Accept
2560.18		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Oppose	That rule 29.3.3.1 be amended to include a specific list of overlays instead of "overlays such as "	Accept
2581.53		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Not Stated	That Rule 29.3.3.1 is better clarified and an exhaustive list provided.	Accept
2581.53	FS2753.208	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept
2590.14		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Oppose	That Rule 29.3.3.1(b) be amended for clarity with a specific list of overlays.	Accept
2601.14		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.3-29.3.3 - Clarification - Advice Notes	Oppose	That Rule 29.3.3.1(b) be amended for clarity with a specific list of overlays.	Accept
2381.29		Boffa Miskell Ltd	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.4-29.3.4 - General Rules	Oppose	Add a general rule cross referencing Chapter 37 Designations and the status of roads.	Reject
2618.12		Mitchell Daysh Limited	Queenstown Airport Corporation	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.4-29.3.4 - General Rules	Not Stated	That Rule 29.4.9 be deleted or amended to exclude the Airport Zone	Reject
2618.12	FS2754.46		Remarkables Park Limited	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.4-29.3.4 - General Rules	Oppose	That the submission is opposed.	Accept
2618.12	FS2755.45		Queenstown Park Limited	3-Chapter 29 - Transport > 3.3-29.3 - Other Provisions and Rules > 3.3.4-29.3.4 - General Rules	Oppose	That the submission is opposed.	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2335.11		Southern Planning Group	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	That rule 29.4.10 is amended to remove a number of the specified activities that result in effects on the transport network.	Reject
2339.8		JCarter Planning Limited	Safari Group of Companies Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	That 29.4 be amended to reflect future changes in travel behavior and the importance of enabling hotel developments.	Accept in Part
2341.3			St Peter's Church Parish	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Other	The requirements of the Church and its congregation should be taken into account if changes made to parking rules.	Reject
2341.4			St Peter's Church Parish	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Other	Should changes be made to either traffic use of Church Street (of which the church does not approve) or Church Street parking rules the amenity value of the Church should be taken into account.	Reject
2408.1		Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	The submitter opposes Rule 29.4.10, and seeks that it be removed or amended so to only apply to the areas of the District where there has been a clear identification of the need to reduce the number of private vehicles, and the need to provide for alternative transport methods such as public transport.	Reject
2408.1	FS2764.5	Barker & Associates Ltd	Queenstown Central Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Support	That the submission is supported.	Reject
2448.6		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Other	Submitter seeks the inclusion of 'the benefits of the proposal' as a matter of council's discretion.	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary
2453.18		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Other	regarding rule 29.4.9 submitter states rule would be best suited in the chapter for each zone, and requests more clarity and does not state their decision on the rule.	Accept in Part
2465.18		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	submitter states that provision 29.4.9 is unclear and would be best suited in the chapter for each zone. seeks clarification and an amendment if needed	Accept in Part
2465.18	FS2760.481	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Support	That the relief sought is supported.	Accept in Part
2465.19		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	submitter rejects provision 29.4.10 and seeks its deletion	Reject
2465.19	FS2764.6	Barker & Associates Ltd	Queenstown Central Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Support	That the submission is supported.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2465.19	FS2718.23	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Support	That the submission to delete the rule is allowed.	Reject
2465.19	FS2739.18	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Support	That the relief sought in the submission be allowed.	Reject
2465.19	FS2788.31	Boffa Miskell Ltd	Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Support	That the deleting of Rule 29.4.10 is supported.	Reject
2465.19	FS2760.482	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Support	That the relief sought is supported.	Reject
2465.20		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	submitter rejects provision 29.4.16 and seeks its deletion, or at least reduce to a controlled activity status	Accept in part by clarifying the meaning of the word 'construction'
2465.20	FS2788.32	Boffa Miskell Ltd	Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Support	That the deletion of this rule is supported.	Accept in Part
2465.20	FS2760.483	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Support	That the relief sought is supported.	Accept in Part
2465.21		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	submitter rejects provision 29.4.17 and states that this would be more appropriate in the respective relevant zone chapters	Reject
2465.21	FS2764.7	Barker & Associates Ltd	Queenstown Central Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	That the submission is opposed.	Accept
2465.21	FS2788.33	Boffa Miskell Ltd	Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Support	That deletion of this rule is supported.	Reject
2465.21	FS2760.484	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Support	That the relief sought is supported.	Reject
2465.22		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	submitter rejects provision 29.4.18 and states that this would be more appropriate the the respective relevant zone chapters	Reject
2465.22	FS2764.8	Barker & Associates Ltd	Queenstown Central Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	That the submission is opposed.	Accept
2465.22	FS2788.34	Boffa Miskell Ltd	Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Support	That deletion of this rule is supported.	Reject
2465.22	FS2760.485	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Support	That the relief sought is supported.	Reject
2552.6		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Other	That "the benefits of the proposal" be a matter of discretion for all restricted discretionary activities	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2552.17		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Other	That rule 29.4.9 be amended for clarification	Accept in Part
2552.18		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	That rule 29.4.10 be deleted	Reject
2552.18	FS2718.27	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Support	That the submission to delete the rule is allowed.	Reject
2552.19		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	That rule 29.4.16 be deleted OR reduce the status to controlled	Accept in part by clarifying the meaning of the word 'construction'
2552.20		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	That rules relating to veranda/balcony/building overhang be included in respective zone chapters	Reject
2560.19		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	That rule 29.4.9 be amended to clarify whether rental car parking is permitted where residential is permitted.	Accept in Part
2560.20		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	That rule 29.4.10 be deleted	Reject
2560.20	FS2718.28	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Support	That the submission to delete the rule is allowed.	Reject
2560.21		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	That rule 29.4.16 be deleted or its status be reduced to a controlled activity.	Accept in part by clarifying the meaning of the word 'construction'
2560.22		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	The submitter seeks that rules related to balconies in chapter 29 instead be found within the respective relevant zone chapters	Reject
2585.3		Town Planning Group (NZ) Ltd	B Giddens Trust	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Other	That rule 29.4.8 is amended to provide for public transport facilities as a controlled activity for the submitter's 'site' (being the properties at 14, 16, 18, 18B and 20 McBride Street), being a site-specific rule. The notified matters of discretion are sought to become matters of control in conjunction with the site-specific rule.	Reject
2586.8		Town Planning Group	C Dagg	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	Many of the listed activities have not been evaluated. For instance 'public amenity' under Rule 29.4.15 relates to a wide range of activities and buildings which would enable them to establish without consent or consultation and is opposed	Reject
2586.9		Town Planning Group	C Dagg	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	With regard to Rule 29.4.14, "transport infrastructure" is too broad and therefore the permitted activity rules are too uncertain and are opposed	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2586.10		Town Planning Group	C Dagg	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	Amend Rule 29.4.13 so that any activity that is not listed is afforded non complying status.	Reject
2586.10	FS2764.9	Barker & Associates Ltd	Queenstown Central Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	That the submission is opposed.	Accept
2586.10	FS2788.35	Boffa Miskell Ltd	Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	That in the event the rules within Table 29.2 are retained, any increase to the status of activities not listed within this table is opposed.	Accept
2586.11		Town Planning Group	C Dagg	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	Amend Rule 29.4.15 (construction of unformed roads) to add additional matters of discretion relating to farming, the provision of fencing and gates, effects from traffic and pedestrians, reverse sensitivity, ancillary effects from proposed walking tracks, and cumulative effects; and to add a note requiring written approval of adjoining landowners in certain circumstances.	Reject
2586.11	FS2788.36	Boffa Miskell Ltd	Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Support	That that the term "Public Amenity" is ambiguous and further clarification is supported should Table 29.2 be retained.	Reject
2586.12		Town Planning Group	C Dagg	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	Add a new restricted discretionary activity status rule to Table 29.2 for the formation and use of new tracks on legal road.	Reject
2586.12	FS2788.37	Boffa Miskell Ltd	Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	That the proposed additions are opposed.	Accept
2586.13		Town Planning Group	C Dagg	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	Add a new rule to Table 29.2 for a non-complying activity for the use of roads stockpiling material, parking machinery and other ancillary commercial uses.	Reject
2618.14		Mitchell Daysh Limited	Queenstown Airport Corporation	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Not Stated	That rule 29.4.10 High Traffic Generation Activities be deleted or amended to provide an exemption for Airport related activities in the Airport zone	Reject
2618.14	FS2754.48		Remarkables Park Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	That the submission is opposed.	Accept
2618.14	FS2755.47		Queenstown Park Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities	Oppose	That the submission is opposed.	Accept
2238.8			Nona James	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	Opposes Rule 29.4.3.	Reject
2239.10			QLDC Chief Executive - submitting on behalf of Queenstown Lakes District Council	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	That rules 29.4.7, 29.4.8 and 29.4.10 be amended by adding the text "the provision of Electric Vehicle charging points/parking spaces"	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2239.10	FS2727.5		NZ Transport Agency	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the submission 2239.10 requesting the amendment of Rules 29.4.7, 29.4.8 and 29.4.10 be allowed.	Accept
2336.8		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	Supports Rule 29.4.6 and the restricted discretionary activity status.	Accept in Part
2336.18		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	That Rule 29.4.10 be amended to delete the detail under the discretion	Reject
2339.10		JCarter Planning Limited	Safari Group of Companies Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	That Rule 29.4.10 (high traffic generating activities) be deleted.	Reject
2376.54		Boffa Miskell Ltd	Darby Planning LP	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	That Rule 29.4.10 be deleted.	Reject
2381.27		Boffa Miskell Ltd	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	Delete Rule 29.4.10	Reject
2448.21		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	Submitter seeks clarification of Rule 29.4.9, does the rule imply rental car parking is permitted where residential is permitted? or, sit the rule in the each zone chapter	Accept in Part
2448.22		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	Submitters seeks Rule 29.4.10 be deleted	Reject
2448.22	FS2718.22	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the submission to delete the rule is allowed.	Reject
2453.19		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	submitter rejects rule 29.4.10 and wishes for rule to be deleted	Reject
2460.3		Barker & Associates	Queenstown Central Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	submitter opposes 29.4.10 and seeks that the FFB zone is exempt from these rules	Accept in part as already exempt as the chapter does not relate to the FFB Zone
2462.9		Remarkables Park Ltd	Queenstown Park Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	submitter supports 29.4.8 and seeks that 'reducing reliance of vehicles and roads' should be referred to in matters of discretion	Reject
2466.57		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	That the Rule relating to rental car parking is clarified as to its intent and contained in each zone chapter.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2466.57	FS2753.57	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept in Part
2466.58		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	That Rule 29.4.10 is deleted.	Reject
2466.58	FS2718.24	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the submission to delete the rule is allowed.	Reject
2466.58	FS2753.58	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2468.13		Remarkables Park Ltd	Remarkables Park Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	submitter supports provision 29.4.8 and seeks that restricted discretionary assessment matters should refer to reliance on vehicles and roads.	Reject
2474.18		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	submitter states provision 29.4.9 needs more clarity and an amendment if needed, in terms of rental parking and residential parking	Accept in Part
2474.19		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	submitter rejects provision 29.4.10	Reject
2474.19	FS2739.51	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the relief sought in the submission is allowed.	Reject
2492.51		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	That the Rule relating to rental car parking is clarified as to its intent and contained in each zone chapter.	Accept in Part
2492.51	FS2760.251	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the relief sought is supported.	Accept in Part
2492.52		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	That Rule 29.4.10 is deleted.	Reject
2492.52	FS2754.15		Remarkables Park Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the submission is supported.	Reject
2492.52	FS2760.252	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the relief sought is supported.	Reject
2494.55		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	That the Rule relating to rental car parking is clarified as to its intent and contained in each zone chapter.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2494.55	FS2760.373	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the relief sought is supported.	Accept in Part
2494.56		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	That Rule 29.4.10 is deleted.	Accept
2494.56	FS2718.26	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the submission to delete the rule is allowed.	Accept
2494.56	FS2760.374	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the relief sought is supported.	Accept
2538.60			NZ Transport Agency	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That Rule 29.4.5 is accepted.	Accept
2538.60	FS2760.61	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the submission is supported generally.	Accept
2538.61			NZ Transport Agency	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That Rule 29.4.7 is accepted.	Accept in Part
2538.61	FS2760.62	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the submission is supported generally.	Accept in Part
2538.62			NZ Transport Agency	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That Rule 29.4.8 is accepted.	Accept in Part
2538.62	FS2760.63	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the submission is supported generally.	Accept in Part
2538.63			NZ Transport Agency	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That Rule 29.4.9 is accepted.	Accept in Part
2538.63	FS2760.64	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the submission is supported generally.	Accept in Part
2538.64			NZ Transport Agency	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Other	That Rule 29.4.10 is amended to recognise that High Traffic Generating Activities can also affect the State Highway network not just the local transport network.	Accept
2538.64	FS2760.65	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the submission is supported generally.	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2538.65			NZ Transport Agency	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That Rule 29.4.11 is accepted.	Accept
2538.65	FS2760.66	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the submission is supported generally.	Accept
2581.57		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	That the Rule relating to rental car parking is clarified as to its intent and contained in each zone chapter.	Accept in Part
2581.57	FS2753.212	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept in Part
2581.58		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	That Rule 29.4.10 is deleted.	Reject
2581.58	FS2718.29	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the submission to delete the rule is allowed.	Reject
2581.58	FS2753.213	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject
2590.15		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	That Rule 29.4.9 be amended for clarity.	Accept in Part
2590.16		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	That Rule 29.4.10 be deleted.	Reject
2590.16	FS2718.30	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the submission to delete the rule is allowed.	Reject
2590.16	FS2739.35	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the relief sought in the submission is allowed.	Reject
2593.2		Town Planning Group	McBride Street Queenstown Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	That Rule 29.4.8 is amended to have public transport facilities (and ancillary activities) as controlled activity with the matters of discretion used as matters of control for the properties located at 14, 16, 18A, 18B and 20 McBride Street.	Reject
2601.15		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	That Rule 29.4.9 be clarified, amended if necessary, and potentially included in each zone chapter rather than in chapter 29.	Accept in Part

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2601.16		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Oppose	That Rule 29.4.10 be deleted.	Reject
2601.16	FS2718.31	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.1-29.4 - Table 29.1	Support	That the submission to delete the rule is allowed.	Reject
2151.9		Beca Ltd	Ministry of Education	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	Retain Rule 29.4.10 as notified.	Accept in Part
2151.9	FS2764.4	Barker & Associates Ltd	Queenstown Central Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	That the submission is opposed.	Accept in Part
2151.9	FS2718.32	Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	That the submission to retain the rule is disallowed.	Accept in Part
2151.9	FS2739.59	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	That the relief sought in the submission is opposed.	Accept in Part
2448.23		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	Submitter seeks Rule 29.4.16 be deleted or reduce status to controlled activity	Accept in part by clarifying the meaning of the word 'construction'
2448.24		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	Submitter seeks Rule 29.4.17 be deleted or placed in relevant zone chapters	Reject
2448.25		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	Submitter seeks Rule 29.4.18 be deleted or moved to relevant zone chapters	Reject
2453.20		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	submitter rejects rule 29.4.16 and wishes for it to be deleted or reduced to a controlled activity	Accept in part by clarifying the meaning of the word 'construction'
2453.21		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	submitter rejects rule 29.4.17 and 29.4.18 stating they would be more appropriate for this rule to be in the separate zone chapters	Reject
2460.4		Barker & Associates	Queenstown Central Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	submitter accepts 29.4.18 and seeks its retention	Accept in Part
2466.59		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	Delete Rule 29.4.16 or reduce to controlled activity status.	Accept in part by clarifying the meaning of the word construction

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2466.59	FS2753.59	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept in part by clarifying the meaning of the word construction
2466.60		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	That Rules 29.4.17 and 29.4.18 are located in the respective zone chapters.	Reject
2466.60	FS2753.60	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2466.61		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	That coach parking facilities are provided for in the rule framework.	Accept
2466.61	FS2753.61	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept
2474.20		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	submitter rejects provision 29.4.16 seeking its deletion or reduce it to a controlled activity status	Accept in part by clarifying the meaning of the word 'construction'
2474.21		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Other	regarding provision 29.4.17, submitter states it would be more appropriate for the overhanging rules to be put in the respective relevant chapters.	Reject
2474.22		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Other	regarding provision 29.4.18, submitter states overhanging rules would be more appropriate in the respective relevant zone chapters	Reject
2492.53		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	Delete Rule 29.4.16 or reduce to controlled activity status.	Accept in part by clarifying the meaning of the word construction
2492.53	FS2760.253	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That the relief sought is supported.	Accept in Part
2492.54		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	That Rules 29.4.17 and 29.4.18 are located in the respective zone chapters.	Reject
2492.54	FS2760.254	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That the relief sought is supported.	Reject
2492.55		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	That coach parking facilities are provided for in the rule framework.	Accept

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2492.55	FS2760.255	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That the relief sought is supported.	Accept
2494.57		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	Delete Rule 29.4.16 or reduce to controlled activity status.	Accept in part by clarifying the meaning of the word construction
2494.57	FS2760.375	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That the relief sought is supported.	Accept in Part
2494.58		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	That Rules 29.4.17 and 29.4.18 are located in the respective zone chapters.	Reject
2494.58	FS2760.376	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That the relief sought is supported.	Reject
2494.59		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	That coach parking facilities are provided for in the rule framework.	Accept
2494.59	FS2760.377	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That the relief sought is supported.	Accept
2538.66			NZ Transport Agency	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That Rule 29.4.14 is accepted.	Accept
2538.66	FS2760.67	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That the submission is supported generally.	Accept
2538.67			NZ Transport Agency	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That Rule 29.4.16 is accepted.	Accept in Part
2538.67	FS2760.68	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That the submission is supported generally.	Accept in Part
2538.68			NZ Transport Agency	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That Rule 29.4.17 is accepted.	Accept in Part
2538.68	FS2760.69	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That the submission is supported generally.	Accept in Part

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2538.69			NZ Transport Agency	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That Rule 29.4.18 is accepted.	Accept in Part
2538.69	FS2760.70	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That the submission is supported generally.	Accept in Part
2581.59		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	Delete Rule 29.4.16 or reduce to controlled activity status.	Accept in part by clarifying the meaning of the word construction
2581.59	FS2753.214	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept in Part
2581.60		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	That Rules 29.4.17 and 29.4.18 are located in the respective zone chapters.	Reject
2581.60	FS2753.215	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject
2581.61		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	That coach parking facilities are provided for in the rule framework.	Accept
2581.61	FS2753.216	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept
2590.17		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	That Rule 29.4.16 be deleted or that the activity status be amended to controlled.	Accept in part by clarifying the meaning of the word 'construction'
2590.18		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	That Rule 29.4.17 be deleted and inserted into the relevant zone chapters.	Reject
2590.19		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	That Rule 29.4.18 be deleted and inserted into the relevant zone chapters.	Reject
2601.17		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	That Rule 29.4.16 be deleted or that the activity status be amended to controlled.	Accept in part by clarifying the meaning of the word 'construction'
2601.18		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	That Rule 29.4.17 be deleted and inserted into the relevant zone chapters.	Reject

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2601.19		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.4-29.4 - Rules - Activities > 3.4.2-29.4 - Table 29.2	Oppose	That Rule 29.4.18 be deleted and inserted into the relevant zone chapters.	Reject
2133.2			Tonnie & Erna Spijkerbosch	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Other	Limit commercial properties from reversing onto key corridor roads wherever possible.	Reject
2133.6			Tonnie & Erna Spijkerbosch	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Other	That all parking is provided off the road verge in order to allow residential streets to have a pleasant streetscape.	Out of scope
2151.10		Beca Ltd	Ministry of Education	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Amend Rule 29.2.6(c) to state activities rather than 'new education activities' rather than simply education facilities	Accept in Part
2151.11		Beca Ltd	Ministry of Education	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Amend Rule 29.5.13 relating to obligations for end of use facilities to provide e-bicycle charging.	Accept
2151.12		Beca Ltd	Ministry of Education	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	Retain Rule 29.9.34 as notified.	Accept
2151.16		Beca Ltd	Ministry of Education	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	Retain Rule 29.5.7 regarding reverse manoeuvring as notified	Accept
2194.16		Incite	Chorus	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That a new rule is inserted into Table 29.5 for 0 parking spaces required for an Unstaffed utility.	Accept in Part
2194.17		Incite	Chorus	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That 29.5.10 Loading spaces be amended to include an exemption for unstaffed utility sites.	Accept
2195.16		Incite	Spark New Zealand Trading Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That a new rule is inserted into Table 29.5 for 0 parking spaces required for an "Unstaffed utility".	Accept in Part
2195.17		Incite	Spark New Zealand Trading Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Not Stated	That 29.5.10 Loading spaces be amended to include an exemption for unstaffed utility sites.	Accept
2238.9			Nona James	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Opposes Table 29.5.2 specifically in regard to Rule 29.9.4.	Reject
2238.32			Nona James	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Opposes Rule 29.5.2.	Reject

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2297.3		Clark Fortune McDonald & Associates	Clark Fortune McDonald & Associates	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That provision 29.5.14 is opposed	Accept in Part
2335.12		Southern Planning Group	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That rule 29.5.10 is amended to include provision for off-site loading spaces.	Reject
2336.19		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Layout of Table 29.5 supported but the coach parking requirements at 29.5 should be included in a separate column.	Reject
2336.20		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.1 be amended to include additional matters of discretion	Reject
2336.21		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.2(d) (location and availability of parking spaces) be amended to apply to "activities" rather than only to residential and visitor units; to remove clauses (i) and (ii) regarding parking provision for development in certain zones within 800m of public transport and coach parking being provided off site; amend clause (iii) to enable all parking for residential and visitor units in High Density Residential, Medium Density Residential, and Business Mixed Use zones to be provided off site without any locational caveats; and remove location of spaces and manouvering as a matter of discretion	Accept in Part
2336.22		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.10 be amended to add an additional allowance for loading to be provided off site under particular circumstances and to add an additional matter of discretion relating to shared loading spaces.	Reject
2336.23		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.14 be amended to add an additional matter of discretion regarding urban design	Accept
2336.24		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.22 be amended to amend the minimum distance of crossings to intersections and add an additional rule (e) permitting vehicle crossings opposite a T intersection in certain circumstances	Reject
2339.9		JCarter Planning Limited	Safari Group of Companies Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That 29.5 be amended to reflect future changes in travel behavior and the importance of enabling hotel developments.	Accept in Part
2339.13		JCarter Planning Limited	Safari Group of Companies Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.1 is amended so that the term 'accessory parking' is clarified and clarify when reduced car parking is appropriate	Reject

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2339.14		JCarter Planning Limited	Safari Group of Companies Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That the ability to provide coach and car parking off site is retained.	Accept
2339.15		JCarter Planning Limited	Safari Group of Companies Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That the requirement to provide off site parking within 800 metres of the site be deleted.	Reject
2339.16		JCarter Planning Limited	Safari Group of Companies Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That 29.5.2(d)(iii) be deleted.	Reject
2339.17		JCarter Planning Limited	Safari Group of Companies Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That the standards at Table 29.3 be amended so that they do not impose restrictive standards.	Reject
2349.3			Sean McLeod	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That 29.5.14 is amended to remove all rules after a.	Reject
2349.19			Sean McLeod	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.17 is amended to remove everything except c.	Reject
2448.26		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Other	Submitter seeks for 'The benefits of the proposal' and 'The effects of the shortfall' to be added as matters of discretion	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary
2448.27		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Submitter opposes Rule 29.5.2 if the intention is to limit tandem parking. Submitter seeks for the rule to be clear that tandem parking does not require consent on residential sites and in certain circumstance on other sites.	Accept in part
2448.28		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Submitter seeks Rule 29.5.5~requiring mobility parking spaces be deleted	Reject
2448.29		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Submitter seeks Rule 29.5.8 part c be deleted or amended to refer to the distance from the footpath.	Accept
2448.30		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	Submitter seeks for wording of Rule 29.5.12 to be amended so that it is more easily read.	Accept
2448.31		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Submitters seeks the reference to e-bicycles in Rule 29.5.13 be deleted	Accept

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2448.32		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Submitter seeks for a further matter of discretion to be added to Rule 29.5.14 being 'The practicality of constructing to the standards given matters such as site constraints'.	Accept in Part
2448.33		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Submitter seeks Rule 29.5.22 be deleted	Accept in part
2448.42		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Not Stated	Correct assumed error with Rule 29.5.6 regarding drop off areas	Accept
2453.22		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Not Stated	Submitter adds to rule 29.5.1 stating that discretion should also be extended to 'the benefits of the proposal' and 'the effect of a shortfall'	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary
2453.23		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	submitter rejects rule 29.5.2(b) stating that this tandem parking on residential sites is important for small sites	Accept in part
2453.24		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	submitter rejects rule 29.5.5 stating that the building act requires mobility parking and questions why QLDC should have differing requirements	Reject
2453.25		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	regarding rule 29.5.6 submitter states that '0.05' must be a typographical error and wishes it to be corrected to 0.5.	Accept
2453.26		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	submitter rejects rule 29.5.8(c) and wishes for it to be deleted or amended to refer to distance from footpath	Accept
2453.27		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	regarding rule 29.5.12(c) submitter wishes that this rule is amended to be easier to read.	Accept
2453.28		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	submitter wishes for reference to e-bicycles to be deleted in rule 29.5.13 and table 29.7	Accept
2453.29		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	regarding rule 29.5.14 submitter wishes for 'the practicality of constructing to the standards given matters such as site constrains' to be added as a matter of discretion.	Accept in Part
2453.30		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	submitter rejects rule 29.5.22 and questions whether site distance rules are necessary, and that discretion should be added at the time of subdivision	Accept in part

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2457.25			Paterson Pitts (Wanaka)	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	submitter seeks an amendment of 29.5.6(b) from 0.05 to 0.5	Accept
2457.26			Paterson Pitts (Wanaka)	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	submitter supports 29.5.14	Accept in Part
2465.23		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Not Stated	regarding provision 29.5.1 submitter seeks the following inclusions to the matters of discretion: ' <u>the benefits of the proposal</u> ' and ' <u>the effect of a shortfall</u> '	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary
2465.23	FS2739.19	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought in the submission be allowed.	Reject
2465.23	FS2760.486	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Reject
2465.24		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	regarding provision 29.5.2(b), submitter seeks for clarification of rule to make it clear that tandem parking does not require consent on residential sites	Accept
2465.24	FS2739.20	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought in the submission be allowed.	Accept
2465.24	FS2760.487	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Accept
2465.25		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Other	submitter rejects rule 29.5.5 and seeks its deletion if the building act has provisions for mobility parking	Reject
2465.25	FS2739.21	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought in the submission be allowed.	Reject
2465.25	FS2760.488	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Reject
2465.26		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Other	regarding provision 29.5.6 submitter states that '0.05' must be a typographical error and seeks an amendment to '0.5'	Accept
2465.26	FS2760.489	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2465.27		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	submitter rejects provision 29.5.8(c) and seeks its deletion or and amendment to refer to the distance to footpath	Accept
2465.27	FS2760.490	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Accept
2465.28		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Not Stated	regarding provision 29.5.12(c), submitter seeks an amendment to ensure it is more easily read.	Accept
2465.28	FS2760.491	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Accept
2465.29		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	submitter seeks the removal of the reference to 'ebicycles' from provision 29.5.13	Accept
2465.29	FS2760.492	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Accept
2465.31		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	regarding rule 29.5.14 submitter wishes for the following addition to the matters of discretion: 'the practicality of constructing to the standards given matters such as site constraints'	Accept in Part
2465.31	FS2739.22	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought in the submission be allowed.	Accept in Part
2465.31	FS2760.494	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Accept in Part
2465.32		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	regarding rule 29.5.22, submitter questions the how necessary the rule is and suggests that there should be discretion as part of the subdivision process for this.	Accept in part
2465.32	FS2760.495	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Accept in part
2466.62		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.1 is amended to provide matters of discretion for the effects of the parking shortfall.	Reject
2466.62	FS2753.62	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2466.63		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.2 is amended to ensure tandem parking does not require a resource consent on residential sites and in certain circumstances on other sites.	Accept in part
2466.63	FS2753.63	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept in part
2466.64		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Amend Rule 29.5.5 to make the rule less arduous in terms of parking requirements.	Reject
2466.64	FS2753.64	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2466.65		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Rule 29.5.6 is amended to state 0.5, rather than 0.05.	Accept
2466.65	FS2753.65	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept
2466.66		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Delete or amend Rule 29.5.8 to refer to the distance from the footpath.	Reject
2466.66	FS2753.66	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2466.67		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Amend Rule 29.5.12 so it is easier to comprehend.	Accept
2466.67	FS2753.67	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept
2466.68		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Delete Reference to e-bicycles in Rule 29.5.13 and Table 29.7.	Accept
2466.68	FS2753.68	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept
2466.69		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Delete or amend Rule 29.5.22 to ensure discretion is added for urban design and use-ability of resultant sites.	Accept in part
2466.69	FS2753.69	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept in part

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2474.23		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	regarding provision 29.5.1, submitter adds the following matter of discretion: 'the benefits of the proposal' and 'the effect of a shortfall'	Reject
2474.23	FS2739.52	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought in the submission is allowed.	Reject
2474.24		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	regarding provision 29.5.2(b), submitter wishes for clarity, as they believe it may contradict 29.5.8.	Accept
2474.24	FS2739.53	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought in the submission is allowed.	Accept
2474.25		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	submitter wishes for provision 29.5.5 to be deleted as the building act has requirements for disabled parking	Reject
2474.25	FS2739.54	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought in the submission is allowed.	Reject
2474.26		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	regarding rule 29.5.6, submitter assumes that '0.05' must be a typographical error and should be corrected to '0.5'	Accept
2474.27		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	regarding provision 29.5.5(c) submitter wishes for the deletion of the rule or an amendment to refer to the distance from the footpath and that it should be noted that parking within the road reserve is an appropriate use	Reject (incorrect provision in summary)
2474.28		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	regarding provision 29.5.12(c), submitter states that rule is difficult to comprehend and should be amended to read more easily	Accept
2474.29		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	regarding rule 29.5.13 submitter wishes for the deletion of the reference to e-bicycles	Accept
2474.31		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	regarding 29.5.14 submitter wishes for an amendment to the matters of discretion: ' <u>the practicality of constructing to the standards given matters such as site constraints</u> '	Accept in Part
2474.31	FS2739.55	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought in the submission is allowed.	Accept in Part
2474.31	FS2754.13		Remarkables Park Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the submission is supported.	Accept in Part

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2474.31	FS2755.13		Queenstown Park Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the submission is supported.	Accept in Part
2474.32		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	regarding rule 29.5.22 submitter questions whether the rule is necessary; states minimum site distances should have discretion over site distance as part of the subdivision process; and that, as a minimum the rule needs discretion added re "urban design and usability of resultant sites"	Accept in part
2478.16		Incite	Vodafone New Zealand Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That a new rule is inserted into Table 29.5 for 0 parking spaces required for an "Unstaffed utility".	Accept in Part
2478.17		Incite	Vodafone New Zealand Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That 29.5.10 Loading spaces be amended to include an exemption for unstaffed utility sites.	Accept
2484.12		Burton Planning Consultants Ltd	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	Retain Rule 29.5.7 (b) - (c) without modification.	Accept
2484.13		Burton Planning Consultants Ltd	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That Rule 29.5.9 is retained without further modification.	Accept in Part
2484.15		Burton Planning Consultants Ltd	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	Retain Rule 29.5.11(a) without further modification.	Accept
2484.16		Burton Planning Consultants Ltd	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Amend Rule 29.5.24(g) and (j) to reflect measurements define within RTS 13 and allow for tanker wagons to obstruct refuelling positions.	Accept in Part
2492.56		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.1 is amended to provide additional matters of discretion for the effects of the parking shortfall.	Reject
2492.56	FS2760.256	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Reject
2492.57		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.2 is amended to ensure tandem parking does not require a resource consent on residential sites and in certain circumstances on other sites.	Accept in part

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2492.57	FS2760.257	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Accept in part
2492.58		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Amend Rule 29.5.5 to make the rule less arduous in terms of parking requirements.	Reject
2492.58	FS2760.258	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Reject
2492.59		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Rule 29.5.6 is amended to state 0.5, rather than 0.05.	Accept
2492.59	FS2760.259	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Accept
2492.60		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Delete or amend Rule 29.5.8 to refer to the distance from the footpath.	Reject
2492.60	FS2760.260	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Reject
2492.61		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Amend Rule 29.5.12 so it is easier to comprehend.	Accept
2492.61	FS2760.261	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Accept
2492.62		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Delete Reference to e-bicycles in Rule 29.5.13 and Table 29.7.	Accept
2492.62	FS2760.262	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Accept
2492.63		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Delete or amend Rule 29.5.22 to ensure discretion is added for urban design and use-ability of resultant sites.	Accept in part
2492.63	FS2760.263	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Accept in part
2494.60		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.1 is amended to provide additional matters of discretion for the effects of the parking shortfall.	Reject

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2494.60	FS2760.378	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Reject
2494.61		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.2 is amended to ensure tandem parking does not require a resource consent on residential sites and in certain circumstances on other sites.	Accept in part
2494.61	FS2760.379	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Accept in part
2494.62		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Amend Rule 29.5.5 to make the rule less arduous in terms of parking requirements and consistent with the Building Act	Reject
2494.62	FS2760.380	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Reject
2494.63		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Rule 29.5.6 is amended to state 0.5, rather than 0.05.	Accept
2494.63	FS2760.381	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Accept
2494.64		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Delete or amend Rule 29.5.8 to refer to the distance from the footpath.	Reject
2494.64	FS2760.382	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Reject
2494.65		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Amend Rule 29.5.12 so it is easier to comprehend.	Accept
2494.65	FS2760.383	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Accept
2494.66		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Delete Reference to e-bicycles in Rule 29.5.13 and Table 29.7.	Accept
2494.66	FS2760.384	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Accept
2494.67		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Delete or amend Rule 29.5.22 to ensure discretion is added for urban design and use-ability of resultant sites.	Accept in part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2494.67	FS2760.385	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought is supported.	Accept in part
2538.70			NZ Transport Agency	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That Rule 29.5.14 is accepted.	Accept in part
2538.70	FS2760.71	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the submission is supported generally.	Accept in part
2538.71			NZ Transport Agency	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That Rule 29.5.15 is accepted.	Accept
2538.71	FS2760.72	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the submission is supported generally.	Accept
2538.72			NZ Transport Agency	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.16 is amended to include an advice note on vehicle crossings providing access to a State Highway.	Reject
2538.72	FS2760.73	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the submission is supported generally.	Reject
2538.73			NZ Transport Agency	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Other	That Rule 29.5.19 is amended to add a matter of discretion in relation to the effects on the safety of the network	Accept
2538.73	FS2760.74	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the submission is supported generally.	Accept
2538.74			NZ Transport Agency	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That Rule 29.5.21 is accepted.	Accept
2538.74	FS2760.75	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the submission is supported generally.	Accept
2538.75			NZ Transport Agency	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That Rule 29.5.23 is accepted.	Accept
2538.75	FS2760.76	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the submission is supported generally.	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2552.21		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Other	That rule 29.5.1 be amended to include "benefits of the proposal" and "the effect of a shortfall" as matters of discretion	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary
2552.22		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That rule 29.5.2 be amended to clarify whether or not tandem parking will require resource consent	Accept in part
2552.23		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That rule 29.5.5 be deleted	Reject
2552.24		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Other	That rule 29.5.6 be amended to correct an assumed typographical error	Accept
2552.25		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That rule 29.5.8 be amended to delete provision 29.5.8c OR allow a car parking space to be measured from a garage door to a footpath	Reject
2552.26		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Other	That rule 29.5.12 be amended to simplify the wording of provision 29.5.12c	Accept
2552.27		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That reference to e-bikes be deleted from rule 29.5.13	Accept
2552.29		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Other	That "the practicality of constructing to the standards given matters such as site constraints" be added as a matter of discretion to rule 29.5.14	Accept in Part
2552.30		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That rule 29.5.22 (distance of vehicle crossings to intersections) be deleted	Reject (summary incorrectly states 29.5.2.2)
2552.34		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	supports the reductions in parking and opposes table 29.5 - minimum parking requirements where they have been increased in relation to residential flats, visitor accommodation, and on site coach parking, and suggests the commercial rule be amended to remove the duplication with the office parking requirement	Accept in Part
2560.23		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That rule 29.5.1 be amended to include " <i>the benefits of the proposal</i> " and " <i>the effect of a shortfall</i> "	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2560.24		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Amend rule 29.5.2 to clarify whether tandem parking will require resource consent or not	Accept in part
2560.25		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	that rule 29.5.5 be deleted	Reject
2560.26		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Other	That rule 29.5.6 be amended to change a perceived typo. "0.05" should be replaced with "0.5"	Accept
2560.27		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That rule 29.5.8c. be deleted or amended as per the submission from Jade Lake Queenstown Limited (2560.27)	Accept
2560.28		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Other	That rule 29.5.12(c) be amended to simplify the wording	Accept
2560.29		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That rule 29.5.13 be deleted to remove reference to e-bicycles	Accept
2560.31		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Other	That rule 29.5.22 be amended to include " <i>the practicality of constructing to the standards given matters such as site constraints</i> "	Accept in part
2560.32		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That rule 29.5.22 be deleted	Accept in part
2581.62		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.1 is amended to provide additional matters of discretion for the effects of the parking shortfall.	Reject
2581.62	FS2753.217	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject
2581.63		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.2 is amended to ensure tandem parking does not require a resource consent on residential sites and in certain circumstances on other sites.	Accept in part
2581.63	FS2753.218	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept in part
2581.64		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Amend Rule 29.5.5 to make the rule less arduous in terms of parking requirements and to be consistent with the Building Act	Reject
2581.64	FS2753.219	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2581.65		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Rule 29.5.6 is amended to state 0.5, rather than 0.05.	Accept
2581.65	FS2753.220	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept
2581.66		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Delete or amend Rule 29.5.8 to refer to the distance from the footpath.	Reject
2581.66	FS2753.221	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject
2581.67		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Amend Rule 29.5.12 so it is easier to comprehend.	Accept
2581.67	FS2753.222	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept
2581.68		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Delete Reference to e-bicycles in Rule 29.5.13 and Table 29.7.	Accept
2581.68	FS2753.223	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept
2581.69		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	Delete or amend Rule 29.5.22 to ensure discretion is added for urban design and use-ability of resultant sites.	Accept in part
2581.69	FS2753.224	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept in part
2590.20		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.1 be amended to include an additional matter of discretion.	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary
2590.20	FS2739.36	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought in the submission is allowed.	Reject
2590.21		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.2 be amended to provide clarity around tandem parking requirements.	Accept in part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2590.21	FS2739.37	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought in the submission is allowed.	Accept in part
2590.22		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.6 be deleted.	Accept - appears to be summarised incorrectly as the submitter does not seek that it be deleted but that a typographical error is corrected
2590.22	FS2739.40	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought in the submission is allowed.	Accept
2590.23		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.6 be amended to correct the typographical error '0.05'.	Accept
2590.24		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.8 be deleted or amended to refer to the distance from the footpath.	Reject
2590.25		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.12 be amended to ensure it is more easy to read.	Accept
2590.26		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.13 be amended to delete the reference to e-bicycles.	Accept
2590.27		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.14 be amended to include a matter of discretion relating to the practicality of constructing to the Code of Practice.	Accept in Part
2590.27	FS2739.38	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the relief sought in the submission is allowed.	Accept in Part
2590.28		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.22 be deleted or discretion be added for 'urban design and usability of resultant sites'.	Accept in part
2601.20		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.1 be amended to include an additional matter of discretion.	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2601.21		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.2 be amended to provide clarity around tandem parking requirements.	Accept in part
2601.22		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.5 be deleted.	Reject
2601.23		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.6 be amended to correct the typographical error '0.05'.	Accept
2601.24		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.8 be deleted or amended to refer to the distance from the footpath.	Reject
2601.25		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.12 be amended to ensure it is more easy to read.	Accept
2601.26		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.13 and Table 29.7 (schedule 29.1) be amended to delete the reference to e-bicycles.	Accept
2601.27		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.14 be amended to include a matter of discretion relating to the practicality of constructing to the Code of Practice.	Accept in Part
2601.27	FS2754.26		Remarkables Park Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the submission is supported.	Accept in Part
2601.27	FS2755.25		Queenstown Park Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That the submission is supported.	Accept in Part
2601.28		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That Rule 29.5.22 be deleted or discretion be added for 'urban design and usability of resultant sites'.	Accept in part
2618.13		Mitchell Daysh Limited	Queenstown Airport Corporation	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Not Stated	That Rule 29.5.12 Lighting of parking areas be amended to include the Airport/Airport Mixed Use zone	Accept in Part
2618.13	FS2754.47		Remarkables Park Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That the submission is opposed.	Accept in Part
2618.13	FS2755.46		Queenstown Park Limited	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Oppose	That the submission is opposed.	Accept in Part
2660.14		Beca Limited	Fire and Emergency New Zealand	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That Standard 29.5.14(b)(i) is accepted.	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2660.15		Beca Limited	Fire and Emergency New Zealand	3-Chapter 29 - Transport > 3.5-29.5 - Rules - Standards for activities outside roads	Support	That Standard 29.5.17(b) is accepted.	Accept
2341.2			St Peter's Church Parish	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Other	Church Street should remain open to all traffic at all times.	Out of scope
2448.34		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	Submitter seeks Rule 29.6.1 be deleted	Accept
2448.35		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	Submitter seeks Rule 29.6.2 be deleted or amended to address the duplication of ii and iii	Accept
2453.31		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	submitter rejects rule 29.6.1	Accept
2453.32		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	submitter rejects rule 29.6.2 wishing for deletion or an amendment. also states (b) and (c) are the same thing	Accept
2465.33		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	submitter rejects provision 29.6.1 and seeks its deletion	Accept
2465.33	FS2760.496	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Support	That the relief sought is supported.	Accept
2465.34		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	regarding rule 29.6.2 submitter questions whether this rule is needed and seeks deletion or an amendment to address duplication of (ii) and (iii)	Accept
2465.34	FS2760.497	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Support	That the relief sought is supported.	Accept
2466.70		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	That Rule 29.6.1 is deleted.	Accept
2466.70	FS2753.70	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept
2466.71		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	That Rule 29.6.2 is deleted or amended to resolve duplication.	Accept
2466.71	FS2753.71	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2474.33		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	submitter rejects rule 29.6.1 and wishes for its deletion	Accept
2474.34		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	in regards to 29.6.2, submitter rejects this rule and wishes for its deletion, or an amendment to address the duplication of (b) and (c).	Accept
2492.64		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	That Rule 29.6.1 is deleted.	Accept
2492.64	FS2760.264	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Support	That the relief sought is supported.	Accept
2492.65		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	That Rule 29.6.2 is deleted or amended to resolve duplication.	Accept
2492.65	FS2760.265	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Support	That the relief sought is supported.	Accept
2494.68		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	That Rule 29.6.1 is deleted.	Accept
2494.68	FS2760.386	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Support	That the relief sought is supported.	Accept
2494.69		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	That Rule 29.6.2 is deleted or amended to resolve duplication.	Accept
2494.69	FS2760.387	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Support	That the relief sought is supported.	Accept
2552.31		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	That rule 29.6.1 be deleted	Accept
2552.32		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	that rule 29.6.2 be deleted or amended to address a perceived duplication	Accept
2560.33		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	That rule 29.6.1 be deleted	Accept
2560.34		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	That rule 29.6.2 be deleted or amended to remove the perceived duplication with "building height to boundary" and "recession plane"	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2581.70		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	That Rule 29.6.1 is deleted.	Accept
2581.70	FS2753.225	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept
2581.71		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	That Rule 29.6.2 is deleted or amended to resolve duplication.	Accept
2581.71	FS2753.226	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept
2590.29		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	That Rule 29.6.1 be deleted.	Accept
2590.30		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	That Rule 29.6.2 be deleted or amended to address duplication.	Accept
2601.29		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	That Rule 29.6.1 be deleted.	Accept
2601.30		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.6-29.6 - Rules - Standards for activities within roads	Oppose	That Rule 29.6.2 be deleted or amended to address duplication.	Accept
2336.25		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.7-29.7 - Non-Notification of Applications	Oppose	Support Table 29.7 (29.11) re cycle parks, etc, except that 'restaurants' are listed twice in the table with different standards.	Accept in Part
2369.1			Frankton Community Association	3-Chapter 29 - Transport > 3.7-29.7 - Non-Notification of Applications	Oppose	That provision 29.7.2(a) re the non notification of park in ride be rejected and they not be located on council controlled reserve land.	Reject
2538.76			NZ Transport Agency	3-Chapter 29 - Transport > 3.7-29.7 - Non-Notification of Applications	Support	That Rule 29.7.2 is accepted.	Accept
2538.76	FS2760.77	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.7-29.7 - Non-Notification of Applications	Support	That the submission is supported generally.	Accept
2448.36		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters	Oppose	Submitter seeks the entire section relating to Assessment Matters 29.8 be deleted	reject
2453.33		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters	Oppose	submitter rejects 29.8 and wishes for the entire section to be deleted	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2465.35		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters	Oppose	submitter rejects the entire 29.8 section	Reject
2465.35	FS2760.498	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters	Support	That the relief sought is supported.	Reject
2466.72		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters	Oppose	That the Assessment Matters are deleted.	reject (2466.72)
2466.72	FS2753.72	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2474.35		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters	Oppose	submitter rejects the entire 29.8 section and wishes for its deletion	Reject
2492.66		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters	Oppose	That the Assessment Matters are deleted.	reject (2492.66)
2492.66	FS2760.266	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters	Support	That the relief sought is supported.	Reject
2494.70		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters	Oppose	That the Assessment Matters are deleted.	reject
2494.70	FS2760.388	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters	Support	That the relief sought is supported.	reject
2552.33		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters	Oppose	That the entire section 29.8 (assessment matters) be deleted	Reject
2560.35		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters	Oppose	That section 29.8 be deleted	Reject
2581.72		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters	Oppose	That the Assessment Matters are deleted.	Reject
2581.72	FS2753.227	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	reject
2590.31		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters	Oppose	That the entirety of 29.8 - Assessment Matters be deleted.	reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2601.31		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters	Oppose	That the entirety of 29.8 - Assessment Matters be deleted.	reject
2078.6		Active Transport Wanaka	Active Transport Wanaka	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters > 3.8.1-29.8.1	Support	Supports consideration of the impact of non-permitted activities on active transport.	Accept in Part
2538.77			NZ Transport Agency	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters > 3.8.2-29.8.2 - Restricted Discretionary Activity - Accessory Parking	Support	That Rule 29.8.2.1 is accepted.	Accept
2538.77	FS2760.78	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters > 3.8.2-29.8.2 - Restricted Discretionary Activity - Accessory Parking	Support	That the submission is supported generally.	Accept
2462.10		Remarkables Park Ltd	Queenstown Park Limited	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters > 3.8.3-29.8.3 - Discretionary Activity and Restricted Discretionary Activity - Non-accessory parking, exclu	Not Stated	submitter seeks that a new item "f" is added to rule 29.8.3.1	Reject
2468.14		Remarkables Park Ltd	Remarkables Park Ltd	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters > 3.8.3-29.8.3 - Discretionary Activity and Restricted Discretionary Activity - Non-accessory parking, exclu	Oppose	submitter seeks that another point to be added to provision 29.8.3.1 as follows: '(f) reduces the demand on the roading network and provides an alternative to cars or other road based transport'	Reject
2538.78			NZ Transport Agency	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters > 3.8.3-29.8.3 - Discretionary Activity and Restricted Discretionary Activity - Non-accessory parking, exclu	Support	That Rule 29.8.3 is accepted.	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2538.78	FS2760.79	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters > 3.8.3-29.8.3 - Discretionary Activity and Restricted Discretionary Activity - Non-accessory parking, exclu	Support	That the submission is supported generally.	Accept
2538.79			NZ Transport Agency	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters > 3.8.5-29.8.5 - Restricted Discretionary Activity - the location and design of parking spaces	Support	That Rule 29.8.5 is accepted.	Accept in Part
2538.79	FS2760.80	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters > 3.8.5-29.8.5 - Restricted Discretionary Activity - the location and design of parking spaces	Support	That the submission is supported generally.	Accept in Part
2660.13		Beca Limited	Fire and Emergency New Zealand	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters > 3.8.5-29.8.5 - Restricted Discretionary Activity - the location and design of parking spaces	Oppose	That Assessment Criteria 29.8.5.5 is amended to include the provision of adequate emergency vehicle access.	Accept
2660.16		Beca Limited	Fire and Emergency New Zealand	3-Chapter 29 - Transport > 3.8-29.8 - Assessment Matters > 3.8.5-29.8.5 - Restricted Discretionary Activity - the location and design of parking spaces	Oppose	That Rule 29.8.5.1 is amended to include an additional assessment matter which considers the access for emergency vehicles.	Accept
2014.1			Aaron Cowie	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That the minimum vehicle parking requirements for houses and flats should be reduced and/or removed completely and replaced with other types of incentives.	Reject
2078.3		Active Transport Wanaka	Active Transport Wanaka	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Other	That the minimum requirements for cycle parking (from table 29.7) be referenced or integrated to Table 29.5 so that vehicle and bicycle parking are considered together.	Accept in Part
2136.8		Savana Commercial Limited	GRB Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	Amend Rule 29.9.1 to include worker accommodation in the Business Mixed Use Zone in Queenstown.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2136.8	FS2739.8	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the submission is supported in its entirety.	Reject
2238.1			Nona James	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	Opposes reducing parking spaces required in the proposed Medium Density Residential Zones.	Reject
2239.3			QLDC Chief Executive - submitting on behalf of Queenstown Lakes District Council	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That the 'note' in Rules 29.9.33 to 29.9.35 be amended to refer to Rule 29.5.6 because the rule relating specifically to drop off/pick up is not Rule 29.5.7 but 29.5.6.	Accept
2336.9		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	Supports Rule 29.9.14 relating to parking for unit type visitor accommodation.	Accept
2336.10		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	Supports Rule 29.9.17.	Accept
2336.11		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	Supports Rule 29.9.21.	Accept
2336.12		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	Supports Rule 29.9.22.	Accept
2336.13		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	Supports Advice Note 29.9.38.1(c)	Accept (re-numbered as S42A 29.4.40(1)(c))
2336.28		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That Rule 29.9.14 be amended to clarify that no coach parking is required for developments of less than 30 units	Accept in part
2349.4			Sean McLeod	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That the Rules in Table 29. 5 (section 29.9) are amended to include a requirement of 0.5 parks per bedroom for Residential Visitor Accommodation.	Reject
2349.20			Sean McLeod	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That the minimum parking requirements for all residential zones are amended to be 1 park for a 1 bedroom unit or flat, 2 parks for 2-3 bedroom unit or flat and 0.65 x the number of bedrooms after that.	Reject
2349.21			Sean McLeod	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That 29.9.9 is amended to include "(in addition to residential requirements)" as is referred to in 29.9.25	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2448.37		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	Submitter seeks to remove the requirement for an on-site park for residential flats	Reject
2448.38		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	Submitter seeks "Commercial: the overlap in definition with office should be clarified- it would be helpful to add 'other than office' "	Accept in Part
2448.39		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	Submitter opposes increases in parking from the Operative District Plan for some forms of visitor accommodation in some locations i.e. LDR	Reject
2448.40		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	Submitter opposes requirements for on-site coach parking in urban areas.	Accept
2448.41		John Edmonds + Associates Ltd	Millennium & Copthorne Hotels NZ Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	Submitter refers to 29.9.38.1d and seeks exclusions from measurements of GFA should also include lobbies, circulations spaces etc.	Reject
2453.34		John Edmonds + Associates Ltd	N W Cashmore	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	Regarding advice note 29.9.38.1(d) submitter wishes for amendments to include exclusions form GFA to include lobbies, circulation spaces etc	Reject
2460.5		Barker & Associates	Queenstown Central Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	submitter opposes table 29.5 accessory parking requirements and seeks that it is updated to include FFB zone provisions as per the ODP	Out of scope
2460.6		Barker & Associates	Queenstown Central Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	submitter opposes table 29.5 for accessory paring requirements for an industrial or service activity and seeks an alternative parking ratio for these activities.	Accept in Part
2465.36		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Other	submitter supports table 29.5 - minimum parking requirements, for the reductions in parking requirements, and opposes the increases, and seeks a number of amendments	Accept in Part
2465.36	FS2760.499	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought is supported.	Accept in Part
2465.37		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Not Stated	regarding advice note 29.9.38.1(d) submitter seeks that exclusions from GFA should also include lobbies, circulation spaces etc	Reject
2465.37	FS2739.10	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought in the submission be allowed.	Reject
2465.37	FS2760.500	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought is supported.	Reject

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2466.73		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the reduction in parking requirements in the MDR and HDR zones are confirmed.	Accept
2466.73	FS2753.73	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept
2466.74		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That the requirement for residential flats to have a car park is removed.	Reject
2466.74	FS2753.74	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2466.75		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That the overlap with the definition of 'offices' is clarified.	Accept
2466.75	FS2753.75	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept
2466.76		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That increases in parking for some forms of visitor accommodation is rejected.	Reject
2466.76	FS2753.76	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2466.77		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That the advice notes in 29.9.38 are relocated.	Reject - submission unclear
2466.77	FS2753.77	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2466.78		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That Rule 29.9.38.1d (exclusions from measurement of GFA) should include lobbies, circulation spaces because they do not generate parking demand.	Reject
2466.78	FS2753.78	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2466.79		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	Delete the requirement for coach park sites and provide for off-site loading in reasonable circumstances.	Accept in Part
2466.79	FS2753.79	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2468.11		Remarkables Park Ltd	Remarkables Park Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	regarding provision 29.9.15 submitter states that 1 coach park per 50 rooms is excessive, and seeks that an upper limit to parking should only apply if coach parking is provided	Reject
2474.36		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	In regards to Table 29.5, the submitter accepts the reduction in parking requirements, but opposes the increases in relation to res flats, some forms of Visitor accommodation, and on-site coach parking, and states it would be helpful to add "other than office" in the commercial category to avoid any potential overlap.	Accept in Part
2474.37		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	regarding advice note 29.9.38.1(d) submitter wishes for an amendment that excludes lobbies, circulation spaces etc from GFA	Reject
2474.37	FS2739.56	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought in the submission is allowed.	Reject
2484.17		Burton Planning Consultants Ltd	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	Amend Rule 29.9.25 to remove the requirements for staff/guests parking at service stations.	Accept in Part
2492.67		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the reduction in parking requirements in the MDR and HDR zones are confirmed.	Accept
2492.67	FS2760.267	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought is supported.	Accept
2492.68		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That the requirement for residential flats to have a car park is removed.	Reject
2492.68	FS2760.268	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought is supported.	Reject
2492.69		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That the overlap with the definition of 'offices' is clarified.	Accept
2492.69	FS2760.269	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought is supported.	Accept
2492.70		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That increases in parking for some forms of visitor accommodation is rejected.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2492.70	FS2760.270	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought is supported.	Reject
2492.71		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That the advice notes in 29.9.38 are relocated.	Reject - submission unclear
2492.71	FS2760.271	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought is supported.	Reject
2492.72		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That Rule 29.9.38.1d (exclusions from measurement of GFA) should include lobbies, circulation spaces because they do not generate parking demand.	Reject
2492.72	FS2760.272	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought is supported.	Reject
2492.73		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	Delete the requirement for coach park sites and provide for off-site loading in reasonable circumstances.	Accept in Part
2492.73	FS2760.273	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought is supported.	Accept in Part
2493.28		Southern Planning Group	Skyline Enterprises Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That Rule 29.9.14 is accepted as notified.	Accept
2494.71		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the reduction in parking requirements in the MDR and HDR zones are confirmed.	Accept
2494.71	FS2760.389	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought is supported.	Accept
2494.72		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That the requirement for residential flats to have a car park is removed.	Reject
2494.72	FS2760.390	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought is supported.	Reject
2494.73		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That the overlap with the definition of 'offices' is clarified.	Accept
2494.73	FS2760.391	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought is supported.	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2494.74		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That increases in parking for some forms of visitor accommodation is rejected.	Reject
2494.74	FS2760.392	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought is supported.	Reject
2494.75		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That the advice notes in 29.9.38 are relocated.	Reject - submission unclear
2494.75	FS2760.393	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought is supported.	Reject
2494.76		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That Rule 29.9.38.1d (exclusions from measurement of GFA) should include lobbies, circulation spaces because they do not generate parking demand.	Reject
2494.76	FS2760.394	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought is supported.	Reject
2494.77		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	Delete the requirement for coach park sites and provide for off-site loading in reasonable circumstances.	Accept in Part
2494.77	FS2760.395	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought is supported.	Accept in Part
2552.36		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That advice note 29.9.38.1(d) be amended to include "lobbies, circulations spaces etc" as areas excluded from GFA calculations	Reject
2560.37		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Other	that advice note 29.9.38.1 be amended to include "lobbies, circulations spaces etc" as areas excluded from GFA measurements	Reject
2581.73		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the reduction in parking requirements in the MDR and HDR zones are confirmed.	Accept
2581.73	FS2753.228	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept
2581.74		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That the requirement for residential flats to have a car park is removed.	Reject
2581.74	FS2753.229	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2581.75		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That the overlap with the definition of 'offices' is clarified.	Accept
2581.75	FS2753.230	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept
2581.76		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That increases in parking for some forms of visitor accommodation is rejected.	Reject
2581.76	FS2753.231	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject
2581.77		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That the advice notes in 29.9.38 are relocated.	Reject - submission unclear
2581.77	FS2753.232	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject
2581.78		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That Rule 29.9.38.1d (exclusions from measurement of GFA) should include lobbies, circulation spaces because they do not generate parking demand.	Reject
2581.78	FS2753.233	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject
2581.79		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	Delete the requirement for coach park sites and provide for off-site loading in reasonable circumstances.	Accept in Part
2581.79	FS2753.234	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept in Part
2585.1		Town Planning Group (NZ) Ltd	B Giddens Trust	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Other	Amend rule 29.9.1 to include Local Shopping Centre Zone and reference to the submitter's 'site' (being the properties at 14, 16, 18, 18B and 20 McBride Street) so that there is no minimum car parking requirement for the land identified by the submitter.	Accept in Part
2585.1	FS2726.2	Southern Planning Group	Patterson Boys Trust	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought by the submission is accepted so that Local Shopping Centre Zone is included within Rule 29.9.1.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2590.32		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Other	That Table 29.5 be amended in relation to parking requirements for residential flats, some forms of visitor accommodation, and coach parking; and to remove the overlap in definition in relation to offices and commercial activities.	Accept in Part
2590.33		John Edmonds + Associates Ltd	LTK Holdings Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That 29.9.38.1 be amended to include additional exclusions from the measurement of gross floor areas.	Reject
2590.33	FS2739.39	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought in the submission is allowed.	Reject
2593.5		Town Planning Group	McBride Street Queenstown Ltd	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That Rule 29.9.1 is amended to include Local Shopping Centre Zone (and the properties located at 14, 16, 18A, 18B and 20 McBride Street) so that there is no minimum parking requirement.	Accept in Part
2593.5	FS2726.1	Southern Planning Group	Patterson Boys Trust	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Support	That the relief sought by the submission is accepted so that Local Shopping Centre Zone is included within Rule 29.9.1.	Accept in Part
2601.32		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	Reductions in parking are supported but amend Table 29 (min parking) in relation to residential flats, some forms of visitor accommodation, and coach parking, and to remove the overlap in the definitions of offices and commercial activities.	Accept in Part
2601.33		John Edmonds + Associates Ltd	Well Smart Investments Group	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That 29.9.38.1 be amended to include additional exclusions from the measurement of gross floor areas.	Reject
2660.17		Beca Limited	Fire and Emergency New Zealand	3-Chapter 29 - Transport > 3.9-29.9 - Minimum Parking Requirements	Oppose	That Table 29.9 is amended so that an activity of Emergency Service Facilities is included.	Accept
2336.29		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.10-29.10 - Thresholds for high traffic generating activities	Oppose	That Rule 29.10.1 be amended to change the threshold for residential High Traffic Generating Activities from 50 to 100 dwellings	Reject
2408.2		Todd and Walker Law	Willowridge Developments Limited	3-Chapter 29 - Transport > 3.10-29.10 - Thresholds for high traffic generating activities	Oppose	The submitter opposes Table 29.10, and seeks to remove it or amend it so it only applies to areas where there has been a clear identification of the need to reduce the number of public vehicles, and the need to provide for alternative transport methods - public transport.	Reject (submission summary refers to Table 29.10 but should read 29.6)

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2020.2			Dan Gerard	3-Chapter 29 - Transport > 3.11-29.11 - Minimum requirements for cycle parking, lockers and showers	Other	the high school wont have enough cycle parking	Reject
2040.10			Public Health South	3-Chapter 29 - Transport > 3.11-29.11 - Minimum requirements for cycle parking, lockers and showers	Other	That the words 'and 1 shower' are added to the end of trip facility requirements where 2 - 8 long term bicycle parking spaces are required for provision 29.11.1.	Reject
2040.11			Public Health South	3-Chapter 29 - Transport > 3.11-29.11 - Minimum requirements for cycle parking, lockers and showers	Other	That the words 'and 1 shower' are added to the end of trip facility requirements where 2 - 8 long term bicycle parking spaces are required for provision 29.11.2.	Reject
2040.12			Public Health South	3-Chapter 29 - Transport > 3.11-29.11 - Minimum requirements for cycle parking, lockers and showers	Other	That the words 'and 1 shower' are added to the end of trip facility requirements where 2 - 8 long term bicycle parking spaces are required for provision 29.11.3.	Reject
2040.13			Public Health South	3-Chapter 29 - Transport > 3.11-29.11 - Minimum requirements for cycle parking, lockers and showers	Other	That the words 'and 1 shower' are added to the end of trip facility requirements where 2 - 8 long term bicycle parking spaces are required for provision 29.11.4.	Reject
2040.14			Public Health South	3-Chapter 29 - Transport > 3.11-29.11 - Minimum requirements for cycle parking, lockers and showers	Other	That the words 'and 1 shower' are added to the end of trip facility requirements where 2 - 8 long term bicycle parking spaces are required for provision 29.11.5.	Reject
2040.15			Public Health South	3-Chapter 29 - Transport > 3.11-29.11 - Minimum requirements for cycle parking, lockers and showers	Other	That the words 'and 1 shower' are added to the end of trip facility requirements where 2 - 8 long term bicycle parking spaces are required for provision 29.11.6.	Reject
2078.4		Active Transport Wanaka	Active Transport Wanaka	3-Chapter 29 - Transport > 3.11-29.11 - Minimum requirements for cycle parking, lockers and showers	Support	Supports rule 29.11 - minimum requirements for cycle parking, lockers and showers.	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2078.4	FS2764.10	Barker & Associates Ltd	Queenstown Central Limited	3-Chapter 29 - Transport > 3.11-29.11 - Minimum requirements for cycle parking, lockers and showers	Oppose	That the submission is opposed.	Accept in Part
2369.2			Frankton Community Association	3-Chapter 29 - Transport > 3.11-29.11 - Minimum requirements for cycle parking, lockers and showers	Oppose	that Park and Ride Activity should have its own specific cycle parking requirements and they be undercover and include associated facilities.	Accept in Part - or in full if MRC come back with actual numbers
2460.7		Barker & Associates	Queenstown Central Limited	3-Chapter 29 - Transport > 3.11-29.11 - Minimum requirements for cycle parking, lockers and showers	Oppose	submitter opposes table 29.7 for minimum cycle parking, lockers and showers and seeks that the end of trip facilities are removed or reduced	Accept in Part
2465.30		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.11-29.11 - Minimum requirements for cycle parking, lockers and showers	Oppose	submitter seeks for the removal of the reference to 'e-bicycles' in table 29.7	Accept
2465.30	FS2760.493	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.11-29.11 - Minimum requirements for cycle parking, lockers and showers	Support	That the relief sought is supported.	Accept
2474.30		John Edmonds + Associates Ltd	Shundi Customs Limited	3-Chapter 29 - Transport > 3.11-29.11 - Minimum requirements for cycle parking, lockers and showers	Oppose	regarding table 29.7, submitter wishes for the deletion of the reference to e-bicycles	Accept
2484.18		Burton Planning Consultants Ltd	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	3-Chapter 29 - Transport > 3.11-29.11 - Minimum requirements for cycle parking, lockers and showers	Support	Retain Rule 29.11.10 without modification.	Accept
2552.28		John Edmonds + Associates Ltd	Greenwood Group Ltd	3-Chapter 29 - Transport > 3.11-29.11 - Minimum requirements for cycle parking, lockers and showers	Oppose	That reference to e-bicycles be deleted from table 29.7	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2560.30		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.11-29.11 - Minimum requirements for cycle parking, lockers and showers	Oppose	That table 29.7 be amended to remove reference to e-bicycles	Accept
2336.26		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.12-29.12 - Car Parking sizes and Layout	Oppose	That Table 29.8 be amended to remove the duplication of restaurants in the table	Accept
2336.27		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.13-29.13 - Heavy Vehicle Parking Layout	Oppose	That Table 29.9 be amended to only specify the minimum bay dimensions and note that unimpeded manouvring is required into the space provided; and to prescribe a minimum dimension of 13.6 x 2.7 m and the provision of a pedestrian access in relation to coach parking.	Accept in Part
2336.30		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.14-29.14 - Schedule 1 - Road Classification	Support	Supports Table 29.14 and associated diagrams relating to specific sheets	Accept
2457.20			Paterson Pitts (Wanaka)	3-Chapter 29 - Transport > 3.14-29.14 - Schedule 1 - Road Classification	Support	submitter supports the maps of road classification but states that these are difficult to interpret and should be added to the planning maps or placed after the interpretive diagrams	Accept in part
2460.8		Barker & Associates	Queenstown Central Limited	3-Chapter 29 - Transport > 3.14-29.14 - Schedule 1 - Road Classification	Oppose	submitter opposes the road classification of grant rd and seeks it be classified as a collector road	Reject
2585.4		Town Planning Group (NZ) Ltd	B Giddens Trust	3-Chapter 29 - Transport > 3.14-29.14 - Schedule 1 - Road Classification	Support	That McBride Street is classified as a local road.	Reject
2586.14		Town Planning Group	C Dagg	3-Chapter 29 - Transport > 3.14-29.14 - Schedule 1 - Road Classification	Oppose	That the stretch of Malaghans Road between Dalefield and Hunter Road be classified a Collector Road.	Reject
2593.3		Town Planning Group	McBride Street Queenstown Ltd	3-Chapter 29 - Transport > 3.14-29.14 - Schedule 1 - Road Classification	Oppose	That the road classification is amended for McBride Street to be a local road.	Reject
2538.80			NZ Transport Agency	3-Chapter 29 - Transport > 3.14-29.14 - Schedule 1 - Road Classification > 3.14.1-Schedule 1 - State Highways	Oppose	That Schedule 29.1 is amended to change "Remarkables View" to a local road name.	Accept

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2538.80	FS2760.81	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.14-29.14 - Schedule 1 - Road Classification > 3.14.1-Schedule 1 - State Highways	Support	That the submission is supported generally.	Accept
2538.81			NZ Transport Agency	3-Chapter 29 - Transport > 3.14-29.14 - Schedule 1 - Road Classification > 3.14.1-Schedule 1 - State Highways	Oppose	That Schedule 29.1 is amended to change State Highway 8 under Luggate to State Highway 8A	Accept
2538.81	FS2760.82	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.14-29.14 - Schedule 1 - Road Classification > 3.14.1-Schedule 1 - State Highways	Support	That the submission is supported generally.	Accept
2239.11			QLDC Chief Executive - submitting on behalf of Queenstown Lakes District Council	3-Chapter 29 - Transport > 3.14-29.14 - Schedule 1 - Road Classification > 3.14.3-Schedule 1 - Collector Roads	Oppose	That Schedule 29.1 be amended to make it clear that the whole of the Wanaka-Mt Aspiring road is a Collector Road, as per the road classification maps.	Accept
2349.13			Sean McLeod	3-Chapter 29 - Transport > 3.14-29.14 - Schedule 1 - Road Classification > 3.14.3-Schedule 1 - Collector Roads	Support	That the classification of Goldfields heights as a collector road is accepted.	Accept
2078.14		Active Transport Wanaka	Active Transport Wanaka	3-Chapter 29 - Transport > 3.15-29.14 - Road Classification Maps	Other	Add the Active Transport Wanaka planning maps to the maps in 29.14	Reject
2369.4			Frankton Community Association	3-Chapter 29 - Transport > 3.15-29.14 - Road Classification Maps > 3.15.13-29.14 - Road Classification Map - Frankton, Quail Rise & Lake Hayes Estate	Support	that the classification of McBride Street as a Collector Road be approved.	Accept
2335.13		Southern Planning Group	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	3-Chapter 29 - Transport > 3.16-29.15 - Schedule 2 - Interpretation Diagrams	Oppose	That Diagram 5 in rule 29.15.5 is amended to include additional layout options, similar to those provided for in the Christchurch District Plan at Appendix 7.5.2 Figure 2.	Accept in part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2336.31		Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.16-29.15 - Schedule 2 - Interpretation Diagrams > 3.16.5-29.15.5 - Diagram 5 - Bicycle Parking Layout	Oppose	That additional layout options be included in 29.15.5 Diagram 5.	Accept in part
2040.6			Public Health South	3-Chapter 29 - Transport > 3.16-29.15 - Schedule 2 - Interpretation Diagrams > 3.16.8-29.15.8 - Diagram 8 - Access Design	Other	That the diagram is amended to demonstrate its application when dedicated cycle lanes are present.	Reject
2040.7			Public Health South	3-Chapter 29 - Transport > 3.16-29.15 - Schedule 2 - Interpretation Diagrams > 3.16.9-29.15.9 - Diagram 9 - Access Design	Other	That the diagram is amended to demonstrate its application when dedicated cycle lanes are present.	Reject
2538.82			NZ Transport Agency	3-Chapter 29 - Transport > 3.16-29.15 - Schedule 2 - Interpretation Diagrams > 3.16.9-29.15.9 - Diagram 9 - Access Design	Oppose	That the Diagram 9 is amended to state it is not suitable for State highways.	Reject
2538.82	FS2760.83	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.16-29.15 - Schedule 2 - Interpretation Diagrams > 3.16.9-29.15.9 - Diagram 9 - Access Design	Support	That the submission is supported generally.	Reject
2040.8			Public Health South	3-Chapter 29 - Transport > 3.16-29.15 - Schedule 2 - Interpretation Diagrams > 3.16.10-29.15.10 - Diagram 10 - Access Design	Other	That the diagram is amended to demonstrate its application when dedicated cycle lanes are present.	Reject
2040.9			Public Health South	3-Chapter 29 - Transport > 3.16-29.15 - Schedule 2 - Interpretation Diagrams > 3.16.11-29.15.11 - Diagram 11 - Sight Distance Measurement Diagram	Other	That the diagram is amended to demonstrate its application when dedicated cycle lanes are present.	Reject
2136.9		Savana Commercial Limited	GRB Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Other	Add a new definition that recognises worker accommodation.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2136.9	FS2739.9	Southern Planning Group	Ngai Tahu Property Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Support	That the submission is supported in its entirety.	Reject
2239.1			QLDC Chief Executive - submitting on behalf of Queenstown Lakes District Council	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Oppose	That the definition of transport infrastructure to be amended to include bike paths and cycle facilities including electric bicycle and vehicle charging stations.	Accept
2242.7			Department of Conservation	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Support	That the definition of 'Transport Infrastructure' be retained.	Accept
2242.8			Department of Conservation	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Oppose	That the definition of 'public amenities' be amended to include the wording 'public access easements and/or right of ways that provide access to public areas' or that information and directional signs be required for public access as a consequence of tenure review as a separate permitted activity rule.	Reject
2457.18			Paterson Pitts (Wanaka)	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Oppose	regarding chapter 29, submitter seeks for the inclusion of active transport facilities within the definition of Park and Ride	Accept in Part
2462.11		Remarkables Park Ltd	Queenstown Park Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Oppose	submitter opposes the definition of 'public water ferry service' and seeks the deletion of bullet point 3	Reject
2462.11	FS2752.5	Anderson Lloyd	Go Orange Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Support	That the relief sought by the submission is supported.	Reject
2462.11	FS2800.62	Anderson Lloyd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Support	That the submission is supported.	Reject
2462.11	FS2753.314	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Support	That the relief sought to delete the third bullet point 'is operated for the sole and primary purpose of tourism' from the definition of Public Water Ferry Service is supported.	Reject

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2462.11	FS2760.463	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Support	That the relief sought is supported.	Reject
2465.5		John Edmonds + Associates Ltd	RCL Henley Downs Ltd	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Not Stated	submitter seeks a definition of the term 'linear infrastructure'	Reject
2465.5	FS2760.468	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Support	That the relief sought is supported.	Reject
2466.35		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Oppose	Delete the definition of Public Water Ferry Services or amend it to include water taxi and water passenger transport services.	Reject
2466.35	FS2753.35	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Reject
2466.36		John Edmonds + Associates Ltd	Real Journeys Ltd	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Other	Define 'Linear infrastructure' or amend Policy 29.2.33	Accept in Part
2466.36	FS2753.36	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 is supported.	Accept in Part
2468.15		Remarkables Park Ltd	Remarkables Park Ltd	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Oppose	submitter rejects definition of "public water ferry service" and proposes a new definition	Reject
2468.15	FS2760.461	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Support	That the relief sought is supported.	Reject
2484.14		Burton Planning Consultants Ltd	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Oppose	Add a new definition 'vehicle control point' in relation to queuing lengths and service stations (relates to Submission point 2484.13).	Accept in Part

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Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2492.29		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Oppose	Delete the definition of Public Water Ferry Services or amend it to include water taxi and water passenger transport services.	Reject
2492.29	FS2760.229	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Support	That the relief sought is supported.	Reject
2492.30		John Edmonds + Associates Ltd	Cardrona Alpine Resort Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Other	Define 'Linear infrastructure' or amend Policy 29.2.33	Accept in Part
2492.30	FS2760.230	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Support	That the relief sought is supported.	Accept in Part
2494.33		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Oppose	Delete the definition of Public Water Ferry Services or amend it to include water taxi and water passenger transport services.	Reject
2494.33	FS2760.351	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Support	That the relief sought is supported.	Reject
2494.34		John Edmonds + Associates Ltd	Te Anau Developments Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Other	Define 'Linear infrastructure' or amend Policy 29.2.33	Accept in Part
2494.34	FS2760.352	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Support	That the relief sought is supported.	Accept in Part
2560.6		John Edmonds + Associates Ltd	Jade Lake Queenstown Ltd	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Other	That a definition be provided for "linear infrastructure"	Accept in Part
2575.13		John Edmonds + Associates Ltd	Queenstown Trails Trust	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Other	That the definition of Active Transport Network is amended to also refer to E-bikes.	Accept

Appendix 2 to the Section 42A Report - Chapter 29 Transport

Original Submission No	Further Submission No	Agent	Submitter	Provision	Position	Submission Summary	Planner Recommendation
2581.35		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Oppose	Delete the definition of Public Water Ferry Services or amend it to include water taxi and water passenger transport services.	Reject
2581.35	FS2753.190	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Reject
2581.36		John Edmonds + Associates Ltd	Go Orange Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Other	Define 'Linear infrastructure' or amend Policy 29.2.33	Accept in Part
2581.36	FS2753.191	John Edmonds & Associates Ltd	Queenstown Water Taxis Limited	3-Chapter 29 - Transport > 3.17-Chapter 29: Variation to Stage 1 PDP Chapter 2: Definitions	Support	That the relief sought to the objectives, policies and rules of Chapters 29, 25, 31 and 38 are supported.	Accept in Part
2538.84			NZ Transport Agency	3-Chapter 29 - Transport > 3.19-Chapter 29: Variation to Stage 1 PDP Chapter 21: Rural Zone	Support	That Rule 21.5.43A is accepted.	Accept
2538.84	FS2760.85	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.19-Chapter 29: Variation to Stage 1 PDP Chapter 21: Rural Zone	Support	That the submission is supported generally.	Accept
2538.85			NZ Transport Agency	3-Chapter 29 - Transport > 3.20-Chapter 29: Variation to Stage 1 PDP Chapter 12: Queenstown Town Centre	Support	That Rule 12.4.17 is accepted.	Accept
2538.85	FS2760.86	Anderson Lloyd	Real Journeys Limited	3-Chapter 29 - Transport > 3.20-Chapter 29: Variation to Stage 1 PDP Chapter 12: Queenstown Town Centre	Support	That the submission is supported generally.	Accept
Submissions allocated from Stage 1							
380.51			Villa delLago	9.2.6 Objective 6 (Note: appears to relate to Policy 9.2.6.7)		Stream 6 Residential. Reduction in parking in HDR, but where parking is provided, keep it within the building, underground and away from sight	Accept in Part - MPRs reduced but no rule requiring it to be out of view in all instances
380.51	FS1059.25		Erna Spijkerbosch	9.2.6 Objective 6 (Note: appears to relate to Policy 9.2.6.7)	Support	Stream 6 Residential	Accept in Part - MPRs reduced but no rule requiring it to be out of view in all instances

APPENDIX 3
Section 32 Report



**Queenstown Lakes District Proposed District Plan
Section 32 Evaluation
Stage 2 Components November 2017**

For:

Chapter 29 Transport

And consequential Variations to Proposed District Plan 26 August 2015:

**Chapter 2 Definitions
Chapter 12 Queenstown Town Centre
Chapter 21 Rural
Chapter 37 Designations
Planning Maps 1 to 41**

Report dated: 1 November 2017

File Reference: PDP Stage 2: Transport

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- Appendix 5.** An assessment of the zones in terms of their accessibility and the level of intensification anticipated by the zone.

1. EXECUTIVE SUMMARY

- 1.1. The Stage 2 Proposed District Plan Transport Chapter (**Transport Chapter**) is intended to manage the actual and potential adverse effects of transport on the environment and the effects of activities that occur within roads. The Transport Chapter applies to all the land notified in Stages 1 and 2 of the district plan review and to all roads within the District Plan, regardless of whether they adjoin land/ traverse through zoned land that is not within stages 1 or 2 of the District Plan.
- 1.2. The key transport-related issues facing the district are increasing road congestion; reduced liveability; roads that do not cater well for all modes of travel; land use patterns and parking requirements that affect the affordability of housing and enable the dispersal of employment, commercial, and community activities; and the inadequate provision of onsite parking, access, and loading in some situations.
- 1.3. To address these issues, the proposed Transport Chapter includes:
 - (i) Objectives and policies aimed at establishing a more connected transport network that caters for public transport, motorists, walkers, and cyclists and encourages increased travel by modes other than the private car;
 - (ii) rules that enable a less onsite parking in those zones where alternative modes of travel are available now or will be in the foreseeable future;
 - (iii) rules that enable council to consider a wide range of transport effects and mitigation measures when making decisions on developments and subdivisions that have the potential to generate large amounts of traffic (referred to as 'High Traffic Generating Activities' (**HTGAs**) in this report);
 - (iv) rules that enable a wide range of activities to occur within roads where these comply with standards;
 - (v) rules relating to access, parking, and loading that align with the QLDC Land development and Subdivision Code of Practice;
 - (vi) Code of Practice, relevant national standards, other legislation, best practice, and/ or common practice around NZ in order to avoid contradictory provisions to streamline processes wherever possible;
 - (vii) rules that enable public transport and Park and Ride facilities to be developed in appropriate locations and in an appropriate manner; and
 - (viii) an updated road classification (hierarchy) that reflects the current function of roads.
- 1.4. This report contains a number of technical terms and you are advised to consult the proposed chapter, which introduces definitions for many of these.

2. INTRODUCTION

- 2.1. Section 32 of the Act requires objectives in plan change proposals to be examined for their appropriateness in achieving the purpose of the Act, and the policies and methods of those proposals to be examined for their costs, benefits, efficiency, effectiveness and risk in achieving the objectives.
- 2.2. Transport activities can be an activity in their own right (e.g. a public transport facility) or are often an integral part of land use, subdivision, and development (e.g. the provision of onsite parking and access). In both instances, they can have adverse effects on the transport network, mobility options, landscape, nature conservation values and amenity values in both rural and urban locations that need to be managed.
- 2.3. The evaluation of the appropriateness of the Transport Chapter is based upon the following five issues
- (i) Issue 1 - Increasing road congestion and reduced liveability, amenity, and quality of living.
 - (ii) Issue 2 - Roads that are not laid out or designed in a manner that provide for all modes of transport and do not necessarily provide a quality of urban design appropriate to the location.
 - (iii) Issue 3 - The transport network and parking provisions prioritise travel by private vehicle with considerably less emphasis on alternative modes of travel.
 - (iv) Issue 4 - Localised congestion, safety, and amenity issues in discrete instances due to inadequate parking, access, and loading space being provided onsite.
 - (v) Issue 5 – In some instances, on-site parking requirements and zoning contribute to unaffordable housing through increased development costs and reduced developable area; and enable the dispersal of employment, commercial, and community activities.
- 2.4. This District Wide Transport Chapter applies to all land notified in Stage 1¹ of the Proposed District Plan on 26 August 2015, and all additional land notified in Stage 2. This land collectively forms the geographic area currently subject to Volume A of the District Plan. The District Wide Transport Chapter applies to all land identified as Stage 1 and Stage 2 land on the Planning Maps attached to the Stage 2 notification bundle.
- 2.5. For clarity, **Table 1** below identifies the land area (generally described by way of zone) and various components of the PDP that together comprise Volume A of the District Plan at Stage 2 of the District Plan review as it relates to the Transport Chapter (29). All other land within the District continues to fall into Volume B of the District Plan.

¹ With the exception of land formally withdrawn from the PDP (Plan Change 50 Queenstown Town Centre extension, Plan Change 41 Peninsula Bay North, Plan Change 45 Northlake Special Zone, Plan Change 46 Ballantyne Road Industrial and Residential extension).

Table 1. District Plan Volume A components, showing proposed new Stage 2 components related to the Transport Chapter.

Volume A of the PDP	
Stage 1 Proposed District Plan 26 August 2015	Stage 2 As it relates to the Transport Chapter only
Introduction	
1. Introduction 2. Definitions	<ul style="list-style-type: none"> . New Stage 2 definitions . Variation to Stage 1 Definitions Chapter 2, as related to Stage 2 Transport components.
Strategy	
3. Strategic Direction 4. Urban Development 5. Tangata Whenua 6. Landscapes	
Urban Environment	
7. Low Density Residential 8. Medium Density Residential 9. High Density Residential 10. Arrowtown Residential Historic Heritage Management Zone 11. Large Lot Residential 12. Queenstown Town Centre* (part withdrawn) 13. Wanaka Town Centre 14. Arrowtown Town Centre 15. Local Shopping Centres 16. Business Mixed Use Zone 17. Queenstown Airport Mixed Use Variation 1: Arrowtown Design Guidelines 2016	<ul style="list-style-type: none"> . Variation to Stage 1 Queenstown Town Centre
Rural Environment	
21. Rural Zone 22. Rural Residential and Lifestyle 23. Gibbston Character Zone	<ul style="list-style-type: none"> . Variation to Stage 1 Rural Zone
District Wide Matters	
26. Historic Heritage 27. Subdivision and Development 28. Natural Hazards 30. Energy and Utilities 32. Protected Trees 33. Indigenous Vegetation and Biodiversity 34. Wilding Exotic Trees 35. Temporary Activities and Relocated Buildings 36. Noise 37. Designations	<ul style="list-style-type: none"> . Stage 2 Transport Chapter 29.
Special Zones	
41. Jacks Point 42. Waterfall Park 43. Millbrook	

3. BACKGROUND

District Plan Review

- 3.1. The review of the Operative District Plan (ODP) is being undertaken in stages. Stage 1 commenced in April 2014 and was publicly notified on 26 August 2015. Hearings on Stage 1 components comprising ten individual hearing streams for 33 chapters, 1 variation² and three separate hearing streams for rezoning requests and mapping annotations³ were held from March 2016 to September 2017.
- 3.2. On 29 September 2016 the Council approved the commencement of Stage 2 of the review of the ODP. As part of the 29 September 2016 resolutions, the Council addressed what the plan outcome would be at the end of the partial review. It approved the separation of the District Plan into two volumes, Volume A and Volume B. Volume A (at the point in time of notification of Stage 2) consists of the Proposed District Plan chapters notified in Stages 1 and 2 of the proposed District Plan, which includes variations to Stage 1, and all the land as identified in the Planning Maps forming the Stage 2 notification bundle, as discussed above.
- 3.3. All other land currently forms Volume B of the District Plan. This includes zones that have not yet been reviewed and notified (i.e. Township Zone, Industrial A and B Zones, Rural Visitor Zone), land that has been withdrawn from the district plan review (i.e. the land subject to Plan Changes 46 - Ballantyne Road Industrial and Residential extensions, 50 - Queenstown Town Centre extension and 51 – Peninsula Bay North) and the Frankton Flats B Special Zone and the Remarkables Park Special Zone. All Volume B land is subject to the ODP with the exception that any land that is a 'road' by definition in the PDP and which traverses through Volume B land is subject to the provisions in Chapter 29 that relate to roads.
- 3.4. In summary, this Transport Chapter 29 will apply to:
- (i) Volume A – all zones and roads
 - (ii) Volume B – all roads, but not zones. Activities undertaken outside of roads in a Volume B zone are subject to the provisions of Volume B.

Transport

- 3.5. The Operative District Plan (ODP) transport provisions became operative in 2003. Other than the addition of provisions relating specifically to new zones that have been added to the District Plan since that time, the only district wide changes to the chapter related to residential and visitor accommodation carparking in the Low Density Residential and High Density Residential zones (plan change 8), and to access widths in relation to these zones (plan change 6). Both

² Variation 1 – Arrowtown Design Guidelines 2016

³ Ski Area Sub Zones, Upper Clutha Area and the Queenstown Area (excluding the Wakatipu Basin).

these plan changes became operative in 2009. In summary, the chapter has not been comprehensively reviewed for some 15 years.

Jurisdictional Matters

- 3.6. No decisions have been made on the Proposed District Plan 2015 (Stage 1 and Variation 1) at the time of notification of Stage 2, and therefore this Stage 2 Transport Chapter cannot anticipate what Panel recommendations and subsequently the Council's decision might be, in terms of notifying zone-specific standards. The chapter therefore refers to PDP chapters/zones as notified in Stage 1 and any statutory changes made since notification⁴.
- 3.7. Therefore, for instance, the removal of various definitions (which the transport chapter relies on) in the Council officers' post-hearing reply version of Chapter 2 Definitions has been disregarded and it has been assumed that those definitions will continue to exist in the PDP.
- 3.8. This is a consequence of the staged approach to the review, and can be addressed either through interested parties lodging a submission, or the Council itself lodging a submission on the Stage 2 Transport Chapter 29 to ensure the Stage 2 Transport Chapter 29 ultimately includes any necessary definitions or standards for any new zones or issues, included in the PDP by Council Stage 1 decisions. It is acknowledged that before any submission by Council on the Stage 2 components is lodged, it will need to be passed by a resolution of Council.
- 3.9. Although a decision on provisions is not yet available for Stage 1 of the review, the notified and reply versions of the provisions are indicative of council's strategic approach to the management of land use and development, and the achievement of Part 2 of the RMA.
- 3.10. The 'hierarchy' within the plan (established by the strategic chapters 3-6) means that the lower order zones and chapters need to achieve the higher order objectives and policies. The objectives subject to this s32 analysis for the Transport Chapter are considered to be the most appropriate way of achieving the purpose of the Act, also having regard to the Stage 1 provisions and the strategic hierarchy of the PDP.

4. PURPOSE OF THE REPORT

- 4.1. Section 32 of the Resource Management Act 1991 ('the Act' or 'the RMA') requires objectives in plan change proposals to be examined for their appropriateness in achieving the purpose of the Act, and the policies and methods of those proposals to be examined for their efficiency, effectiveness and risk in achieving the objectives (MFE, 2014). This report fulfils the obligations

⁴ For instance, Variation 1 Arrowtown Design Guidelines, withdrawal of land subject to PC 46, PC 50 and PC 51.

of the Council under section 32 of the Act. The analysis set out below (within sections 14 to 16) should be read together with the reports attached to and referred to in that evaluation, the Proposed Transport Chapter 29, and the various documents that are included in the PDP by reference in that chapter.

4.2. This report provides an analysis of the key issues, objectives and the policy response for the Transport chapter of the PDP under the following headings:

- an overview of the applicable **Statutory Policy Context** (Section 6);
- a description of the **Non-Statutory Context** (strategies, studies and community plans), which have informed the proposed provisions (Section 7);
- a description of the **Issues with the Operative District Plan (ODP)** and the **Resource Management Issues**, which provide the driver for the proposed provisions (Sections 8 and 9);
- A **level of detail** that corresponds to the scale and significance of the environmental, economic, social and cultural effects that are anticipated from the implementation of the proposal (Section 32(1)(c) of the RMA) (Section 10);
- an **Evaluation** against Section 32(1)(a) and Section 32(1)(b) of the Act (Sections 11 and 12), that is
 - Whether the objectives are the most appropriate way to achieve the RMA's purpose (Section 32(1)(a) of the RMA);
 - Whether the provisions (policies and methods) are the most appropriate way to achieve the objectives (Section 32(1)(b) of the RMA), including:
 - identifying other reasonably practicable options for achieving the objectives,
 - assessing the efficiency and effectiveness of the provisions in achieving the objectives; and
 - summarising the reasons for deciding on the provisions; and
- Consideration of **Risk** (Section 13).

5. CONSULTATION

5.1. The development of the Transport chapter has built on previous public consultation that was undertaken to develop many of the transport strategies and business cases identified in Appendix 1 of this report.

5.2. In addition:

- (i) a meeting was held with private sector traffic engineers to gauge their key concerns and gather comments and ideas for improvements;
- (ii) all transport related submissions on Stage 1 of the District Plan review were consolidated and considered;
- (iii) an 'all of council' internal project team was established and several meetings were held;
- (iv) meetings were held with New Zealand Transport Agency and the draft chapter provided to the Agency for comment;
- (v) written communication was sent to the Otago Regional Council; and

(vi) written communication was sent to iwi authorities.

- 5.3. The RMA was amended in September 2017 to require that Councils engage with iwi authorities on draft plans and policy statements prior to notification (schedule 1 clause 4A) and consider iwi authority advice in Section 32 evaluation reports. An introductory letter, followed by the transport provisions of the PDP were sent to iwi authorities in late 2017 and no comments or advice has been received at the time of finalising this S 32 evaluation report.

6. STATUTORY POLICY CONTEXT

Resource Management Act 1991 (RMA)

- 6.1. Section 5 sets out the purpose of the RMA, which requires an integrated planning approach and direction to promote the sustainable management of natural and physical resources. Guidance as to how the overall sustainable management purpose is to be achieved is provided in the other sections, including sections 6, 7 and 8 of Part 2 of the RMA:

5 Purpose

- (1) *The purpose of this Act is to promote the sustainable management of natural and physical resources.*

(2) In this Act, sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—

- (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
(b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
(c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.

- 6.2. Section 6 of the RMA sets out a number of matters of national importance. Insofar as transport activities can occur in any location in the district, all of Section 6 is potentially applicable depending on the location of the transport activity taking place.
- 6.3. The assessment contained within this report considers the proposed provisions in the context of advancing the purpose of the RMA to achieve the sustainable management of natural and physical resources.
- 6.4. The Queenstown Lakes District is one of the fastest growing areas in New Zealand and recent estimates (refer to more detail in the Stage 1 Strategic Directions Section 32 report) predict that the District will continue to experience significant population growth over the coming years, off the back of strong forecasted growth in visitors, migration into the district and natural population increases. A strategic policy approach is essential to manage future growth pressures and the management of the transport system is important to enable growth while providing for positive effects and mitigating adverse effects.

- 6.5. Transportation is a key element of all activities in that almost all use and development of natural resources involves transporting people, goods, and services from one place to another which, in turn, requires that vehicles then need to be parked, moored, or otherwise stored either short or long term along the network. Providing for a safe and efficient transport network which encourages cycling, walking, and public transport as well as private car travel is a key element in enabling people to provide for their social, economic, and cultural well-being and for their health and safety in a sustainable manner.
- 6.6. The transportation of people, goods, and services; the need to enable the provision of appropriate space to park and manoeuvre vehicles on both private and public land; and the form and function of the road network and active and public transport all have distinct effects on the environment. Transportation is a key driver of the District's economy and a key determinant of the spatial layout, density, urban design quality, and economic efficiency/ performance of the District. The transport provisions of the District Plan are a key determinant of the development capacity, the feasibility of development, and how developments and subdivisions are ultimately designed. As such, existing inefficiencies with the existing transport network and a heavy reliance on private car travel within the district are key resource management issues, which need to be better addressed through the District Plan in order to achieve the purpose of the RMA.
- 6.7. Section 7 lists "other matters" that Council shall have particular regard to. Those that are most relevant to the Transport Chapter are:
- (b) the efficient use and development of natural and physical resources:*
 - (c) the maintenance and enhancement of amenity values:*
 - (f) maintenance and enhancement of the quality of the environment:*
 - (g) any finite characteristics of natural and physical resources:*
 - (i) the effects of climate change:*
- 6.8. Section 8 requires that Council take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi). The principles as they relate to resource management derive from Te Tiriti o Waitangi itself and from resource management case law and practice. They can be summarised as follows:
- (a) That there must be active protection of the partnership between the two parties;
 - (b) That there is an obligation to act with reasonableness and good faith, with both parties being prepared to compromise;

- (c) That dialogue and consultation will be the main way in which to give effect to the three principles outlined above.

6.9. The drafting of the Transport chapter has taken Section 8 into account.

6.10. Section 31 of the RMA states (relevant areas underlined to emphasise the provisions relevant to this evaluation):

31 Functions of territorial authorities under this Act

(1) Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district:

(a) the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district:

(aa) the establishment, implementation, and review of objectives, policies, and methods to ensure that there is sufficient development capacity in respect of housing and business land to meet the expected demands of the district:

(b) the control of any actual or potential effects of the use, development, or protection of land, including for the purpose of—

(i) the avoidance or mitigation of natural hazards; and

(ii) the prevention or mitigation of any adverse effects of the storage, use, disposal, or transportation of hazardous substances; and

(iia) the prevention or mitigation of any adverse effects of the development, subdivision, or use of contaminated land:

(iii) the maintenance of indigenous biological diversity:

(c) [Repealed]

(d) the control of the emission of noise and the mitigation of the effects of noise:

(e) the control of any actual or potential effects of activities in relation to the surface of water in rivers and lakes:

(f) any other functions specified in this Act.

(2) The methods used to carry out any functions under subsection (1) may include the control of subdivision

6.11. Consistent with the intent of Section 31, the proposed provisions of the Transport Chapter enable an integrated approach to the management of transport-related issues and effects at the time of subdivision and development.

6.12. The Council's management of transport in proposed Chapter 29 is integrated with and complementary to the Otago Regional Council's functions pursuant to section 30 of the Act, associated with the following components of section 30.

Local Government Act 2002

6.13. Sections 14(c), (g) and (h) of the Local Government Act 2002 (**LGA**) are also of relevance in terms of policy development and decision making:

- (c) *when making a decision, a local authority should take account of—*
 - (i) *the diversity of the community, and the community's interests, within its district or region; and*
 - (ii) *the interests of future as well as current communities; and*
 - (iii) *the likely impact of any decision on the interests referred to in subparagraphs (i) and (ii):*
- (g) *a local authority should ensure prudent stewardship and the efficient and effective use of its resources in the interests of its district or region, including by planning effectively for the future management of its assets; and*
- (h) *in taking a sustainable development approach, a local authority should take into account—*
 - (i) *the social, economic, and cultural interests of people and communities; and*
 - (ii) *the need to maintain and enhance the quality of the environment; and*
 - (iii) *the reasonably foreseeable needs of future generations*

6.14. As with Part II of the RMA, the provisions emphasise a strong intergenerational approach, considering not only current environments, communities and residents but also those of the future. They demand a future focussed policy approach, balanced with considering current needs and interests. Like the RMA, the provisions also emphasise the need to take into account social, economic and cultural matters in addition to environmental concerns.

6.15. Section 14 of the LGA is relevant in that in the context of determining appropriate transportation provisions, it requires that, the Council:

- take account of whether the provisions provide transport choices that are safe, efficient, and affordable for the whole community;
- take account of how the provisions are likely to impact on the social, economic, and cultural interests of the wider community and future generations; and
- manage the efficient and effective use of its existing and future roading, parking areas, and foreshore/ water-based transport facilities; now and into the future.

6.16. Notably, public infrastructure planning and funding (including transport provision) is managed under both the LGA and Land Transport Management Act (2003) (**LTMA**).

Relevant National Policy Statements

6.17. When preparing district plans, district councils must give effect to any National Policy Statement (NPS). Government has produced the following five National Policy Statements that are in effect:

- National Policy Statement on Urban Development Capacity 2016;
- National Policy Statement for Freshwater Management 2014;
- National Policy Statement for Renewable Electricity Generation 2011;
- National Policy Statement on Electricity Transmission 2008; and
- New Zealand Coastal Policy Statement 2010.

- 6.18. The National Policy Statements that are of most relevance to transport are the National Policy Statement on Urban Development Capacity 2016 (**NPS-UDC**).
- 6.19. The NPSUDC contains several objectives that are relevant to transport provisions in district plans. First, it directs decision-makers to plan for “urban environments that have sufficient opportunities for the development of housing and business land to meet demand, and which provide choices...” (OA2) and “urban environments that, over time, develop and change in response to the changing needs of people and communities and future generations.” (OA3).
- 6.20. These objectives highlight the importance of providing sufficient development capacity to meet future demand, including demands for change. If transport provisions limit development opportunities, they may conflict with this objective.
- 6.21. The NPSUDC also directs decision-makers to plan for “urban environments where land use, development, development infrastructure and other infrastructure are integrated with each other” (OD1). This objective highlights the importance of ensuring that land use and development integrates with the wider transport system and that transport provisions provide for the development of new infrastructure to support development.
- 6.22. The proposed provisions relating to transport are considered to give effect to NPSUDC objectives and associated policies Through providing a framework that ensures that land use and infrastructure will be better integrated and that future planning for the transportation network takes account of and facilitates urban development.

Resource Management National Environmental Standards Regulations (NES)

- 6.23. National Environmental Standards (NES) are regulations made under the RMA that prescribe standards for specific activities. An NES overrides any district plan, unless otherwise stated within the NES. Section 44(7) of the RMA states that every local authority and consent authority must observe national environmental standards.
- 6.24. Section 43A (5) of the RMA states:
- (5) *If a national environmental standard allows an activity and states that a resource consent is not required for the activity, or states that an activity is a permitted activity, the following provisions apply to plans and proposed plans:*
 - (a) *a plan or proposed plan may state that the activity is a permitted activity on the terms or conditions specified in the plan; and*
 - (b) *the terms or conditions specified in the plan may deal only with effects of the activity that are different from those dealt with in the terms or conditions specified in the standard; and*
 - (c) *if a plan’s terms or conditions deal with effects of the activity that are the same as those dealt with in the terms or conditions specified in the standard, the terms or conditions in the standard prevail.*
- 6.25. There are currently 5 NES in effect:

- National Environmental Standards for Air Quality
- National Environmental Standard for Sources of Drinking Water
- National Environmental Standards for Telecommunication Facilities
- National Environmental Standards for Electricity Transmission Activities
- National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health

6.26. In addition, the NES on Plantation Forestry has recently been developed and comes into effect on 1 May 2018. Amendments to the NES for Assessing and Managing Contaminants in Soil are also due to be gazetted in 2018.

6.27. To the extent that telecommunication facilities are often located within roads, the NES is of some, although minor, relevance to the transport chapter but given that the rules relating to these facilities sit wholly within the Stage 1 Energy and Utilities Chapter 30 of the PDP, it is not necessary to discuss it further in this S32 evaluation.

Iwi Management Plans

6.28. When preparing or changing a district plan, Section 74(2A)(a) of the RMA states that Councils must take into account any relevant planning document recognised by an iwi authority and lodged with the territorial authority, to the extent that its content has a bearing on the resource management issues of the district.

The Cry of the People, Te Tangi a Tauria: Ngāi Tahu ki Murihiku Natural Resource and Environmental Iwi Management Plan 2008 (MNRMP 2008)

6.29. Relevant to transport issues:

- Section 3.1.1 contains policies in relation to climate change;
- Section 3.4.4 contains policies relating to tourism and the need to consider Transport options for managing visitor and the need for a coordinated approach to infrastructure
- Section 3.4.8 identifies the increased pressure to improve transport networks (land and air) throughout high country and foothill landscapes for development purposes as a tourism related issue and a policy that timely consultation occurs between tangata whenua and developers in relation to such matters;
- Section 3.5.7 relates to Subdivision and Development and includes policies requiring that subdivision proposals provide evidence of long term planning and cumulative effects assessment, and recommending that developers consult with Ngāi Tahu ki Murihiku with regard to providing Ngāi Tahu names for new roads and areas created by subdivision.

Kāi Tahu ki Otago Natural Resource Management Plan 2005 (KTKO NRMP 2005)

- 6.30. Relevant to transport issues, Part 5.6.2 relating to Cultural Landscape identifies the “extension and maintenance of infrastructure (e.g. transport, telecommunications)” as a general issue that can affect cultural landscapes. Other than that, it does not contain any objectives or policies that relate directly to the issue of transport.
- 6.31. The proposed Transport Chapter is consistent with, and gives effect to, the relevant operative RPS provisions.

Regional Policy Statements

Operative Regional Policy Statement 1998

- 6.32. Section 74 of the Act requires that a district plan prepared by a territorial authority must “give effect to” any operative Regional Policy Statement. The operative Otago Regional Policy Statement 1998 (**RPS**) is the relevant regional policy statement to be given effect to within the District Plan.
- 6.33. The RPS includes Policy 9.5.3⁵ and Policy 12.5.3⁶ to promote and encourage the sustainable management of Otago’s transport network and to promote improved energy efficiency through encouraging energy efficient transport modes in Otago.
- 6.34. The RPS also includes policy 9.5.2⁷ which, while not directly related to transport, is relevant in that it promotes and encourages the efficient development and use of Otago’s infrastructure, which would include its roading network.
- 6.35. The proposed Transport Chapter is consistent with, and gives effect to, the relevant operative RPS provisions.

Proposed Regional Policy Statement 2015

⁵ “Promote and encourage the sustainable management of Otago’s transport network through:

- (a) Promoting the use of fuel efficient modes of transport; and
- (b) Encouraging a reduction in the use of fuels which produce emissions harmful to the environment; and
- (c) Promoting a safer transport system.”

⁶ “Promote improved energy efficiency within Otago through encouraging energy efficient transport modes in Otago”.

⁷ “To promote and encourage efficiency in the development and use of Otago’s infrastructure, which would include its roading network.

- (a) Encouraging development that maximises the use of existing infrastructure while recognising the need for more appropriate technology; and
- (b) Promoting co-ordination amongst network utility operators in the provision and maintenance of infrastructure; and
- (c) Encouraging a reduction in the use of non-renewable resources while promoting the use of renewable resources in the construction, development and use of infrastructure; and
- (d) Avoiding or mitigating the adverse effects of subdivision, use and development of land on the safety and efficiency of regional infrastructure.”

- 6.36. Section 74(2) of the RMA requires that a district plan prepared by a territorial authority shall "have regard to" any proposed regional policy statement.
- 6.37. The Proposed Otago Regional Policy Statement (**PRPS**) was notified for public submissions on 23 May 2015, and decisions on submissions were released on 1 October 2016. The majority of the provisions of the Decisions Version have been appealed and mediation is currently taking place. Accordingly, limited weight can be provided to the Decisions Version of the PRPS at this time, however it is unlikely that this will be the case when decisions on these transport provisions are made. The provisions of PRPS are relevant in highlighting the direction given to local authorities managing the potential adverse effects relating to transport. The following is based on the PRPS Decision version: 1 October 2016.
- 6.38. Objective 4.4 (sustainability of energy supplies to Otago's communities) includes Policy 4.4.6. This policy is to enable energy efficient and sustainable transport through encouraging compact and well integrated urban areas; well-connected integrated transport infrastructure in urban areas; prioritising walking, cycling, and public transport, where appropriate; having high design standards for pedestrian and cyclist safety and amenity; and enabling the development or upgrade of transport infrastructure and associated facilities.
- 6.39. Objective 4.5 (Urban growth and development) includes policy 4.5.1. This policy is to manage urban growth and development in a strategic and co-ordinated way by, amongst other things, coordinating urban growth and development and the extension of urban areas with relevant infrastructure development programmes; providing infrastructure in an efficient and effective way; ensuring efficient use of land; and giving effect to the principles of good urban design. Relevantly, the principles of good urban design (cited in schedule 5 of the **PRPS**) include transport networks that are safe, legible, attractive and well connected; the impact of design on people's health; providing for public transport, roading, cycling and walking networks that are integrated with each other and the land uses they serve; prioritising walking, cycling and public transport; and maximising pedestrian connectivity.
- 6.40. These objectives and policies are to be given effect to by a range of methods including via District Plans (Method 4.1). None of the more detailed methods specified in the **PRPS** are relevant to the transport chapter.
- 6.41. Regard has been had to the PRPS and, to the extent it is relevant, the proposed Transport Chapter is consistent with it.

Regional Plans

Otago Southland Regional Land Transport Plans 2015-2021

- 6.42. The Otago Regional Land Transport Plan 2015–2021 (combined with Southland’s Plan) sets out how the local authorities and the NZ Transport Agency (**NZTA**) intend to achieve their vision for transport in the future through funding and providing transport services and infrastructure. The plan sets out objectives and policies⁸ aimed at ensuring the region has a transport system that delivers appropriate levels of service, minimises congestion, provides active transport and public transport that are affordable and appropriate to function, and supports a choice of safe modes and the integration of these modes.
- 6.43. The combined plan then lists and prioritises all the activities and projects recommended by the Otago and Southland Regional Transport Committees (the RTCs) for funding from the National Land Transport Fund (NLTF) administered by the NZ Transport Agency (NZTA). Projects include transport planning, physical projects and walking, cycling, and public transport improvements and for each project, a cost, description, and reason for recommended priority are provided.
- 6.44. The technical note entitled “National and Regional Policy Context” attached to this S32 report as **Appendix 2** provides more detail on this Plan.

Regional Public Transport Plan: Otago 2014, including Addendum: Wakatipu Basin – May 2017

- 6.45. The Regional Public Transport Plan: Otago 2014 and its addendum Wakatipu Basin 2017 (**RPTP**) outline the current public transport situation in the Otago region, and the strategic direction and objectives for public transport in the region, and the programme of projects to achieve the objectives. The **RPTP** outlines a fundamental shift in the approach to public transport services in the region, anticipating more certainty over routes, reduced travel times, more regular frequencies, the application of national standards for buses, and simplification of the fare structure. The technical note entitled “National and Regional Policy Context” attached to this S 32 report as **Appendix 2** provides more detail on this.
- 6.46. In summary, the proposed Transport Chapter is consistent with, and gives effect to these regional plans.

Notified Proposed District Plan (PDP) 26 August 2015

- 6.47. The following objectives and policies of Stage 1 of the notified PDP (Part 2 Strategic) are relevant to transport, and the PDP Transport Chapter needs to take these into account as a means to achieve the higher order objectives and policies of the plan (in addition to Part 2).

⁸ Objectives 2.1, 2.2, 2.3, 4.1, 4.2, 4.3, and Policies 2.11, 2.19, 2.22, 2.23, 4.1, 4.2, 4.3, 4.10 - 4.18, and Policy 4.26

Strategic Direction Chapter 3

Objective 3.2.2.1 Ensure urban development occurs in a logical manner:

- **to promote a compact, well designed and integrated urban form;**
- **to manage the cost of Council infrastructure; and**
- **to protect the District's rural landscapes from sporadic and sprawling development.**

Policies

...

3.2.2.1.3 Manage the form of urban development within the UGBs ensuring:

- *Connectivity and integration with existing urban development;*
- *Sustainable provision of Council infrastructure; and*
- *Facilitation of an efficient transport network, with particular regard to integration with public and active transport systems*

3.2.2.1.4 Encourage a higher density of residential development in locations close to town centres, local shopping zones, activity centres, public transport routes and non-vehicular trails

Objective 3.2.4.8 - Respond positively to Climate Change.

Policies

3.2.4.8.1 Concentrate development within existing urban areas, promoting higher density development that is more energy efficient and supports public transport, to limit increases in greenhouse gas emissions in the District.

6.48. The Transport Chapter achieves these objectives and policies by providing more detailed objectives and policies, together with methods, that are well aligned to Strategic Directions of the Stage 1 PDP, as notified.

Urban Development Chapter 4:

Objective 4.2.1 - Urban development is coordinated with infrastructure and services and is undertaken in a manner that protects the environment, rural amenity and outstanding natural landscapes and features.

4.2.1.3 Encourage a higher density of residential development in locations that have convenient access to public transport routes, cycleways or are in close proximity to community and education facilities.

4.2.1.4 Development enhances connections to public recreation facilities, reserves, open space and active transport networks

Objective 4.2.3 – Within Urban Growth Boundaries, provide for a compact and integrated urban form that limits the lateral spread of urban areas, and maximises the efficiency of infrastructure operation and provision.

Policies

4.2.3.1 Provide for a compact urban form that utilises land and infrastructure in an efficient and sustainable manner, ensuring:

- *connectivity and integration;*
- *the sustainable use of public infrastructure;*
- *convenient linkages to the public and active transport network; and*

- *housing development does not compromise opportunities for commercial or community facilities in close proximity to centres.*

4.2.3.2 *Enable an increased density of residential development in close proximity to town centres, public transport routes, community and education facilities.*

...

4.2.3.4 *Urban development occurs in locations that are adequately serviced by existing public infrastructure, or where infrastructure can be efficiently upgraded.*

4.2.3.5 *For urban centres where Urban Growth boundaries apply, new public infrastructure networks are limited exclusively to land within defined Urban Growth boundaries.*

4.2.3.6 *Development improves connections to recreational and community facilities, and enhances the amenity and vibrancy of urban areas*

...

Queenstown

4.2.4 Objective - Manage the scale and location of urban growth in the Queenstown Urban Growth Boundary.

Policies

4.2.4.1 *Limit the spatial growth of Queenstown so that:*

...

- *residential settlements become better connected through the coordinated delivery of infrastructure and community facilities*
- *transport networks are integrated and the viability of public and active transport is improved*
- *the provision of infrastructure occurs in a logical and sequenced manner*

4.2.4.2 *Ensure that development within the Queenstown Urban Growth Boundary:*

...

- *provides a diverse supply of residential development to cater for the needs of residents and visitors*
- *provides increased density in locations close to key public transport routes and with convenient access to the Queenstown Town Centre*
- *Provides infill development as a means to address future housing demand*
- *Maximises the efficiency of existing infrastructure networks and avoids expansion of networks before it is needed for urban development*
- *Supports the coordinated planning for transport, public open space, walkways and cycleways and community facilities*
- *Does not diminish the qualities of significant landscape features*

6.49. The PDP encourages consolidation of urban growth within the urban growth boundaries and existing settlements and recognises that, integral to this is the sustainable, efficient, logical, and sequenced use and development of infrastructure; increased density; connectivity and integration; convenient linkages and connections; integrated transport networks; and the provision of infrastructure.

6.50. The Transport Chapter achieves these objectives and policies by providing more detailed objectives and policies, together with methods, that are well aligned to urban development chapter of the Stage 1 PDP, as notified.

Tangata Whenua Chapter 5

Objective 5.4.3 *Protect Ngāi Tahu taonga species and related habitats.*

Policies

5.4.3.1 *Where adverse effects on taonga species and habitats of significance to Ngāi Tahu cannot be avoided, remedied or mitigated, consider environmental compensation as an alternative.*

Objective 5.4.5 *Wāhi tūpuna and all their components are appropriately managed and protected.*

Policies

5.4.5.1 *Identify wāhi tūpuna and all their components on the District Plan maps and protect them from the adverse effects of subdivision, use and development.*

5.4.5.2 *Identify threats to wāhi tūpuna and their components in this District Plan.*

5.4.5.3 *Enable Ngai Tahu to provide for its contemporary uses and associations with wāhi tūpuna.*

5.4.5.4 *Avoid where practicable, adverse effects on the relationship between Ngāi Tahu and the wāhi tūpuna.*

6.51. The Transport Chapter achieves these objectives and policies by imposing limitations on earthworks within roads and requiring accidental discovery protocols to be followed within areas that are of significance to Māori. Also, the Transport Chapter is structured so that any Sites of Significance to Maori and associated rules that are added to Chapter 26 (historic heritage) through subsequent stages of the PDP will apply to roads, in the same way they will to zoned land.

Landscapes Chapter 6

Objective 6.3.3 - *Protect, maintain or enhance the district's Outstanding Natural Features (ONF).*

Policies

6.3.3.1 *Avoid subdivision and development on Outstanding Natural Features that does not protect, maintain or enhance Outstanding Natural Features.*

6.3.3.2 *Ensure that subdivision and development in the Outstanding Natural Landscapes and Rural Landscapes adjacent to Outstanding Natural Features would not degrade the landscape quality, character and visual amenity of Outstanding Natural Features.*

Objective 6.3.4 - *Protect, maintain or enhance the District's Outstanding Natural Landscapes (ONL).*

Policies

6.3.4.1 *Avoid subdivision and development that would degrade the important qualities of the landscape character and amenity, particularly where there is no or little capacity to absorb change.*

Objective 6.3.5 - *Ensure subdivision and development does not degrade landscape character and diminish visual amenity values of the Rural Landscapes (RLC).*

Policies

6.3.5.1 *Allow subdivision and development only where it will not degrade landscape quality or character, or diminish the visual amenity values identified for any Rural Landscape.*

6.52. The landscape classifications, and therefore the above objectives and policies, will apply to transport infrastructure activities that occur within roads in the same way that they apply to zoned land. As such, while activity on a road in the rural area will not be subject to the rules of the rural chapter, any buildings located within roads associated with public transport facilities or public toilets will be subject to the rules in the rural chapter and any earthworks, utilities, or signs will be subject to those respective rules. Wherever consent is required and Council retains control or discretion over landscape effects, then the Part 6 objectives and policies will apply. All public transport facilities, park and ride, or other transport-related activities on zoned land will be subject to restricted discretionary activity consent/ the zone provisions and also to the Part 6 objectives and policies. As such, the Transport Chapter will support the management of the actual and potential adverse effects of transport activities where these could affect the District's landscape values.

Council Reply versions following hearings on submissions

6.53. Following the consideration of submissions and hearings, Council filed recommended reply versions of the PDP chapters, where changes were supported by Council officers appearing at the hearings. While these versions do not have any statutory status, they are important in the context of whether the Council's position on a matter has shifted from the notified PDP.

6.54. On the whole, it is considered that the reply provisions have not made any fundamental changes, which would affect the general approach of the proposed Transport Chapter. However, the reply version recommended that the following notified definitions be removed from the PDP:

- Backpacker Hostel
- Balcony
- Bar (Hotel or Tavern)
- Elderly Persons Housing Unit
- Health Care Facility
- Place of Assembly
- Place of Entertainment
- Rural Selling Place

6.55. In the event that the Council's decision on the Definitions Chapter (2) deletes these definitions from the Definitions Chapter (2) in accordance with Council's position and evidence, then the Transport Chapter may need to be amended and the definitions reinstated in order to avoid interpretation difficulties. If necessary, this will need to be undertaken either via submission or a Variation.

Relationship with other stage 1 and 2 district wide chapters

- 6.56. As it would apply to roads, the stage 1 Noise Chapter (36) permits sound from vehicles on public roads, imposes a noise limit on telecommunications within roads, requires construction noise to be in accordance with the relevant NZ Standard, and requires that vibration levels not exceed the relevant guideline with regard to noise. While the proposed chapter 29 provisions do not impose noise limits on activities other than construction within the road, no other permitted or controlled activities pose any significant threat from a noise perspective. As such, the rules as notified in the PDP are considered appropriate.
- 6.57. As it would apply to roads, the Signs Chapter (31) notified as part of Stage 2 of the PDP proposes a rule (31.5.23) that lists signs that are permitted on or above roads (with breaches to the rule requiring discretionary activity resource consent). In addition, proposed Rule 31.5.13, (which identifies off site signs as a discretionary activity), and proposed Rule 31.5.14, (which identifies hoardings as a prohibited activity), would also apply to roads. The proposed Signs Chapter also highlights that signs on Council land (including roads), irrespective of whether or not resource consent is required, will require approval of the Council as landowner. The proposed Signs Chapter is considered to manage any effects of signs on and above roads in an appropriate manner.
- 6.58. As it would apply to roads, the Earthworks Chapter (25) notified as part of Stage 2 of the PDP permits unlimited volumes and area of earthworks within roads (proposed rule 22.5.7), except where the road is identified as being within an Outstanding Natural Feature as defined on the Planning Maps. Earthworks within roads are also subject to the standards for earthworks (i.e. maximum area of earthworks (Rule 22.5.11) and accidental discovery of archaeological material (Rule 25.5.15), except Rules 25.5.16 and 25.5.17 height of cut and fill, as they apply to roads. The proposed Earthworks Chapter is considered to manage any effects of signs on and above roads in an appropriate manner.
- 6.59. As it would apply to roads, the stage 1 Temporary Activities and Relocated Buildings Chapter (35) permits any temporary filming without limitation and temporary events up to a certain scale. Consistent with events located on zoned land, such events need not comply with noise limits, although on zoned land, they need to comply with night time noise limits in most instances. Given the existing processes in place to control effects of these two activities on roads, the above-mentioned Signs Chapter rule 31.5.23(d) permitting signs associated with these activities, and the importance of both activities to the economic and social and cultural wellbeing of the community, the approach is considered to be appropriate.
- 6.60. As it would apply to roads, the stage 1 Utilities and Renewable Energy chapter (30) permits or imposes controls on utilities that are likely to occur on roads, including applying additional constraints on ONLs and other sensitive areas. The Utilities and Renewable Energy chapter is considered suitable to manage any effects of utilities on roads in an appropriate manner.

- 6.61. As it would apply to roads, the stage 1 Heritage chapter (26) contains heritage rules, heritage precincts, and heritage landscape overlays and the wording does not require there to be an underlying zone. E.g. heritage items exist on roads, and heritage precincts and landscapes span the roads. Many listed historic heritage items, such as bridges, are within roads. As such, it is considered that the chapter appropriately manages any effects that activities within roads may have on heritage values in an appropriate manner.
- 6.62. As it would apply to roads, the stage 1 Natural Hazards chapter (28) establishes objectives and policies, which will apply to all parts of the District, including roads, and irrespective of whether a zone applies.
- 6.63. As it would apply to roads, the Wilding Exotic Trees Chapter (34) covers all land irrespective of whether it is zoned. This is appropriate.
- 6.64. As it would apply to roads, the Indigenous Vegetation and Biodiversity Chapter (33) covers all land irrespective of whether the land is zoned and specifically references 'roads'. This is appropriate.
- 6.65. As it would apply to roads, the Protected Trees Chapter (32) provides objectives, policies, and rules in relation to scheduled protected trees, scheduled character trees in the Arrowtown Residential Historic Management Zone, and unscheduled trees on streets within the Arrowtown Residential Historic Management Zone. This is appropriate.

7. NON-STATUTORY CONTEXT

- 7.1. Many Councils throughout the country, along with NZTA⁹ have developed guidelines on Integrated Transport Assessments, street and road designs, and the design of public transport facilities, which are intended to supplement the provisions in the District Plan and improve their effectiveness. Many also have active and public transport network plans, which identify the key routes such that this can be referred to when deciding on the most appropriate design for a new or existing road; whether to install new public transport infrastructure as part of a development; and whether a development needs to contribute cycle and walking paths and the location and form of those.
- 7.2. Section 3 of the Council's Land Development and Subdivision Code of Practice 2015 (**Code of Practice/ COP**) guides the design of roads and accesses based on the anticipated function and traffic volumes and this is referred to in both the proposed Transport Chapter (29) and

⁹ <http://www.nzta.govt.nz/assets/resources/research/reports/422/docs/422.pdf>

Subdivision Chapter (27). However, it lacks any detailed guidance on the design and location of public transport or cycling infrastructure and the types of design measures that would assist in achieving the target speeds outlined in the Code of Practice. The Code of Practice is currently being updated but, at this stage, it is not known whether it will provide further detailed guidance on these matters.

- 7.3. The QLDC Subdivision Design Guidelines (2015) - A design guide for subdivision in the urban zones¹⁰ provides guidance on how neighbourhoods can be structured so the layout of streets, lots, parks and connections achieve maximum benefit to the developer and the wider community. It includes sections on transport and connections and street layout and orientation, which discuss the importance of encouraging walkable and cycle friendly neighbourhoods, creating direct connections between roads and pathways, minimising cul-de-sacs, safe roads through design, avoiding cul-de-sacs with no pathway connections, small block sizes, efficient walking and cycling connections to existing and planned public transport; and providing for future public transport.
- 7.4. The use of Active Network Plans and Public Transport Network Plans is referred to in the proposed Transport Chapter as a tool to guide the provision of public transport, cycling, and walking infrastructure on the basis that, while these do not currently exist, the Council has committed to commencing the preparation of both types of Network Plans in the foreseeable future.
- 7.5. The issue of providing more non-statutory guidance is further discussed in the Technical Note entitled “Developer Provision of Public Transport and Active Modes Infrastructure” attached as **Appendix 2** to this S 32 Report.

8. ISSUES WITH THE OPERATIVE DISTRICT PLAN (ODP)

While there is no presumption that the ODP provisions are the most appropriate, it is useful to briefly consider the known problems with them in order to determine whether they are, indeed the most appropriate means of achieving the purpose of the Act and the objectives of the District Plan

- 8.1. The District Plan Monitoring Report Section 14: Transport (2012) identified the following general issues with the operative Transport Chapter:
 - (i) the rules are not efficient or effective;
 - (ii) the provisions do not align with the Council’s Code of Practice, NZ standards, or best practice;

¹⁰<http://www.qldc.govt.nz/assets/Uploads/Planning/District-Plan/Incorporation-of-Documents-by-Reference/QLDC-Subdivision-Design-Guidelines-May15.pdf>

- (iii) the provisions do not align with the Council's transportation strategies, which focus on encouraging an integrated transportation network that caters for cycling, walking, public transport, and private vehicles;
- (iv) many of the objectives and policies could be relocated to the district wide/ strategic chapter;
- (v) other than for the Three Parks Zone and the Frankton Flats Zone, there are no provisions that relate to travel demand management (TDM), bicycle parking, end of trip facilities, or specifically in relation to public transport;
- (vi) the structure of the chapter could be amended to only include district-wide provisions, with zone-specific rules moved to the zone chapter;
- (vii) there are issues with some specific parking provisions, including the Frankton industrial zone parking ratio, the manner in which visitor accommodation parking ratios are interpreted (for dual key visitor accommodation and in relation to coach parking for visitor accommodation activities for example);
- (viii) minor practical issues with the provisions relating to the design of access points, particularly in relation to shared access point, off street manoeuvring space, vehicle crossings, pedestrian safety within car parking areas, surfaces used on steeper gradients, and the design and provision of street lighting;
- (ix) the Road Hierarchy and Traffic Design Standards need to be updated; and
- (x) most roads are not listed as designations and consideration should be given to including a reference which confirms a blanket approach to road designations.

8.2. In summary, on the basis of the above report and further work undertaken as part of this review (as outlined throughout this s32 analysis), the operative Transport Chapter is not considered to be the most appropriate way of achieving the purpose of the RMA.

9. RESOURCE MANAGEMENT ISSUES

Introduction

9.1. The preceding discussion has identified that transport activities are an integral component of land use and development. It is also clear that the actual and potential adverse effects of transport need to be managed in order to ensure that sustainable management of natural and physical resources are promoted.

9.2. The following key issues have been identified as the central themes associated with transport effects in the Queenstown Lakes District. While the issues are more acutely experienced in the Queenstown/ Frankton area than in Wanaka and Arrowtown, for the most part, the issues are considered to be district wide, as if they are not addressed now they will manifest or worsen in some or all of those places within the life of the District Plan. For example, Wanaka also

experiences significant traffic and parking congestion on peak days and a growing urban area requires future proofing of the transport network.

9.3. Many of the issues identified below are also identified in some or all of the following Council documents:

- . Frankton Business Case (2017).
- . Queenstown Town Centre Business Case (2017).
- . Wakatipu Public Transport Programme Business Case (2017)
- . Queenstown Integrated Transport Programme Business Case (2017)

Key Issues

Issue 1 - Increasing road congestion and reduced liveability, amenity, and quality of living

9.4. Significant growth in visitors, residents, and vehicles combined with a heavy reliance on travelling by private vehicles is increasing road congestion, which is affecting trip reliability and the efficiency of the road network, while reducing amenity (especially in the Town Centres). Conflicting demands between pedestrian, cyclists and vehicles in a physically constrained area are degrading the Queenstown Town Centre experience. This is affecting the liveability and attractiveness of the area, particularly around Frankton and the Queenstown Town Centre and the economic wellbeing of the community.

9.5. There is limited opportunity to increase capacity on Frankton Road due to physical constraints which prevent adding additional lanes along much of the route and due to the large number of driveways and connector roads along the route.

9.6. Wanaka's roads are congested in peak times, particularly within and around the Town Centre.

Issue 2 - Roads that are not laid out or designed in a manner that provide for all modes of transport and do not necessarily provide a quality of urban design appropriate to the location

9.7. With the exception of a small number of streets in the Town Centres, space within existing road corridors is almost entirely allocated to the movement and parking of private vehicles. There are currently no priority lanes for public transport, no dedicated on-road cycle lanes, and often footpaths are narrow and/ or are only on one side of the road, and are poorly connected. This is one of the reasons for the communities' current common practice of travelling by car in preference to using other modes of travel. The provisions of the transport chapter can require or encourage changes to the current network design which can in turn support changes in behaviour to other modes of travel.

9.8. Very often, new roads are not laid out or designed in a manner that enables them to be serviced efficiently by public transport, or which enables people to easily walk or cycle within or

beyond the immediate area. They have previously been allowed to include unconnected streets / cul-de-sacs which do not enable an area to be serviced efficiently by buses (or refuse trucks or other heavy vehicles) and which reduce the walkability and safety of the area. Such subdivisions or large scale developments have not been required to provide the infrastructure or, at times, even the physical space to support walking, cycling and public transport in the future, which will make it considerably more difficult for people to choose these modes in the future.

- 9.9. Wanaka is growing rapidly and it is important that new and existing roads provide a well-connected roading network that is designed in a manner that future proofs them for all modes of transport, regardless of whether a public transport system exists at this point in time.

Issue 3 - The transport network and parking provisions prioritise travel by private vehicle with considerably less emphasis on alternative modes of travel

- 9.10. Travelling by private vehicles continues to be the predominant mode of travel throughout the district. While an affordable and efficient public transport system is planned to commence servicing the wider Queenstown and Arrowtown areas in November 2017, there is currently a costly, low frequency public transport service operating in these areas and no public transport service in Wanaka. This has contributed to relatively low uptake of public transport. Furthermore, with the exception of those living or staying within easy walking distance of the Town Centres, relatively low numbers of people commute by foot or bicycle.

- 9.11. The existing car-oriented transport system, together with Town Centre parking charges that are low relative to public transport fares and free and abundant parking at other key destinations, further inadvertently encourages private vehicle travel. Requiring a relatively high number of parking spaces to be provided on residential sites also contributes to high car ownership rates. The lack of an efficient and affordable public transport system or safe and well linked cycle and walking networks also plays an important role in how people are choosing to travel. The growth of self-drive tourism in the district exacerbates these issues. Under the current situation, public transport is unable to compete with the private car, which contributes to traffic congestion in the Wakatipu Basin. District Plan provisions are an important part of a comprehensive suite of initiatives that are required to address this issue.

- 9.12. The problems raised under Issue 2 are also relevant to this issue.

Issue 4 Localised congestion, safety, and amenity issues in discrete instances due to inadequate parking, access, and loading space being provided onsite.

- 9.13. Land use activities do not always provide sufficient onsite parking and rely, instead, on parking on the street and nearby reserves and grass verges. This is due variously to dispensations being granted to allow less parking than the District Plan requires; occupants not obtaining the necessary consents required; over-crowding within residential dwellings and high car ownership

amongst occupants; and the provision of 'free' on street parking in many areas. A specific related issue is the increasingly common practice of rental vehicle businesses parking large numbers of vehicles on streets. While ensuring the District Plan provisions appropriately address this issue, updating the Traffic and Parking Bylaw (as is currently underway); and ongoing enforcement of the Bylaw and the District Plan are likely to be the key methods of addressing this issue.

- 9.14. Access, manoeuvring, and loading needs to be managed to ensure that such activity does not cause safety and congestion issues on roads but this needs to be weighed up against the need to enable land to be used as efficiently as possible.
- 9.15. A related issue is the high occupancy of available carparks in the Queenstown and Wanaka Town Centres¹¹. This indicates that current parking management policies, including any use of parking prices and time limits, may not be sufficient to respond to peak demand issues. It may also indicate that additional shared parking supply could be needed to meet demand, although this would depend upon the financial viability of developing new parking facilities. It is also the likely result of a lack of a regular, affordable public transport system up until this time. One consequential effect of this is that commuter parking is occurring on 'residential' streets within close proximity to the Wanaka and Queenstown Town Centres.

Issue 5 On-site parking requirements and zoning contribute to unaffordable housing and enable the dispersal of employment, commercial, and community activities.

- 9.16. Requirements to provide onsite parking increase the overall cost of development as they require land or space in buildings to be set aside for parking, rather than being allocated to housing or business uses. In areas where land values are high or where there are geographical or zoning constraints that make it challenging to develop more, this may also reduce the amount of housing and business space that can be provided.
- 9.17. The most pronounced effect of this is that if the parking requirement is too high it disincentivises the development of smaller, more affordable units and worker housing; both of which are important elements of addressing housing affordability in the district. As a further consequence, larger and more expensive housing typologies will be developed, which can more easily absorb the high cost of parking provision, but which may not make as effective a contribution to improving housing affordability. The technical note entitled "Parking Advice" attached to this S32 report as **Appendix 2** provides more detail on this.
- 9.18. There are various zones (such as the Jacks Point Zone and the Local Shopping Centre Zone) that enable a considerable amount of commercial, retail, and community activity to be

¹¹ Queenstown Carparking Survey 2017 and Wanaka Carparking Survey July 2017.

developed. Where these activities are large scale and in zones that are relatively remote and not well connected to the majority of the population or to public and active transport networks, there is a risk that they will generate large amounts of traffic and affect the wider transport network. As such, it is important that the wider impacts on the transport network are considered and mitigated at the resource consent stage.

10. SCALE AND SIGNIFICANCE EVALUATION

10.1. S32(1)(c) of the RMA requires that this s32 analysis contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal. In making this assessment, regard has been had to whether the objectives and provisions:

- (i) fulfil the Council's role and functions under the Act as required by ss 31 and 74(1)(b);
- (ii) impose increased costs or restrictions on individuals, communities, or businesses;
- (iii) result in a significant variance from the existing baseline in ODP Chapter 14;
- (iv) have effects on matters of national importance;
- (v) adversely affect those resources overseen by special interests groups and statutory bodies;
- (vi) involve effects that have been considered implicitly or explicitly by higher order documents; and
- (vii) are more appropriate than the existing provisions.

10.2. The level of detail of analysis in this report is moderate to high for the following reasons:

- (i) Providing for transport needs is an anticipated component of many land uses but the effects on the adverse transport network need to be managed, while ensuring that land can still be developed efficiently and that the level of certainty and the administration cost/ transaction cost involved in obtaining resource consent are reasonable;
- (ii) The provisions have the potential to affect a wide sector of the community;
- (iii) The provision of on-site parking is a significant cost of development. Other than for hospitals and day care facilities, the proposed accessory parking requirements for all other activities are the same or less than under the ODP and therefore, with those exceptions, this is not expected to impose a significant additional cost on applicants or the wider community and, in many cases, will result in significant economic benefits;
- (iv) The provisions will impose consenting requirements in relation to establishing non accessory parking, park and ride, and public transport facilities. The consenting is expected to provide greater direction/ certainty and, on balance, impose less cost on applicants than the current regime in residential and rural zones. While there will be less certainty that it will be approved in business zones the consenting costs of obtaining consent for such activity is likely to not be significantly greater;

- (v) The provisions that apply to roads will impose less costs on Council than under the ODP whereby all roads are designated and therefore an outline plan or waiver is required for all work undertaken
- (vi) The provisions requiring consent be obtained for High Traffic Generating Activities (**HTGAs**) district-wide and rental car businesses in those zones where it is currently permitted will impose increased restrictions and costs on individuals applying for such activities but will reduce costs currently borne by communities;
- (vii) The provisions requiring cycle parking and end trip facilities will impose increased costs on individuals applying for activities that require these facilities but these additional costs are likely to be minor; and
- (viii) The operational provisions, relating to matters such as sight distances, parking design and layout, and access design, are not a significant departure from those in the ODP and are intended to make consent processing and District Plan interpretation simpler and more cost-effective.

11. EVALUATION OF PROPOSED OBJECTIVES SECTION 32(1)(a)

- 11.1. The identification and analysis of issues has helped define how Section 5 of the RMA should be articulated and has helped to determine the most appropriate objectives to give effect to Section 5 of the RMA in light of the issues.
- 11.2. Section 32(1)(a) requires an examination of the extent to which the proposed objectives are the most appropriate way to achieve the purpose of the Act. The following summarises how the Objectives serve to address the key Strategic objectives in the PDP and are the most appropriate way of achieving the purpose of the RMA.

Table 2 - Appropriateness of proposed Objectives	
Proposed Objective	Appropriateness
<p>29.2.1 <i>An integrated, safe, and efficient transport network that:</i></p> <p>(i) <i>provides for all transport modes and the transportation of freight;</i></p> <p>(ii) <i>provides for future growth needs and facilitates continued economic development;</i></p> <p>(iii) <i>reduces dependency on private motor vehicles and promotes the use of public and active transport;</i></p> <p>(iv) <i>contributes towards addressing the effects on climate change; and</i></p> <p>(v) <i>reduces the dominance and congestion of vehicles in the Town Centre Zones.</i></p>	<p>This Objective, along with the others, is the most appropriate way to meet the purpose of the RMA because it:</p> <ul style="list-style-type: none"> • recognises that establishing a transport network that provides for people’s safety; the efficient use of resources (including land, transport infrastructure, and fuel) are all integral components of achieving sustainable management; and • specifically enables people to provide for their social and economic wellbeing by providing for all modes of transport and turn providing for a wider spectrum of the community; and • acknowledges the importance of providing for future generations and ongoing economic development which, given the rapidly evolving technological advances in transportation planning, is particularly relevant. <p>In turn, this Objective, along with the others:</p> <ul style="list-style-type: none"> • achieves the relevant Strategic Direction Objectives identified in this S32 evaluation; • establishes a policy framework within which to implement the Council’s function required under s31 of the RMA; • recognises the interrelationship between Part 5 of the RMA, while (relevantly) having regard to sections 7(b), (c), (f), (g), and (i) of the RMA relating to the efficient use and development of resources, amenity values, the quality of the environment: finite characteristics, and climate change; and • gives effect to the RPS and NPS-UDC where relevant.
Proposed Objective	Appropriateness
<p>29.2.2 <i>Parking, loading, access, and onsite manoeuvring that are consistent with the character, scale, intensity, and location of the zone and contributes toward:</i></p> <p>(i) <i>providing a safe and efficient <u>transport network</u>;</i></p> <p>(ii) <i>compact urban growth;</i></p> <p>(iii) <i>economic development;</i></p> <p>(iv) <i>Facilitating an increase in walking and cycling; and</i></p> <p>(v) <i>Achieving the level of residential</i></p>	<p>This Objective, along with the others, is the most appropriate way to meet the purpose of the RMA because it requires that onsite parking, loading, access, and onsite manoeuvring be provided and designed in a manner that is suitable to its location and does this in a manner that contributes toward safety, efficiency, quality compact growth, economic development, and increased walking and cycling. As such, a balance needs to be found in all applications between the various components of the Objective and a solution found that is appropriate to the location.</p> <p>For example, providing too much parking and loading space or not enabling access onto roads could compromise achieving quality compact growth and increased public transport use while, being too lenient on access and loading standards could result in safety and congestion issues that would compromise economic wellbeing and safety.</p> <p>In turn, this Objective, along with the others:</p> <ul style="list-style-type: none"> • achieves the relevant Strategic Direction objectives identified in this S32 evaluation;

<p><i>amenity and quality of urban design anticipated in the zone.</i></p>	<ul style="list-style-type: none"> • enables Council to achieve its function required under s31 of the RMA; • has regard to sections 7(b), (c), (f), (g), and (i) of the RMA; and • gives effect to the RPS and NPS-UDC where relevant.
<p><i>29.2.3 Roads that facilitate continued growth, provide for the safe and efficient use of roads for all road users and transport modes, and are compatible with the level of amenity anticipated in the adjoining zones.</i></p>	<p>This Objective, along with the others, is the most appropriate way to meet the purpose of the RMA because it requires roads to be provided and designed in a manner that provides for all modes of transport (including the transportation of freight) while managing adverse effects on adjoining zones.</p> <p>In so doing, it recognises the importance of providing a movement network that services the whole community, (not only those in cars), the economic importance of the roading network in getting goods from a) to b), and the an efficient transport network is an essential component of sustainable management in that, without it, land use and development is significantly limited and as a consequence, so is the ability of people and communities to provide for their social, economic, and cultural well-being and for their health and safety</p> <p>In turn, this Objective, along with the others:</p> <ul style="list-style-type: none"> • achieves the Strategic Direction objectives identified in part 15 of this S32 evaluation; enables Council to achieve its function required under s31 of the RMA; • has regard to sections 7(b), (c), (f), (g), and (i) of the RMA; and • gives effect to the RPS and NPS-UDC where relevant.
<p><i>29.2.4 An integrated approach to managing <u>subdivision</u>, <u>land use</u>, and the <u>transport network</u> in a manner that:</i></p> <p>(i) <i>supports improvements to active and public transport networks;</i></p> <p>(ii) <i>increases the use of active and public transport networks;</i></p> <p>(iii) <i>reduces traffic generation;</i></p> <p>(iv) <i>manages the effects of the <u>transport network</u> on adjoining land uses and the effects of adjoining land uses on the transport network.</i></p>	<p>This Objective, along with the others, is the most appropriate way to meet the purpose of the RMA because it:</p> <ul style="list-style-type: none"> • requires that the effects of land use and transport are integrated rather than considered in isolation; and • will contribute to land being developed in a way, or at a rate, that minimises the adverse effects of increased traffic generation and maximises improvements to the public and active transport networks and the uptake of those modes of transport <p>In turn, this Objective, along with the others:</p> <ul style="list-style-type: none"> • achieves Strategic Direction objectives identified in part 15 of this S32 evaluation; enables Council to achieve its function required under s31 of the RMA; and have regard to sections 7(b), (c), (f), (g), and (i) of the RMA; and • gives effect to the RPS and NPS-UDC where relevant.

12. EVALUATION OF THE PROPOSED PROVISIONS SECTION 32(1)(b)

12.1. Section 32(1)(b) requires the Council to:

Examine whether the provisions in the proposal are the most appropriate way to achieve the objectives by—
(i) identifying other reasonably practicable options for achieving the objectives; and
(ii) assessing the efficiency and effectiveness of the provisions in achieving the objectives; and
(iii) summarising the reasons for deciding on the provisions

12.2. The following table identifies the reasonably practicable options for achieving the objectives outlined above. In accordance with section 32(1)(c) of the RMA, the consideration of practicable options has been undertaken to a level of detail that corresponds to the scale and significance of the effects that are anticipated from the implementation of the chapter and, as such, not all possible options for all approaches are included below.

Reasonably practicable options for achieving the objectives (s32(1) (b)(i))

Table 3 - Reasonably practicable options
Options for managing the effects from transport activities within roads and enabling activities to occur within roads
<ol style="list-style-type: none">1. Rely on the other district wide rules to manage signage, earthworks, effects on natural and historic heritage values, utilities, temporary activities, natural hazards, and noise2. Include additional rules in the transport chapter to manage these effects <p>➤ Option 1 is preferred, for the reasons outlined in Table 4, below.</p>
Options for what roads to include as ‘roads’
<ol style="list-style-type: none">1. Include only vested roads2. Include vested and private roads used by the general public3. Include formed and unformed roads <p>➤ Options 1 and 3 are preferred, for the reasons outlined in Table 5, below.</p>

Options for managing activities within roads

1. Notify a 'whole of network' road designation
 2. Retain the existing deeming rule, which deems all roads to be designated
 3. Zone all roads as Transport Zone
 4. Deem all land that meets the definition of a 'road' as a road (which is as defined under the LGA 1973)
- Option 4 is preferred, for the reasons outlined in Table 5, below.

Options for determining the classification of roads

1. Retain the road hierarchy in the ODP
 2. Apply the One Network Road Classifications (**ONRC**)
 3. Apply a simplified version of the ONRC (i.e. 3 rather than 8 classifications)
 4. Apply a simplified version of the ONRC and not include the specific classifications of the state highways but, rather, simply list them under the heading of state highways in the schedule.
 5. Apply a simplified version of the ONRC but where Council has signalled that the function of certain roads will likely change in the future (e.g. through the creation of Inner Links around the Queenstown Town centre and the increased pedestrianisation of the centre) then reflect this in the District Plan classification .
- Option 4 is preferred, for the reasons outlined in Table 5, below and, in addition, due to the fact that there is insufficient certainty around projects such as the Inner Links and the Queenstown Masterplan to provide the necessary evidence base for Option 4.

Options for managing the effects of buildings within the road corridor

1. Allow all buildings associated with transport infrastructure and public amenities as permitted
 2. As above but require buildings related to public transport systems or public toilets to comply with standards relating to building height, building height to boundary, and recession planes of the zone adjoining the road and if they do not, make them restricted discretionary activity
 3. Require all or those buildings identified in 2) above to obtain resource consent consistent with the rules (including design control) of the adjoining zone. e.g. a bus shelter adjoining the Town Centre or Rural Zone would require a restricted discretionary activity or discretionary consent, respectively, as well as needing to comply with the standards
 4. Require private overhanging built form (e.g. verandas) to obtain resource consent consistent with what would be required in the adjoining zone.
 5. Rely wholly on the licence to occupy process to consider the bulk, location, and design of buildings within roads
- Options 2 and 4 are preferred, for the reasons outlined in Table 5, below.

Options for providing for water-based public ferry services

1. Provide policies supporting water-based public ferry services in the transport chapter
 2. Provide more enabling rules for new piers and jetties (and buildings thereon) used by scheduled ferry operations
 3. Include ferry terminals in the definition of 'public transport facilities' and, through that, provide more enabling rules than currently exist in the Rural and Queenstown Town Centre Zones.
 4. Provide more enabling rules for defined water-based public ferry services (i.e. the boating activity on the surface of the water).
 5. Provide for specific locations where ferry terminals are enabled through designations or specific zoning.
- Options 1, 3, and 4 are preferred, for the reasons outlined in Table 6, below.

Options for enabling the provision of public transport facilities and park and ride outside of roads

1. Enable transport network activities that occur off the road as a restricted discretionary activity throughout the respective zones (e.g. park and ride, public transport facilities including bus interchanges, and walking and cycle trails), while managing the effects of such facilities
 2. Permit walking and cycling trails, bicycle parking, and bus shelters but require a restricted discretionary consent for other transport network activities
 3. As above but apply a different activity status to each activity depending on the zone and the effects it is likely to cause in that zone
 4. Permit all transport network activities and rely on the HTGA rules to manage the effects of larger scale activities (e.g. a park and ride area or large scale bus interchange)
 5. Designate all such facilities
- Option 2 is preferred, for the reasons outlined in Tables 4 - 6, below.

Options for managing carparking in the Town Centre Zones

1. Require all activities within the Town Centre Zones to provide on-site parking
 2. Require some activities (e.g. visitor accommodation, residential, and retail of a certain scale) within the Town Centre Zones to provide on-site parking
 3. Require all or some activities within the Queenstown Town Centre Transition Sub-zone to provide on-site parking but not elsewhere in the Town Centre Zones
 4. Impose no minimum parking requirement on any activities in any part of the Town Centre Zone and rules requiring restricted discretionary consent to provide either accessory or non-accessory parking within the Town Centre Zones
 5. Impose maximum parking requirements on all activities in any part of the Town Centre Zone
- Option 4 is preferred, for the reasons outlined in Tables 3 and 6, below.

Options for managing the provision of on-site parking in relation to residential development in different zones

1. Require minimum on-site parking ratios to be provided on site which align generally with an upper-percentile of peak parking demands, which will result in under-utilised spaces much of the time
 2. Remove on-site minimum parking requirements in those higher density areas that are most accessible to other modes of travel and for residential flats throughout the district
 3. Reduce on-site minimum parking requirements below what is currently required by the ODP in those areas that are most accessible to other modes of travel and for residential flats
 4. Option 2, 3, or 4 above plus impose maximum on-site parking requirements
- Option 3 is preferred, for the reasons outlined in Tables 4 and 7, below.

Options for managing the safety and efficiency of accesses, loading, and parking spaces (i.e. list all those in MWH report where we considered standards)

1. Retain the ODP rules
 2. Duplicate or base all rules on NZS4404:2004, AS/NZS2890.1:2004, NZS4121:2001, the Building Act 2004, the Road and Traffic Standards 6 (RTS 06), the NZTA Policy Manual (PM), or the council's Land development and Subdivision Code of Practice 2015 (which is based on NZS4404), as relevant/ wherever an equivalent rule exists
 3. Update/ improve the specific standards within the rules, where necessary (from those in the ODP version) and also state that compliance with the relevant national document is an acceptable alternative way of complying with the rule), thereby allowing applicants to choose which they comply with
 4. Amend the ODP rules to reflect best practice, duplicate standards from the documents listed above wherever they are relevant, applicable to the Queenstown Lakes District, and sufficiently certain, and include reference to other documents in the assessment matters, indicating that failure to meet the rule may be acceptable provided the relevant national standard is complied with.
- Option 4 is preferred, for the reasons outlined in Table 7, below.

You are also referred to the report entitled Operative Queenstown Lakes District Plan Operational Standards Review August 2017, attached as **Appendix 3** for more detailed discussion of these options.

Options for HTGAs (High Traffic Generating Activities)

1. Require a controlled consent (rather than restricted discretionary) for those HTGAs where the activity itself is permitted in the zone (e.g. commercial use in the business zones) and is not accessed by a State Highway or arterial and require a restricted discretionary consent for all other HTGAs
2. Require a controlled consent for those HTGAs (rather than restricted discretionary) for those activities where there is already control or discretion over transport,

traffic or trip-generation effects for the activity in the applicable zone rules or precinct rules and require a restricted discretionary consent for all other HTGAs

3. Both options 1 and 2.
 4. Require a restricted discretionary consent for all HTGAs
- Option 4 is preferred, for the reasons outlined in Tables 4 and 5, below.

Options for ensuring rental vehicle activities provide sufficient onsite vehicle parking

1. Rely on the notified PDP zone rules to manage the effects. These permit rental vehicle activities in all the business zones; permit it as part of a home occupation or a complex containing more than 20 units in the High Density Residential Zone; and make it non-complying if under 100m² GFA in the Low Density Residential and Medium Density Residential Zones (noting that it cannot meet the home occupation rule as it includes activity outdoors)
 2. Require a non-complying consent for the parking of rental vehicles that are not rented out to a customer on roads
 3. Rely on the Traffic and Parking Bylaw (2013)¹² to prevent the parking of rental vehicles that are not rented out to a customer on roads
 4. Update the Traffic and Parking Bylaw (2013) (which is currently under development) to prevent any 'rental services vehicle' from stopping within the road unless currently hired out.
 5. Require a restricted discretionary consent for rental vehicle activities in all zones with the discretion limited to the provision of sufficient on-site or off-site (but off road) vehicle parking and effects on the road network
 6. As above, except require a non complying consent for rental vehicle activities in the Town Centre Zone to discourage them from locating there
 7. Require a restricted discretionary consent for rental vehicle activities in all zones where commercial activities (including retail activities) are permitted
- Options 7 and 4 are preferred, for the reasons outlined in Table 7, below.

¹² "15.2 - Without the prior written consent of the Council, no person shall: ... 15.2.5 Stop, stand or park any rental service vehicle on any road or in any public place, except in a parking place or transport station so designated under this Bylaw for the use of rental vehicles provided however nothing in this paragraph applies to any rental vehicle actually under hire."

Evaluation of the costs and benefits (section 32(1)(b)(i))

12.3. The following tables identify the preferred option and further evaluates whether these proposed provisions are the most appropriate way to achieve the relevant objectives. In accordance with Section 32(1)(b)(ii) and Section 32(2), this evaluation considers the costs and benefits of the proposed provisions and whether they are effective and efficient.

12.4. The evaluation of the proposed provisions is grouped by resource management issue. Where a provision or set of provisions addresses a number of issues, it is evaluated under the most relevant issue and is then cross referenced in the other tables.

Table 4: Issue 1 - Increasing road congestion and reduced liveability, amenity, and quality of living

Issue 3 - The transport network and parking provisions prioritise travel by private vehicle with considerably less emphasis on alternative modes of travel

Issue 5 - On-site parking requirements and zoning contribute to unaffordable housing and enable the dispersal of employment, commercial, and community activities

All the objectives, policies, rules, and assessment matters are relevant to addressing these issues. In summary, the following proposed provisions are the most relevant in terms of addressing these issues and giving effect to the objectives:

- . Policies 29.2.1.1 – 29.2.1.5
- . Policies 29.2.2.1 – 29.2.2.12
- . Policies 29.2.3.1 – 29.2.3.3
- . Policies 29.2.3.5 – 29.2.3.7
- . Policies 29.2.4.1 – 29.2.4.9
- . Rules:
 - imposing no minimum parking requirement in the Town Centre Zones;
 - requiring sufficient accessory parking to meet foreseeable demands in most locations while imposing lower minimum requirements in those zones that are most accessible to public transport, and walking and cycling;
 - providing for the establishment of off-site parking and enabling some or all of the parking associated with residential activity to be located off-site;
 - requiring HTGAs to mitigate effects of traffic generation through improvements to active and public transport infrastructure, employing travel plans, etc.;

- enabling public transport facilities, transport infrastructure, water-based public ferry services, and active transport networks as permitted or restricted discretionary activities outside roads, depending on nature and scale;
- requiring certain activities to provide cycle parks and end of trip facilities;
- exempting sites that front the most pedestrian-focused town centre streets from the onsite loading requirements; and
- ensuring roads are designed in manner that caters for all modes of transport.

Rule	Costs	Benefits	Effectiveness & Efficiency
No minimum parking requirement in the Town Centre Zones ¹³	<p>Environmental</p> <ul style="list-style-type: none"> • If developers respond by providing insufficient parking to meet demands in areas where other modes of travel are not practical options, this may result in a) amenity effects from parking spillover on residential streets, grass verges, etc. and b) localised congestion from people searching for parking. • If developers respond by still providing excess parking requirements (to meet perceived demand) then this may compromise environmental objectives to encourage walking and cycling. This scenario may also result in ‘under development’ which may impact on the realisation of housing or business capacity. <p>Economic</p> <ul style="list-style-type: none"> • Costs to Council associated with implementing new time limits, pricing, and/ or residential permits, and the cost of 	<p>Environmental</p> <ul style="list-style-type: none"> • Supports the growth, intensification, and improved pedestrian amenity of these zones. • Helps to support public transport use, cycling, and walking. • Results in higher quality urban design, safer streets, and less congestion as there is less through traffic. • Enables the intensification of land, more compact growth, and lively Town Centres¹⁴. • Encourages activities that are likely to attract traffic to locate on the edge of the Town Centres, where they will be most accessible to parking facilities, thus discouraging traffic in the core of the Town Centres. • Likely reduces the number of vehicle crossings, thereby making the street safer and more appealing for pedestrians and 	<p>Effectiveness:</p> <p>These provisions will be most effective at:</p> <ul style="list-style-type: none"> • achieving Strategic Direction Objectives 3.2.2.1 and 3.2.48 and Urban Development Objectives 4.2.1, 4.2.3, and 4.2.4 (which relate to achieving a compact integrated urban form and infrastructure that responds to climate change with a clear emphasis on achieving higher density development in convenient locations); • achieving Queenstown Town Centre Zone Objectives 12.2.1, 12.2.2, and 12.2.4, the Wanaka Town Centre Zone Objectives 13.2.1, 13.2.4, and 13.2.6, and the Arrowtown Town Centre Zone Objectives (which relate to

¹³ Also refer to the Technical Note entitled “Parking Advice” attached as Appendix 2 for further background and discussion of the costs and benefits.

¹⁴ Refer Memorandum entitled “Onsite loading for Queenstown Town Centre Zone” dated 28 August 2017 attached as **Appendix 4** for advice from Beca (the lead consultants to QLDC on the Queenstown Master Plan Project) in relation to the application of the onsite loading requirements in the Queenstown Town Centre.

	<p>enforcing and monitoring this.</p> <ul style="list-style-type: none"> If people are discouraged from visiting Town Centres due to a shortage of parking this may be an economic cost to individual businesses but not to the wider economy as that spending would occur elsewhere. <p>Social & Cultural</p> <ul style="list-style-type: none"> If residents are discouraged from visiting Town Centres as outlined above, it may reduce the community vibrancy of the Town Centres. 	<p>cyclists.</p> <p>Economic</p> <ul style="list-style-type: none"> Enables more efficient land use. Reduces the cost of development as more land can be dedicated to housing rather than parking, which is expected to improve the economic viability of the Town Centres and enables them to compete more favourably with other centres, as well as improving the affordability of developments and housing. Encourages more walking in town centres can improve the shopping environment, which in turn leads to increased retail spending and less predominance of convenience shopping <p>Social & Cultural</p> <ul style="list-style-type: none"> Increased walking and therefore more interaction and improved sense of place and social wellbeing. 	<p>safety, accessibility, quality, remaining relevant to residents by enabling more efficient land use, and providing for off-street parking at the edge);</p> <ul style="list-style-type: none"> achieving Objectives 16.2.1 and 16.2.2 of the Business Mixed Use Zone (which relate to achieving a high intensity mix of compatible residential and non-residential activities and high quality development); achieving Objectives 9.2.1, 9.2.2, and 9.2.6 of the High Density Residential Zone. These relate to a decreased reliance on private cars in favour of other modes, enabling lower parking rates, high quality, and housing diversity; achieving Objectives 8.2.1, 8.2.2, 8.2.5 and 8.2.7 of the Medium Density Residential Zone. These relate to decreased reliance on private cars in favour of other modes, assisting development feasibility close to public transport and active networks, and high quality development. <p>The provisions also align with and</p>
<p>Lower minimum parking requirements for residential development in some zones¹⁵</p>	<p>Environmental</p> <ul style="list-style-type: none"> If developers respond by providing insufficient parking to meet demands in areas where other modes of travel are not practical options, this may result in a) amenity effects from parking spillover on residential streets, grass verges, etc. and b) localised congestion from people searching for parking. 	<p>Environmental</p> <ul style="list-style-type: none"> Supports the growth, intensification, and improved pedestrian amenity of these zones. Helps to support public transport use, cycling, and walking. Results in higher quality urban design, safer streets, and less congestion as there 	<p>The provisions also align with and</p>

¹⁵ Also refer to the Technical Note entitled "Parking Advice" attached as Appendix 2 for further background and discussion of the costs and benefits.

	<p>Economic</p> <ul style="list-style-type: none"> Costs to Council associated with implementing new time limits, pricing, and/or residential permits, and the cost of enforcing and monitoring this. <p>Social & Cultural</p> <ul style="list-style-type: none"> None identified 	<p>is less through traffic.</p> <ul style="list-style-type: none"> Enables the intensification of land, more compact growth, and lively neighbourhoods¹⁶. Reflects the fact these zones are accessible to daily needs via public transport, walking and/ or cycling. Enables these zones to be intensified in the anticipated manner and in a form that will help achieve Council's urban development objectives. Refer Appendix 5 for an assessment of the various zones against various criteria. Encourages more efficient use of cars by encouraging less car ownership, where realistic alternatives exist and makes public transport, cycling, and walking relatively more attractive. <p>Economic</p> <ul style="list-style-type: none"> Enables more efficient land use Improves the economic viability of developing a range of housing types and densities in these zones, thereby encouraging more affordable home prices and rents. <p>Social & Cultural</p> <ul style="list-style-type: none"> Increased walking and therefore more interaction and improved sense of place and social wellbeing. In conjunction with enforcement of the 	<p>effectively support achieving the:</p> <ul style="list-style-type: none"> Arrowtown Design Guidelines 2016; Queenstown Town Centre Guidelines 2014; Wanaka Town Centre Character Guidelines 2011; The Queenstown Town Centre Master Plan working drafts (2017). <p>Efficiency</p> <ul style="list-style-type: none"> The benefits of the provisions will outweigh the costs and, in turn, are considered to be efficient.
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¹⁶ Refer Memorandum entitled "Onsite loading for Queenstown Town Centre Zone" dated 28 August 2017 attached as **Appendix 4** for advice from Beca (the lead consultants to QLDC on the Queenstown Master Plan Project) in relation to the application of the onsite loading requirements in the Queenstown Town Centre.

		<p>Traffic and Parking Bylaw, may discourage overcrowding of houses where there are not adequate parking options for residents; resulting in social and health benefits.</p> <ul style="list-style-type: none"> • May make it more feasible for permanent residents, including families to live in areas close to Town Centres, thereby supporting their role as the civic centres of the district. • Encouraging lower car ownership rates and less private vehicle travel overall will result in health benefits and consequent economic benefits. 	
<p>HTGAs as a restricted discretionary activity¹⁷</p>	<p>Environmental</p> <ul style="list-style-type: none"> • None identified. <p>Economic</p> <ul style="list-style-type: none"> • Less certainty for those developing HTGAs due to the restricted discretionary activity status. • More cost, uncertainty, and potentially time delays for those developing HTGAs in that a restricted discretionary consent may be more onerous than would otherwise be required for the activity itself (which may be permitted or controlled) although in most instances the activity will already be subject to a restricted discretionary consent for other reasons. 	<p>Environmental</p> <ul style="list-style-type: none"> • Enables a broader assessment of transport effects and solutions than is possible under the various zone-specific rules, thereby ensuring the most appropriate mitigation measures are undertaken. • Enables council to require that improvements be made to the active and public transport network, as well as the road network¹⁸. • Enables, in extreme cases, a HTGA to be declined if it is not possible to satisfactorily mitigate the traffic generation effects. <p>Economic</p> <ul style="list-style-type: none"> • Potentially less overall development costs 	

¹⁷ Also refer to the Technical Note entitled “High Traffic Generating Activities Provisions” attached as Appendix 2 for further background and discussion of the costs and benefits.

¹⁸ Refer *Matakana Coast Trail Trust v Auckland Council* ([2017] NZEnvC 149) in relation to the jurisdiction to impose conditions requiring such infrastructure to be provided by the applicant.

	<ul style="list-style-type: none"> • May discourage large scale developments resulting in economic costs to the wider community. <p>Social & Cultural</p> <ul style="list-style-type: none"> • None identified. 	<p>as HTGAs enable alternative, less costly solutions to roading upgrades if they are found to be more appropriate.</p> <ul style="list-style-type: none"> • Cost and time savings to the community from adding less traffic to the road network • Internalises the true costs of such activities on the transport network to the developer <p>Social & Cultural</p> <ul style="list-style-type: none"> • Where a HTGA results in improvements to the active and public transport infrastructure, there will be environmental, social, and health benefits to the wider community. In such instances, this is likely to result in a net benefit to the community. • Improves liveability due to the social and health benefits of traffic generation and less impacts on road congestion 	
<p>Non-accessory and off-site parking as restricted discretionary¹⁹</p>	<p>Environmental</p> <ul style="list-style-type: none"> • Requiring restricted discretionary consent to establish non-accessory parking in business zones (rather than controlled in the ODP) may discourage it from being provided and result in insufficient parking to meet demands, if the cost and uncertainty associated with consenting is perceived to be too high. Until other travel modes are adopted this may result in amenity effects from people parking illegally on residential streets, grass verges, etc. • Requiring restricted discretionary consent to 	<p>Environmental</p> <ul style="list-style-type: none"> • Will enable Council to control the amount and location of parking provided in the Town Centres and in other areas to ensure it does not undermine objectives around increasing travel by public transport, cycling, and walking. • Will enable Council to control the design and location of parking, which, particularly in the Town Centres, will result in higher pedestrian amenity and improved urban design outcomes. 	

¹⁹ Also refer to the Technical Note entitled "Parking Advice" attached as Appendix 2 for further background and discussion of the costs and benefits.

	<p>establish off-site parking in business zones (rather than controlled in the ODP) could discourage it from being provided and encourage site-by-site parking which could have a greater effect on amenity, urban design outcomes, and the pedestrian and cycling environment.</p> <p>Economic</p> <ul style="list-style-type: none"> Less certainty and higher consenting costs for developers than under controlled or permitted activity status. Policy encouraging parking on the edge of Town Centres may discourage their development and increase development costs (due to a limited land supply). This could either increase the cost of parking and/ or result in insufficient parking, which may discourage people from visiting Town Centres and reduce the retail spend. Costs in enforcing parking illegally on grass verges and on streets as a consequence of insufficient parking prior to people adopting other modes of travel. Requiring consent to establish off-site parking could encourage site-by-site parking instead, resulting in less efficient land use in that the intensive provision of parking can be more efficient. <p>Social & Cultural</p> <ul style="list-style-type: none"> If residents are discouraged from visiting Town Centres, they may lose their community feeling. 	<p>Economic</p> <ul style="list-style-type: none"> Controlling the amount of parking provided district-wide can be an effective way of encouraging the uptake of public transport and cycling and walking, thereby making public transport investments more efficient. While making the provision of such parking a restricted discretionary activity in the residential and rural zones is more permissive than under the zone provisions, it provides significantly greater direction and certainty regarding the instances when such parking may be appropriate. This will result in more efficient District Plan administration. <p>Social & Cultural</p> <ul style="list-style-type: none"> Controlling the location of accessory parking will reduce traffic congestion in the core parts of the Town Centres, encourage walking, make them more people-places, and encourage more social interaction. 	
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Table 5. Issue 2 - Roads that are not laid out or designed in a manner that provide for all modes of transport and do not necessarily provide a quality of urban design appropriate to the location

Issue 3 - The transport network and parking provisions prioritise travel by private vehicle with considerably less emphasis on alternative modes of travel

All policies, rules and assessment matters are relevant to addressing these issues to some extent. The proposed provisions of the Transport Chapter that are most relevant to these issues and give effect to the most relevant objectives (29.2.1, 29.2.3, and 29.2.4) are:

- Policies 29.2.1.1 – 29.2.1.5
- Policies 29.2.2.1 – 29.2.2.3
- Policies 29.2.2.6 – 29.2.2.9
- Policies 29.2.2.11 – 29.2.2.12
- Rules:
 - permitting transport infrastructure (including, by definition, public transport facilities and systems, footpaths, and cycle facilities) within roads;
 - permitting public amenities within roads;
 - providing Council with control/ discretion over the external appearance of buildings that overhang roads and require public buildings within roads to meet key bulk, location, and external appearance standard;
 - requiring HTGAs (including large scale subdivisions) to mitigate effects of traffic generation including through appropriate street layout and design;
 - requiring accesses to be designed in accordance with the QLDC Land development and Subdivision Code of Practice 2015 (Code of Practice).
- Schedule 1 insofar as this influences the design of an existing road and its contribution to the multi modal network, at the time of any road upgrades.

Relevant provisions in other chapters:

- Policy 27.2.1.1 that subdivision be consistent with the Code of Practice
- Rule 27.4.1 requiring that all subdivision obtain a discretionary activity consent²⁰

Rule	Costs	Benefits	Effectiveness & Efficiency
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²⁰ The Council's Reply version of the subdivision chapter (<http://www.qldc.govt.nz/assets/Uploads/Planning/District-Plan/Hearings-Page/Hearing-Stream-11/Section-42A-Reports-and-Council-Expert-Evidence/Bundle-to-Accompany-Reports/18.-Reply-Chapter-27-Subdivision-and-Development-with-subsequent-recommendations-in-other-hearings-included.pdf>) recommends that subdivision be a restricted discretionary activity and controlled in those zones with a structure Plan. Should that recommendation be accepted, the respective rules will still assist in addressing Issues 2 and 3.

<p>Permissive approach to managing activity and buildings within roads²¹</p>	<p>Environmental</p> <ul style="list-style-type: none"> Other than those associated with utilities (which are managed by chapter 30), buildings on roads within SNA's, ONL's and ONF's may adversely affect landscape, amenity, or natural conservation values. While there is a risk that the design, amenity, and landscaping of a building within the road could be inappropriate, this risk is low given the Council is the landowner of roads and, as such, processes outside the District Plan can manage the effects of any building. <p>Economic</p> <ul style="list-style-type: none"> Imposes a cost to owners having to apply for consent for verandas, etc. overhanging roads but this will almost always be in conjunction with a consent for building or alteration within the site adjacent to the road. This will incur a minor additional cost, if any. <p>Social & Cultural</p> <ul style="list-style-type: none"> Buildings permitted on roads (including those permitted by the utilities chapter) could have adverse effects on the character of the ARHMZ. 	<p>Environmental</p> <ul style="list-style-type: none"> Permits a wide range of transport facilities and infrastructure which will encourage public transport, cycling, and walking within roads and, in turn encourage a reduction in car use and the environmental benefits of that. The design and location of buildings will be subject to non-RMA consultation and design review processes and, if promoted by a private party, will also be subject to the 'Licence to Occupy' process That the effects of a bus interchange would be mitigated by having to meet height (and in some zones, reflectivity) standards. Effects from earthworks and buildings associated with utilities on landscape, amenity, or natural conservation values will be appropriately managed Via the utilities chapter, utilities that one would expect to occur within roads are provided for, while managing any adverse effects (deriving from reflectivity, height, or where overlays exist in the District Plan). <p>Economic</p> <ul style="list-style-type: none"> Avoids the need to apply for an outline plan approval or waiver for all works (as would be the case if all roads were designated), removes the ultra vires deeming rule in the ODP, representing a cost saving to council. Reduced costs to Council (i.e. wider 	<p>Effectiveness:</p> <p>As outlined in Table 4 above, and in addition these provisions will be most effective at achieving:</p> <ul style="list-style-type: none"> subdivision Objective 27.2.1 (which relates to creating quality through, amongst other things, consistency with the Code of Practice and guidelines and ensuring the requirements of other agencies are integrated into the planning process); subdivision Objective 27.2.2 (which relates to subdivision design including the importance of connectivity and integration); and subdivision Objective 27.2.5 (which relates to ensuring subdivision protects and enhances landscape, vegetation, indigenous biodiversity, and heritage items. <p>Efficiency</p> <ul style="list-style-type: none"> Relying on the definition of 'road' to trigger rules minimises vires issues relating to deeming rules (e.g. associated with zoning roads), meaning the provisions will be more effective and efficient.
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²¹ Also refer to the Technical Note entitled "Providing for Public Transport and Active Modes" attached as Appendix 2 for further background and discussion of the costs and benefits.

		<p>community) from not having to apply for consent for these buildings within road reserve</p> <ul style="list-style-type: none"> Avoids unnecessary cost and duplication of process for the construction of artworks, public amenities, bicycle parking, noting that a) where undertaken by private parties, these will also be subject at least to the process of obtaining a 'Licence to Occupy'; and b) where undertaken by council, the project will be subject to non RMA consultation and design review processes. <p>Social & Cultural</p> <ul style="list-style-type: none"> Permits a wide range of public amenities within roads, including artworks and community spaces, which will encourage them to be developed and will enrich the visitor and resident experience and community life. 	<ul style="list-style-type: none"> It is efficient to avoid duplicate design control processes
<p>The definition of 'road' and classification of roads.</p>	<p>Environmental</p> <ul style="list-style-type: none"> The Queenstown Arterials Business Case (Inner Links) is not sufficiently advanced to re-classify roads in and around the Queenstown Town Centre in line with future plans. This may result in roads being inappropriately developed in the interim. However, given the roads are maintained by council the risk of this occurring is low. By not including private roads as 'roads', rules relating to reverse manoeuvring, the number of crossing points, and access and sight distances, etc. are not managed by the Transport Chapter. However, the risks are low as such matters can be managed via subdivision and most private roads are low volume, local roads in any case. 	<p>Environmental</p> <ul style="list-style-type: none"> The updated classification will require new and existing roads to be designed and upgraded based on current traffic data and for accesses and intersections to be designed in a manner that is appropriate to the roads' current function. This will result in reduced congestion (especially on the arterial roads) and a more efficient transport network. Not including private roads as 'roads' provides greater control over activities (pursuant to consents required by the underlying zone), including the location and design of public transport facilities, built form, pathway design, more control over earthworks, etc. This will appropriately 	

	<p>Economic</p> <ul style="list-style-type: none"> The classification will become outdated in time and a plan change will be needed for it to be updated, imposing costs on council and the wider community Not including private roads as 'roads' means all works within them are subject to the relevant zone rules which means they would need consent for many activities that would be permitted within a (vested) 'road'. Developers will incur the costs of this. <p>Social & Cultural</p> <ul style="list-style-type: none"> None identified 	<p>avoid or mitigate effects on the environment.</p> <p>Economic</p> <ul style="list-style-type: none"> Cost savings from the classification being up to date as there will be greater certainty and less disagreement at the time of subdivision. The updated classification will result in more efficient land use in that access design and location will be appropriately designed and spaced relative to the function of the adjoining road. Classifying all state highways as "state highways" (as opposed to arterials) enables the district plan to apply rules to development adjoining state highways, which are consistent with the NZTA Planning Policy Manual 2007, This will result in time and cost savings for applicants in that it will avoid proposals that meet the District Plan but not the NZTA's requirements. <p>Social & Cultural</p> <ul style="list-style-type: none"> The updated classification will improve safety. 	
<p>HTGA rules - Large scale land use and subdivision to provide appropriate street layout and design²²</p>	<p>Environmental</p> <ul style="list-style-type: none"> None identified <p>Economic</p> <ul style="list-style-type: none"> As listed for HTGAs in Table 4 Potential costs to developers from layouts 	<p>Environmental</p> <ul style="list-style-type: none"> Connected (multi-modal) streets increase the uptake of public transport, walking, and cycling and reduce travel distance; resulting in less traffic generation and less pollution and higher amenity values. 	

²² Also refer to the Technical Notes entitled "Providing for Public Transport and Active Modes" and "High Trip Generating Activities" attached as Appendix 2 for further background and discussion of the costs and benefits.

	<p>that require more land to be devoted to streets. However, such layouts very often result in less long narrow driveways/ rear sites and less need for off-road pathway connections and higher quality outcomes such that the cost is non-existent or minimal.</p> <p>Social & Cultural</p> <ul style="list-style-type: none"> None identified 	<ul style="list-style-type: none"> Connected (multi-modal) streets increase the uptake of walking and cycling will improve the safety for all road uses by reducing traffic volumes (relative to other modes), encouraging lower speeds, and safer driving behaviour. Connected streets buses to service the area effectively <p>Economic</p> <ul style="list-style-type: none"> Increases in walking and cycling within Town Centres and other commercial centres will increase the economic viability/ user spend in those areas Connected streets result in reduced travel time, representing a cost saving to the community <p>Social & Cultural</p> <ul style="list-style-type: none"> Increases in walking and cycling within Town Centres and other commercial centres and within residential neighbourhoods will improve way finding, increase social interaction, and improve the quality of the human experience and social wellbeing. Connected streets result in reduced travel time, which results in wide social benefits and a better quality of life Increased walking and cycling results in health benefits 	
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Table 6. Issue 3 - The transport network and parking provisions prioritise travel by private vehicle with considerably less emphasis on alternative modes of travel

All the transport chapter objectives are relevant to this issue and all the policies, rules and assessment matters in chapter 29 are relevant to this issue to some extent. In addition to those already discussed above in Tables 4 and 5, the following proposed provisions of the Transport Chapter are also relevant to this issue:

- Policies 29.2.1.1 – 29.2.1.5
- Policies 29.2.2.1 – 29.2.2.11
- Policies 29.2.3.1, 29.2.3.3, and 29.2.3.5
- Policies 29.2.4.1 – 29.2.4.5 and 29.2.4.9
- Rules:
 - permitting bus shelters and walking and cycling trails and facilities beyond the road network;
 - providing for park and ride and other public transport facilities;
 - requiring bicycle parking to be provided

Relevant provisions in other chapters:

- Policy 12.2.5.7 - Water based public ferry services
- Rule 12.4.17.5 - Surface of Water - Water based public ferry services
- Rule 21.5.43A - Water based public ferry services

Rule	Costs	Benefits	Effectiveness & Efficiency
Water-based public ferry services as a restricted discretionary activity²³	<p>Environmental</p> <ul style="list-style-type: none"> • Potential adverse effects on amenity (from noise and a loss of privacy) for residents living along the river or lake shore or in the vicinity of wharfs and terminals • Potential adverse effects on the remoteness 	<p>Environmental</p> <ul style="list-style-type: none"> • Encourages the establishment of a scheduled ferry service • Protects against cumulative effects of a proliferation of ferry services by requiring such boating activity to be of a certain 	<p>Effectiveness</p> <p>As for tables 4 and 5 and, in addition, these provisions will be most effective at achieving:</p> <ul style="list-style-type: none"> • Queenstown Town Centre Objective 12.2.5. regarding the

²³ Also refer to the Technical Note entitled “Providing for Public Transport and Active Modes” attached as Appendix 2 for further background and discussion of the costs and benefits.

	<p>of some parts of the lake (and rivers)</p> <p>Economic</p> <ul style="list-style-type: none"> The Council and Otago Regional Council will likely incur a cost to run such a ferry service, which will be an increased cost to ratepayers. <p>Social & Cultural</p> <ul style="list-style-type: none"> None identified 	<p>nature and scale to be deemed a ferry service.</p> <p>Economic</p> <ul style="list-style-type: none"> Increased certainty and reduced consenting costs for applicants wishing to establish a ferry operation Reduced road congestion will result in lower costs in relation to roading improvements and maintenance. Potential reduced travel time for all travellers resulting from less congestion and the provision of quicker water based-options for some residents, resulting in cost savings to the wider community. <p>Social & Cultural</p> <ul style="list-style-type: none"> Health and social benefits deriving from less private vehicle use. 	<p>water-land interface; and</p> <ul style="list-style-type: none"> Rural Objective 21.2.12. regarding protecting and enhancing the surface of water through managing activities thereon) <p>Efficiency</p> <ul style="list-style-type: none"> An enabling rule is more flexible than designating or spot zoning areas for terminals in the absence of insufficient information.²⁴
<p>Park and ride and public transport facilities as restricted discretionary²⁵ and permitting bus shelters and walking and cycling infrastructure, outside roads.</p>	<p>Environmental</p> <ul style="list-style-type: none"> The construction of Park and Ride and public transport facilities could adversely affect rural character or residential amenity (resulting from traffic, general activity, and associated buildings) depending on location and design. The risk is low as built form is also managed also by zone provisions. The construction of ferry terminals could adversely affect views to the wider landscape from the Queenstown Town 	<p>Environmental</p> <ul style="list-style-type: none"> Increases the uptake of public transport, which will reduce road congestion and the effects on amenity, pollution, and liveability that derive from that. Requires that the effects of facilities on the environment are avoided or mitigated. Protects against the cumulative effects of a proliferation of jetties/ terminals by avoiding making all jetties more permissive simply on 	

²⁴ The preparation of a Water-Based Public Transport Business Case has not yet commenced

²⁵ Also refer to the technical notes entitled "providing for Public Transport and Active Modes" and "developer provision of Public Transport and active modes infrastructure" attached as Appendix 2 for further background and discussion of the costs and benefits.

	<p>Centre and landscape values elsewhere on the lake edge if not well managed. Risk is low as built form is also managed also by zone provisions.</p> <ul style="list-style-type: none"> • Potential effects on residential amenity from traffic, activity, and pedestrians using public transport infrastructure (e.g. noise, privacy). • Permitting walking and cycling trails and bus shelters may result in infrastructure that is inconsistent with council standards or which is not well-connected. However, the risk of this is low given they will need to meet standards if a developer wants to vest them and provided they are located in accordance with Council's network plans. <p>Economic</p> <ul style="list-style-type: none"> • The Council will often incur a cost in constructing such infrastructure, although this is considered to be relatively minor compared with the costs incurred by increased road congestion <p>Social & Cultural</p> <ul style="list-style-type: none"> • Less certainty to residents as to where such facilities will locate than if the locations were zoned or designated. • The construction of terminals on the lake edge may detract from or displace other recreational uses of the area. 	<p>the basis they may be used by a ferry service.</p> <p>Economic</p> <ul style="list-style-type: none"> • Resulting increases in uptake of public transport, cycling, and walking will improve the cost-efficiency of the public transport system and make providing the service more cost-effective. • Increases in the uptake of public transport, cycling, and walking will result in lower costs in relation to roading improvements and maintenance, especially given the focus of provisions to target reduction of the peak hour congestion. • Avoids multiple consents under the HTGA rule and public facility/ Park and Ride rule, reducing costs and confusion. • Avoids the need for consents for bus shelters and walking trails, resulting in a cost saving and potentially in the increased provision of such infrastructure by the private sector. • Improves visitor and resident experience, which will result in economic benefits to the wider community #. • Improves access to the Town Centre Zones and other key commercial centres, which will result in economic benefits to the business owners and the wider community. <p>Social & Cultural</p> <ul style="list-style-type: none"> • Enables a greater proportion of the community to travel by public transport and to cycle and walk, therefore resulting in 	
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		social and health benefits.	
<p>Requiring bicycle parking and End of Trip Facilities for certain activities of a certain scale²⁶</p>	<p>Environmental</p> <ul style="list-style-type: none"> None identified <p>Economic</p> <ul style="list-style-type: none"> There will be a modest financial cost and opportunity cost (the inability to use the space for some other use) to developers At times, a consent will be needed to breach the rule where alternative parks and end trip facilities exist within close proximity or where it is unrealistic that people will cycle to the activity given its location, which will impose a consenting cost on developers. <p>Social & Cultural</p> <ul style="list-style-type: none"> None identified 	<p>Environmental</p> <ul style="list-style-type: none"> Will encourage increased uptake in cycling, resulting in less congested roads, higher amenity, and lower pollution levels. <p>Economic</p> <ul style="list-style-type: none"> Will result in lower or deferred costs in relation to having to expand the road network. Increases in the uptake of cycling, will lower costs in relation to roading improvements and maintenance. The detailed assessment matters will limit the cost of consents for breaching the rule. Will result in less road congestion, which will reduce travel times, resulting in economic benefits to the wider community. <p>Social & Cultural</p> <ul style="list-style-type: none"> Will encourage increased uptake in cycling, resulting in health benefits. Will result in less road congestion, which will reduce travel times, resulting in social benefits. 	

²⁶ Also refer to the technical notes entitled “Standards for Cycle Parking and End of Trip Facilities” and “Providing for Public Transport and Active Modes” attached as Appendix 2 for further background and discussion of the costs and benefits of the provision of such facilities.

Table 7. Issue 4 - Localised congestion, safety, and amenity issues in discrete instances due to inadequate parking, access, and loading space being provided onsite.

All policies, rules and assessment matters are relevant to addressing these issues to some extent. The proposed provisions of the Transport Chapter that are most relevant to these issues and give effect to the most relevant objectives (29.2.2 and 29.2.4) are:

- . Policy 29.2.2.1
- . Policy 29.2.2.5
- . Policy 29.2.2.12
- . Policy 29.2.4.6
- . Policy 29.2.4.7
- . Policy 29.2.4.9
- . Rules:
 - requiring a minimum amount of accessory parking to be provided in all zones other than the Town Centre Zone;
 - making offsite and non-accessory parking restricted discretionary activity; and
 - managing the design of parking and loading spaces, vehicle crossings, and access.
- . Schedule 1 insofar as this influences the location/ separation of accesses onto roads, depending on the classification of the road.
- . Schedule 2 (interpretive diagrams).

Relevant provisions in other chapters:

- Policy 27.2.1.1 requiring subdivision to be consistent with the Code of Practice
- Rule 27.4.1 requiring that all subdivision obtain a discretionary activity consent²⁷

Rule	Costs	Benefits	Effectiveness & Efficiency
Minimum Parking rates²⁸	<p>Environmental</p> <ul style="list-style-type: none"> . Requiring 2 parks per unit in most zones, including for LDR Zone, this will encourage 	<p>Environmental</p> <ul style="list-style-type: none"> • In most cases, enables the long term 	<p>Effectiveness</p> <p>As for Tables 4 and 5 and, in addition, these provisions will also be</p>

²⁷ Refer Footnote 19.

	<p>people to continue to own 2 cars per household and to drive to many destinations.</p> <ul style="list-style-type: none"> There will be some parking spillover (and consequent congestion and amenity effects) as the minimum parking requirements will not always provide for peak times, or for higher than usual rates of car ownership Requiring 2 parks per unit in the ARHMZ would mean that redevelopment or change of use may be unfeasible or require alterations/ demolition of heritable buildings in order to meet the MPR. However, the risk of this is low given that the sites are large, the maximum density and building and hard surfacing coverage is low, and any increase in consenting costs as a result of breaching the MRP are low given that all new building and alterations are restricted discretionary activity regardless. <p>Economic</p> <ul style="list-style-type: none"> Imposes a cost on developers by requiring parking to be provided which, at times, may be in excess of what the current tenant/ owner/ activity requires. Where parking requirements have been increased, this will be a potential economic cost to landowners/ developers and discourage development, which may be a cost on the wider community/ economy. More cost, uncertainty, and potentially time delays for those developing rental vehicle businesses, in that a restricted discretionary 	<p>adaptability of buildings if the generic parking requirement is provided, even if it is not needed by the current applicant/ owner.</p> <ul style="list-style-type: none"> A relatively low MPR for offices (relative to other District Plans) will help encourage workers to use other travel modes which, given that offices generate peak hour travel demands, will help to relieve peak hour congestion. A lower MPR for schools will discourage students from being driven or themselves driving to schools, which will help relieve peak hour congestion and the amenity (social and economic) costs of that. Higher MPR's for day care and hospitals aligns these rules helps to address the effects of parking spillover that have been experienced in recent years. Provided the Arrowtown Design Guidelines (2011)²⁹ are adhered to, which require that garaging be setback and that driveways be single width then 2 parks per site will not threaten heritage values and will be effective at avoiding overspill parking on grass verges and swales, which are identified as a key character element of the area. <p>Economic</p> <ul style="list-style-type: none"> Focusing on relieving peak hour congestion in particular will result in less cost in relation to roading improvements and maintenance and consequent economic benefits to the 	<p>most effective at:</p> <ul style="list-style-type: none"> Achieving the Objectives of the (urban) residential and special zones in relation to maintaining residential character and amenity; Achieving the Objectives of the business zones in relation to character, quality, and/ or amenity. <p>Specifically:</p> <ul style="list-style-type: none"> requiring resource consent for rental vehicle businesses provides Council with more effective enforcement tools through the RMA; and the onsite loading exemptions align with and will effectively support achieving the intent of the various Town Centre guidelines, the Draft Queenstown Masterplan (as listed in Table 1), and the Wanaka Lakefront Reserves Management Plan 2014. <p>Efficiency</p> <ul style="list-style-type: none"> The benefits of imposing relatively high minimum parking requirement in those zones where travel by modes other
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²⁸ Also refer to the technical notes entitled "Parking Advice" attached as Appendix 2 for further background and discussion of the costs and benefits.

²⁹ Refer the Arrowtown Design Guidelines (<http://www.qldc.govt.nz/assets/Uploads/Your-Views/Arrowtown-Design-Guidelines-Variation-1/Arrowtown-Design-Guidelines-Part-2.pdf>)

	<p>consent is more onerous than would otherwise be required for the activity in the zone itself.</p> <p>Social & Cultural</p> <ul style="list-style-type: none"> Requiring 2 parks per unit in many zones and parking at key destinations that will generally meet demands will continue to support travelling by private car, resulting in health and social costs. 	<p>community.</p> <ul style="list-style-type: none"> Where parking requirements have been reduced, this will be a potential economic benefit to landowners/ developers and encourage more development, and wider economic benefits to the community. Internalises the cost of storing rental vehicles to the operator, as opposed to the community subsidising those who opt to store/ park vehicles on the street rather than have a yard. <p>Social & Cultural</p> <ul style="list-style-type: none"> Provides choice for residents to own and have the capacity to park two vehicles if they desire. This will be balanced with encouraging walking and cycling, and public transport use through the implementation of other provisions in this chapter. 	<p>than the private car are not well provided for will outweigh the costs and be efficient.</p> <ul style="list-style-type: none"> Policies and assessment matters provide more certainty as to when less parking is likely to be acceptable The rules aim to enable efficient land use and more efficient and practical District Plan administration, while mitigating safety and congestion issues. This means that some rules are more lenient than national standards or other national documents or are simply slightly different to those documents but in each instance where this is the case, the council is satisfied that:
<p>Standards relating to location and design of accesses, loading spaces, parking spaces³⁰</p>	<p>Environmental</p> <ul style="list-style-type: none"> The rules for access locations are relatively more lenient, which may result in more vehicle crossings and adverse effects on the pedestrian environment. The risk of this is low. <p>Economic</p> <ul style="list-style-type: none"> The rules do not always align with the standard, so applicants will need to apply for consent even if they can meet the standards in a national document (thereby incurring costs, time delays, 	<p>Environmental</p> <ul style="list-style-type: none"> Collectively, the rules enable efficient land use while avoiding adverse effects on traffic and pedestrian safety and achieving an appropriate level of pedestrian amenity and quality of urban design³¹. <p>Economic</p> <ul style="list-style-type: none"> Provides a high level of certainty as to whether a consent is required (and therefore efficient processing and high level of effectiveness) 	<ul style="list-style-type: none"> a) There are no known safety issues with the respective ODP rules; b) There would be significant administrative difficulties with inserting the standards from such national documents into the plan; the costs of which would outweigh the benefits of the

³⁰ You are also referred to the report entitled Operative Queenstown Lakes District Plan Operational Standards Review August 2017, attached as Appendix 3

³¹ For example, the rules allow residential tandem parking but require a 5.5 m parking space between the garage and the street in such instances; enable shorter queuing lengths than would under the relevant Standard for small-medium scale development; enable narrower private accesses than under the Code of Practice in certain instances; increase the size of loading spaces in line with best practice, and added design requirements of vehicle accesses to improve the safety for motorists and pedestrians.

	<p>and uncertainty)</p> <ul style="list-style-type: none"> The rules (such as those relating to gradient, queuing, and minimum sight distances) are administratively simpler and more certain than the alternative of including the equivalent rule from the relevant Standard. Relying on the posted speed of a road, rather than the operating speed may lead to accesses etc. being designed and located too conservatively (resulting in inefficient land use potentially) or too liberally (resulting in potential safety and congestion issues). However, there is no evidence of such safety issues arising from this rule. Requiring that some carparks be lit in a manner consistent with the Council's Lighting Strategy may result in administrative difficulties and costs. However, similar difficulties exist if the rule simply states that such carparks 'must be lit'. The minimum distance of vehicle crossings from intersections for roads with a posted speed between 70 and 100kmph may result in less efficient subdivision and land use along those roads as corner sites will need to be relatively big to comply. However, the effect is minor in that, with a few exceptions, these areas are not generally urban. <p>Social and cultural</p> <ul style="list-style-type: none"> Where the rules are more lenient than the standard, they may arguably result in safety or congestion issues but there is no evidence of this. Removing the need for onsite loading on more streets in the Queenstown Town Centre may 	<ul style="list-style-type: none"> Avoids the administrative difficulties, uncertainty, and costs that would arise from the option of duplicating national Standards (e.g. the queuing standard from AS/ NZS2890.1:2004 or the use of operating speed to measure sight distance), which require detailed traffic assessment in order to determine whether or not a proposal complies or consent is needed. Aligning definitions and diagrams (and, standards where they are sufficiently clear and certain) with those included in national standards, NZTA's PPM, and the QLDC Code of Practice improves consistency and reduces administrative costs. Land use efficiencies will make development more feasible and result in economic benefits to developers and the wider community. For example, the access widths of small scale private residential lanes can be narrower than in the Code of Practice and on-site loading spaces are not required in many parts of the Town Centres. <p>Social & Cultural</p> <ul style="list-style-type: none"> The standards will have significant safety benefits to motorists, cyclists, and pedestrians. 	<p>standard providing more site-specific or issue-specific solutions;</p> <p>c) The national standards would not assist in achieving efficient land use or compact growth.</p> <ul style="list-style-type: none"> Aligning many of the rules (e.g. par) with the relevant national documents provides for greater understanding and certainty and more efficient District Plan processing. Incorporating the Code of Practice in Chapter 29 of the District Plan avoids duplicating a considerable amount of information in the District Plan, is readily available to public, and is the most efficient way of ensuring consistency between the 2 documents in relation to access design. This approach is different to that taken in the reply version of the stage 1 subdivision chapter 27 but is considered the most effective and efficient way of managing access design in the transport chapter.
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	increase the need for on-street loading on those streets and the removal carparks.		
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13. THE RISK OF NOT ACTING

- 13.1. Section 32(c) of the RMA requires an assessment of the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions. It is not considered that there is uncertain or insufficient information about the subject matter of the provisions.

- 13.2. The issues identified and options taken forward are the most appropriate way to achieve the purpose of the RMA. If these changes were not made there is a risk the District Plan would fall short of fulfilling its functions.

Appendix 1. Council documents referenced in the proposed Transport Chapter and/or this S32 Evaluation

Document
NZTA Planning Policy Manual 2007
Plan Change 6 Decision (operative 2009)
Plan Change 8 Decision (operative 2009)
Queenstown Lakes District Plan Monitoring Report Section 14: Transport 2012
Wanaka Town Centre Character Guidelines 2011
Queenstown Town Centre Guidelines 2014
Wanaka Lakefront Reserves Management Plan 2014
QLDC Land development and Subdivision Code of Practice 2015
QLDC Subdivision Design Guidelines 2015
Arrowtown Design Guidelines 2016
Queenstown Town Centre Transport Strategy 2016
Arrowtown Design Guidelines 2016
Queenstown Town Centre Master Plan working drafts 2017
Queenstown Integrated Programme Business Case 2017 (QITPBC)
Queenstown Town Centre Business Case 2017
Frankton Business Case 2017
Wakatipu Basin Public Transport Detailed Business Case 2017
Queenstown and Wanaka Parking Surveys 2017
Wanaka Strategic Case Review Evidence 2017
Queenstown Lakes District Council Southern Light Part One - A Lighting Strategy and Queenstown Lakes District Council Southern Light Part Two – Technical Specifications March 2017.

Appendix 2. Series of Technical Notes (2017) in relation to:

- . Parking**
- . Developer provision of public transport and active modes infrastructure**
- . High traffic trip generating activities**
- . The national and regional policy context**
- . Cycle parking and end of trip facilities**
- . Providing for public transport and active modes.**

Technical Note

Subject: Parking Advice

Project: Queenstown Lakes District Council Transport Chapter Advice

Our file: NZ2217

Prepared by: Anthony Leung

Status: Final Issue

Date: 18 October 2017

1. Background

1.1 Background to this Technical Note

Queenstown Lakes District Council (QLDC) has engaged MRCagney to advise on the strategic direction for parking policy in the Queenstown Lakes District. This is intended to inform QLDC's drafting of parking provisions (rules, policies, and objectives) in the Transport Chapter of the Proposed District Plan. The overarching proposed objectives and policies in Chapters 3 and 4 of the Proposed District Plan (as furnished by QLDC) seek to achieve an integrated transport network that is less reliant on private car use and more multi-modal.

The aim of this technical note is to provide strategic advice on the following parking matters:

- Advice on whether minimum and/or maximum parking requirements are justified in certain zones or locations;
- Advice on continuing to not specify minimum parking requirements in the Town Centre Zone; and
- Advice on rules or methods to hypothecate funds to build non-accessory shared parking facilities in the Town Centre, i.e. dedicated off-street parking facilities (either public or private)

This technical note contains high-level strategic policy recommendations that can inform and guide the upcoming review of the parking sections of the District Plan and QLDC's approach to parking management and operations more generally.

The need for this technical note has also been influenced by a convergence of circumstances, specifically:

- The ongoing review and development of QLDC's Proposed District Plan; and
 - The ongoing development and public consultation of the Queenstown Town Centre Masterplan, which brings together the strategies and projects recommended in the following strategic plans and documents:
 - Queenstown Town Centre Transport Strategy;
 - Queenstown Integrated Transport Programme Business Case; and
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- Wakatipu Basin Public Transport Detailed Business Case;

Now is therefore an opportune time to consider how the parking policies in the Proposed District Plan might be drafted to better align with the QLDC's strategic objectives for the district.

1.2 Scope of work

As expressed in our proposal, the scope of this technical note does not include the detailed drafting of specific provisions (e.g. rules), and the preparation of the section 32 report required to support the proposed provisions, which are the responsibility of Vicki Jones of Vision Planning.

The analysis contained herein is based on a desktop review of existing documents and our previous professional experience, rather than site visits or in-depth data analysis

2. Policy and Document Review

In recent years, QLDC, in collaboration with partner agencies such as the New Zealand Transport Agency (NZTA) and the Otago Regional Council (ORC), has developed several strategic policy documents that address parking management and its implications for related matters such as traffic congestion, town centre design, urban form, public transport, and active transport. In addition, parking surveys are conducted annually to provide baseline information on existing or emerging parking issues.

The first step in this project was to review high-level objectives and outcomes established in the following QLDC or partner agency policy and planning documents, and surveys:

- Queenstown Town Centre Transport Strategy 2016;
- Queenstown Integrated Transport Programme Business Case 2017;
- Wakatipu Basin Public Transport Detailed Business Case 2017;
- Queenstown Town Centre Masterplan Working Drafts 2017;
- Queenstown and Wanaka Parking Surveys 2017; and
- Wanaka Strategic Case Review Evidence 2017

Tension may exist between the objectives of strategic documents, which must be identified, explored, and reconciled prior to developing a coherent parking management strategy within the Proposed District Plan.

In this section, we simply noted where the strategic documents promoted policy that was considered relevant to parking, and second, identified issues affected or influenced by parking.

2.1 Queenstown Town Centre Transport Strategy

General:

- This is a transport strategy jointly developed by QLDC, NZTA and ORC for the planning and delivery of transport policy and projects for the Queenstown Town Centre;

- It is guided by six overarching principles, which seek to:
 - maximise existing network capacity,
 - facilitate freight,
 - improve transport-land use integration,
 - provide an attractive town centre for people and businesses,
 - provide reliable, safe, and pleasant multi-modal access
 - acknowledge the contribution of transport in promoting health and well-being;
- The strategy adopts a series of recommended options, split into three time periods (short ((up to 2017/18), medium (2018/19 to 2024/25), and long-term (2025/2026 to 2044/45)), and categorised into four inter-related areas: Parking and other end-of-trip facilities; roads, roadsides and pathways; transport information; and, public transport services. The recommended options and principles for the management of parking are summarised below.

Parking:

- Maximise the use of existing parking resources and increase parking turnover;
- Ensure parking complements improvements to cycling, walking, and public transport by:
 - Restricting parking availability for commuters and prioritising parking for short-stay visitor parking (irrespective of whether they are residents or tourists);
 - Using parking revenue for transport improvements;
 - Prioritising kerbside space currently used for parking for improving walking and cycling and town centre functions;
- Parking measures which may impact negatively on the convenience and affordability of car travel to the town centre for commuters will be mitigated by improvements to alternative modes;
- QLDC will seek to maintain the supply of publicly available parking spaces at 2015 levels;
- Implement a zone-based parking management scheme (Figure 2.1), involving:
 - Zone 1: Introduce parking charges and increase maximum stay to one hour for on-street parking spaces, and prioritise short-stay parking in the off-street car parks by removing leased parking and all-day parking charges;
 - Zone 2: Maintain the predominant P120 restrictions for on-street parking spaces, remove leased parking, and price parking consistently for the off-street car parks;

- Zone 3: Test the introduction of time limits for on-street parking spaces on Gorge Road (between Boundary and Henry Streets), and maintain the Boundary Street car park's role to service a mix of commuters, visitors, and campervan parking;
- Zone 4: Apply a P180 restriction for on and off-street parking, with the option to purchase coupons for long-stay parking for residents and other users such as commuters and businesses;
- The changes proposed to time limits, pricing and reprioritisation of long-term parking to short-stay parking are programmed to be implemented progressively in the short, medium and long terms.

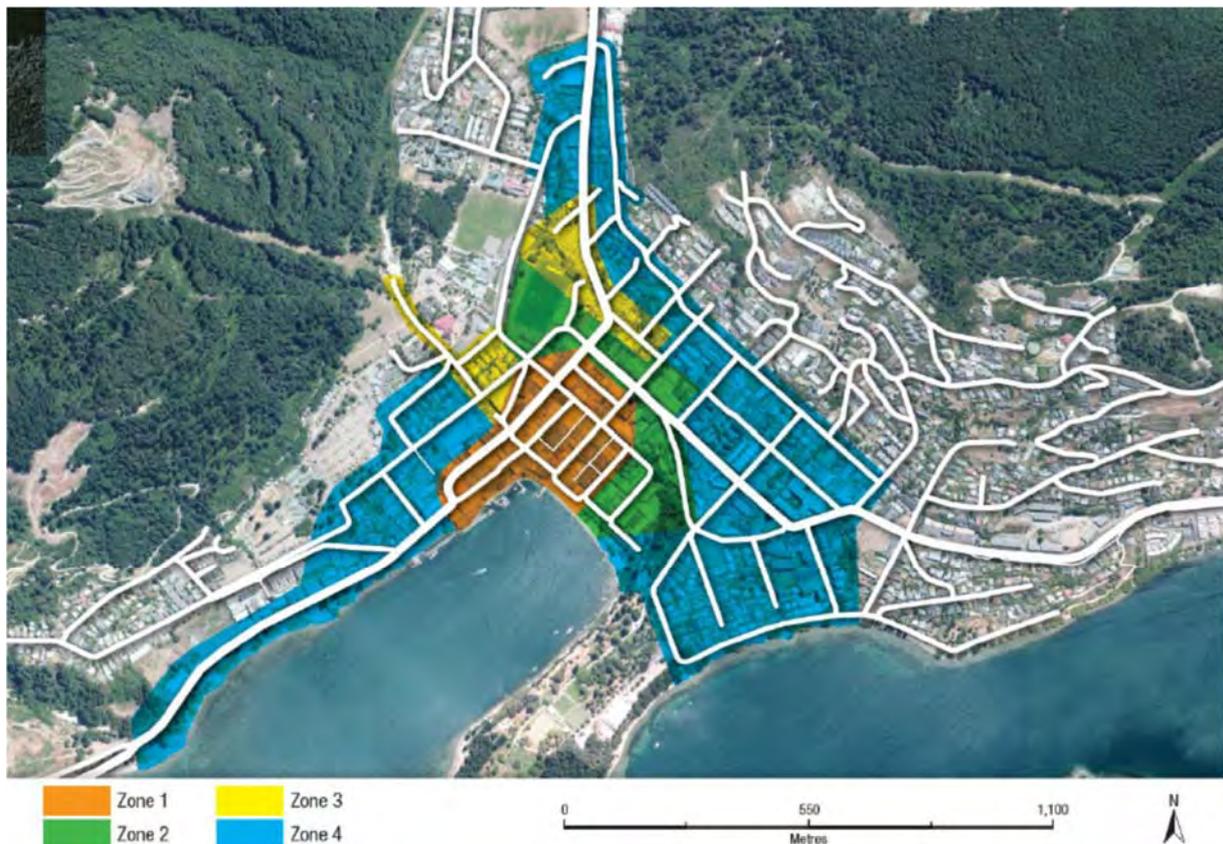


Figure 2.1: Proposed Parking Management Zones in the Queenstown Town Centre Transport Strategy

2.2 Queenstown Integrated Transport Programme Business Case

This programme business case sets out the challenges and opportunities facing Queenstown's transport system over the next 30 years, and presents a recommended integrated transport programme to deliver projects that will address these challenges.

Identified Issues:

- Queenstown's population has increased by 65% between 2001 and 2013 to reach a resident population of 28,224 in 2013. Its population is expected to grow by 2.2% per

annum over the next 20 years, reaching 51,000 by 2033 and nearly 60,000 by 2043, under a medium growth scenario modelled by Statistics New Zealand;

- Queenstown's peak day tourist number is around 66,000 people currently, with an average day tourist number of around 20,000. These tourist numbers are expected to almost double by 2045;
- Growth in population and tourism has contributed to economic growth. Over the last ten years, employment growth in Queenstown and Wakatipu Basin averaged 4.1% per annum compared with 1.2% per annum nationally;
- Vehicle driver trips is the most predominant way of getting to work, with low vehicle occupancy rates for commuting. A survey carried out in 2016 showed the private car mode share for people entering the Queenstown Town Centre via Gorge Road or Frankton Road between 7am to 11am on a typical weekday was between 82% to 88%;
- Queenstown's significant growth places considerable pressures on the transport system, with increasing journey time unreliability by car or public transport currently being experienced, and projected to worsen (in the absence of intervention) in the future;
- A parking survey in April 2016 showed on-street parking occupancy in the town centre was between 77% to 89%, off-street parking occupancy (excluding Man St Car Park) was between 81% to 92%, and the Man St Car Park's occupancy did not exceed 55% due to the low utilisation of leased parking.

Recommended Programme

- A Balanced Public Transport and Active Modes Focus programme was selected as the Recommended Programme as part of the programme business case;
- In relation to parking management, this involved developing and implement a parking strategy between 2018 and 2020 to manage travel demand and encourage mode shift that will:
 - Set and enforce maximum parking durations in and around the central business district;
 - Set parking charges;
 - Consolidate parking to improve access and mitigate unnecessary traffic circulation;
 - Address residents' parking issues;
- The programme also recommends providing park and ride facilities between 2023 and 2025 to enable greater use of public transport. Locations include Frankton, Ladies Mile, Jacks Point, Arrowtown and Arrow Junction.

2.3 Wakatipu Basin Public Transport Detailed Business Case

This detailed business case focuses on public transport service provision (routes, frequencies and fares) in the Wakatipu Basin. Although this document's focus is primarily on public

transport, it identifies several issues related to parking that impact on the use and viability of public transport.

Identified Issues and Assumptions

- Time restricted parking is enforced and “pay and display” parking spaces are available for as little as \$12.50 per week;
- The low cost and high availability of parking is a significant barrier to public transport in the Wakatipu Basin;
- The parking management policy proposed in the Queenstown Town Centre Transport Strategy will improve the attractiveness of public transport and active modes through reducing the affordability and convenience of car travel to the town centre;
- Additional revenue generated through the changes to parking policy, which is assumed to be around \$550,000 per annum, will subsidise improvements to public transport.

2.4 Queenstown Town Centre Masterplan Working Drafts

The Queenstown Town Centre Masterplan can be seen as the blueprint for the Queenstown Town Centre’s future development, and brings together a number of business cases being developed concurrently, such as the aforementioned business cases. Business cases in the areas of parking, arterial routes, the spatial and public realm framework, community and civic facilities, and public transport infrastructure will also be developed in the future.

QLDC has released concept plans for the Masterplan components, including parking, public and passenger transport, town centre arterials, and town centre street upgrades, for public consultation, which is currently ongoing. The following comments relate to the concepts related to parking.

Parking

- Price parking spaces in or close to the Town Centre and adopt location appropriate time restrictions or charges to provide easier access to parking;
- Better enforcement of existing parking restrictions;
- Limit car parking supply to manage traffic and to provide more space for people in the Town Centre, but offer alternative travel options;
- Use smarter parking technology;
- Build multiple new public car parking buildings near the heart of the Town Centre;
- Build new park and ride facilities in peripheral areas (e.g. Gorge Road, Arthurs Point, Frankton, Lake Hayes, Kelvin Peninsula) to support the use of public transport to get into the Town Centre.

2.5 Queenstown Parking Surveys 2017

QLDC conducts an annual parking survey in the Queenstown Town Centre and surrounds, with the latest survey conducted on one day in April 2017. This survey examined both on and off-street parking to report on the occupancy and general availability of short-stay parking in the Town Centre.

Results

- Across the Town Centre, parking occupancy ranged from 37% at 7am, to a peak of 90% at 1pm, dropping to 77% at 4pm;
- Occupancy increased by 10% at 1pm and 4pm compared to the 2016 results;
- On a street basis, the results showed few sections of on street parking have spaces available between 10am to 4pm, with the most availability found in the Man Street car park, Church Street car park, and the Boundary Street car park.
- This is again consistent with the findings of the 2016 parking survey, with a trend showing off-street car parks are occupied less than on-street parking.
- Residential/suburban parking in locations surrounding the town centre experiences a decline in parking availability by at least 30% compared to the base residential occupancy recorded at 7am, which is likely to be a result of commuters spreading out from the town centre in search of all-day and free parking.
- A significant number of vehicles were parked on verges in the surrounding residential areas, but these were not counted in this survey.

2.6 Wanaka Strategic Case Review Evidence

A slideshow on the Wanaka Strategic Case Review Evidence from May 2017 was furnished by QLDC. This provides a recent assessment of the demographic, economic, and transport conditions in Wanaka, and reports on progress towards implementing the projects proposed in the existing Wanaka Transportation and Parking Strategy from 2008. The slideshow also synthesises information from various strategic documents for Wanaka, such as the Wanaka Structure Plan 2007 and Lake Wanaka Tourism Strategic Plan 2012/22.

General

- Wanaka is experiencing current and projected growth in population, households, and tourist numbers;
- Peak tourism period is around the New Year's period, with the total population, including tourists, rising from around 20,000 at the start of December to a peak of 42,000 on 2 January;
- Wanaka is anticipating a 24% increase in visitor arrivals by 2022, and a 23% growth in average stay length;

- Car ownership has increased steadily from 2001 to 2013, with most households owning at least two motor vehicles;
- In 2013, around 80% of commuters drive or are a passenger in a car to go to work, but the percentage of trips to work via walking and cycling exceeds the national average, at over 15%.

Parking

- Measures implemented to downgrade the lakeside Ardmore Street from a cross-town through route to a high amenity street through traffic calming and the use of parking charges; through-routing moved to Brownstown Street;
- A 2015 parking survey showed low parking availability in Wanaka's off-street car parks, with higher availability found in on-street car parks (75% occupied);
- The same survey suggests current time restrictions are not aligned with the demand for parking, which leads to underutilisation of the on-street parking resource or non-compliance with the restrictions;
- The prevalence of unrestricted parking has led to parking spaces being used for storing vehicles long-term, which restricts the spaces available for short-stay and commuter parking;
- Shortage of off-street parking and underutilisation of on-street parking has flow-on effects on traffic congestion as drivers circulate to find a parking space that suits their desired duration of stay

2.7 Wanaka Parking Survey 2017

QLDC conducts an annual parking survey in central Wanaka, with the latest survey conducted on one day in June 2017. This survey examined both on and off-street parking to report on the occupancy and general availability of short-stay parking in central Wanaka.

Results

- Across the Town Centre and its surrounds, parking occupancy ranged from 16% at 7am, to a peak of 60% at 12pm, and dropping to 57% at 3pm;
- Within the Town Centre only, parking occupancy ranged from 19% at 7am, to a peak of 78% at 12pm, and dropping to 74% at 3pm;
- The occupancy recordings for the Town Centre is generally consistent with those recorded for 2016;
- Residential/suburban parking in surrounding streets such as Dungarvon and Helwick Streets experienced high occupancy according to the survey report, possibly due to drivers parking farther from town seeking free all-day parking as these streets are the closest all-day parking option.

2.8 Summary of Commonly Identified Issues (in Strategic Documents)

Based on our review of the relevant strategic planning documents, it is clear there is a common recognition of the transport and land use issues related to or influenced by parking in the Queenstown Lakes District, as well as general alignment on potential measures to address these challenges.

In general, in the absence of appropriate intervention, the population, economic, and tourism growth experienced and projected in Queenstown and Wanaka will pose significant transport challenges in the face of high mode share by private vehicles, high demand for on-street parking, current parking management practices, and the lack of reliability of alternative transport modes.

These strategic documents are generally aligned in their proposed approaches to tackle these challenges. In relation to parking these comprise:

- Improved parking management through location appropriate pricing and time restrictions to address the negative effects of excessively high parking occupancy in the Queenstown and Wanaka town centres;
- The prioritisation of short-stay parking over long-stay commuter parking;
- Consolidation of parking resources in the heart of the Queenstown Town Centre, leaving more space for pedestrians and town centre activity;
- The provision of park and ride facilities at selected peripheral locations to encourage the use of public transport into the Town Centre;

2.9 Identified Tensions

Although the strategic documents are generally aligned in their approach to parking management, it is worth noting potential tensions between some of the desired outcomes. In particular, the Queenstown Town Centre Transport Strategy adopted as a strategy to maintain the quantity of parking in the Town Centre at 2015 levels. However, the Queenstown Town Centre Masterplan discusses the building of multiple car parking buildings in the Town Centre, which would consolidate the location of parking in centralised locations, but there is no clear plan to divest any existing on-street or off-street parking spaces elsewhere, although it has been acknowledged some on-street parking will be removed from streets that will become pedestrianised.

As such, it is not clear how the 2015 public parking supply will be maintained in the event multiple parking buildings are constructed. The construction of multiple parking buildings without a clear plan to divest parking elsewhere risks increasing the net supply of parking in the Queenstown Town Centre, with potential consequences of increased vehicle trips to the Town Centre and the undermining of efforts to increase the attractiveness and viability of alternative modes.

3. Statutory Planning Document Review

The statutory approach to parking management in the Queenstown Lakes District provides context for existing methods to regulate accessory and non-accessory parking in the District. It

also serves as important background for the proposed strategic direction on transport in the Draft Transport Chapter Objectives and Policies for the Proposed District Plan. We examined parking-related rules, standards, objectives and policies in the Operative Queenstown Lakes District Plan.

3.1 Operative Queenstown Lakes District Plan

Non-accessory parking

Off-street parking areas or parking buildings not associated with a land use and typically available to the public, also known as non-accessory parking, are currently controlled activities in a number of zones, including in the Town Centre, Business, and Industrial A and B zones (Rule 14.2.2.2). As a controlled activity, resource consent must be granted to non-accessory parking in these zones.

This is an 'enabling' approach to the supply of publicly available off-street parking, especially in the Town Centre zones (e.g. Queenstown and Wanaka Town Centres). It allows private parking operators to build new shared parking facilities when there is sufficient demand for them.

However, private shared parking facilities have not proliferated in the Queenstown and Wanaka Town Centres. This may reflect the high cost of land in these Town Centres, which can be dedicated to more economically productive and profitable land uses than car parking.

From a consenting perspective, should QLDC wish to advance the consenting of shared parking facilities in the Town Centre zones as proposed in the Queenstown Masterplan, it would be able to do so with relative ease under the controlled activity status in the current Operative District Plan. Park and ride facilities would achieve a similar consenting outcome, if they were in those zones where such activity would be controlled (such as Town Centre, Business, Industrial A and B, Remarkables Park, or the Queenstown Airport Mixed Use zones) or in those zones where such activity would be permitted (such as in the rural general or rural living zones – surface parking only).

Accessory parking

The Operative District Plan requires a minimum amount of parking for different activities throughout the District. It also sets maximum parking requirements in the Frankton Flats Special Zone (B). This is a 'prescriptive' approach as not only are there parking requirements for different types of activities by location, but also separate requirements for residents/visitors, and staff/guests. This approach is not unusual in the New Zealand context, although we note that many councils are moving towards removing or reducing minimum parking requirements in areas outside of their main commercial centres.

Minimum parking requirements do not apply in the Town Centre zones (excluding the Town Centre Transition sub-zone and the Town Centre Lakeview sub-zone) under Rule 14.2.4.1(i)(a), which shall be subject to the existing car parking requirements. The wording around being subject to the existing car parking requirements in our view is vague, but based on correspondence with QLDC, we understand the standard practice is to not apply minimum parking requirements to activities in the Town Centre zones.

Table 6.1, Table 6.2 and Table 6.3 in Appendix A summarise selected minimum and maximum parking requirements for common activities in other main zones. This is provided to enable a discussion of the existing minimum parking management regime in the District in the following sub-section. These tables do not show the minimum parking requirements for a number of special zones such as the Remarkables Park Zone, Mount Cardrona Station Special Zone, and the Three Parks Zone.

3.1.1 Discussion of existing minimum parking requirements

There are several minimum parking requirements in Appendix A set for existing activities which in our opinion, are inconsistent with common practice, and may discourage development of the activity with which the requirement is associated. In particular, these relate to the minimum parking requirements for multi-unit residential activities (e.g. apartments) and industrial activities.

For residential units in zones like the High Density Residential ('HDR') and the Queenstown Town Centre Lakeview sub-zone, parking requirements are currently set at a rate of between 1 to 2 per unit, depending on the exact location¹. A similar rate applies to residential units in the Frankton Flats Special Zone (B). While this parking requirement may be appropriate for low density detached dwellings in the District, it appears inappropriate for higher intensity multi-unit residential development like apartments, particularly in zones where high density development is anticipated such as the HDR. In our view, the effect of applying the aforesaid rate to multi-unit residential developments is to make it more onerous to develop intensively, as around one parking space is required for each unit, even though they are developed more compactly than a traditional detached dwelling in similar high density zones. Consequently, a developer would be required to forego a large portion of land for parking instead of using it for the multi-unit residential development, or go through a resource consent process to seek a dispensation. This may increase the cost of development, either through land costs, regulatory costs or opportunity costs, rendering multi-unit residential development less feasible in these zones.

This approach is in contrast to recent practice in other councils in New Zealand. For instance, the Auckland Unitary Plan (Operative in Part) does not specify minimum parking requirements for residential units in high density zones, and specifies a low or no minimum parking requirement for 1-bedroom units and studios in selected lower density residential zones. In this way, the absence of, or lower parking requirements facilitate dense residential development, rather than discouraging it.

The existing parking requirement for staff of industrial activities at 1 per 25 m² of floor area plus 1 per 100 m² of storage space also appears quite high based on our experience with the setting of requirements for similar activities in other council areas. At this rate, this is comparable to the existing minimum parking requirements for retail activities in the District, even though industrial activities are likely to require less on-site parking, and have less parking turnover than retail. As such, existing minimum parking requirements for industrial activities may also impose high land, development and opportunity costs for the developer, irrespective of their actual need for on-site parking. In this regard, basing parking requirements for industrial activities on actual staff

¹ Noting that some or all of this is able to be located off site provided it is well secured through lease arrangements, etc.

numbers or lowering the rate of parking provision, may facilitate the establishment of industrial activities in the District.

The themes raised about existing minimum parking requirements in this sub-section, concerning the high land, development and opportunity costs associated with requiring on-site parking, are discussed in further detail in the following section, in which we provide an overview of the benefits and costs of parking requirements.

4. Analysis of alternative parking management policies

This section analyses parking management policies in the following areas:

- Parking minimums
- Parking maximums
- Shared parking

This is a relatively high-level analysis that outlines principles for parking management and identifies the relative benefits and costs of alternative policy approaches. The principles we outline here are applicable to all cities and towns, albeit with the need to consider local characteristics.

4.1 Off-Street Minimum Parking Requirements

4.1.1 Rationale for minimum parking requirements – a case for regulation?

Since the 1960s, most local authorities in New Zealand have implemented minimum parking requirements that require new developments to provide for their individual parking demands on-site. As shown above, minimums are typically set based on the size of new developments. For instance, new offices in non-Town Centre locations in Queenstown are required to provide one parking space per 50 m² GFA.

Minimum parking requirements were originally designed as a response to rapidly growing rates of vehicle use and increased demand for public parking that was difficult to manage. However, the conditions under which they were originally implemented have changed: parking management has become cheaper and more sophisticated, and increased demand for land in urban areas has pushed up the cost of providing surface parking by a large amount.

The development of a new Transport Chapter in the Proposed District Plan therefore presents the opportunity to ask two key questions about the rationale for parking policies:

1. Are there any problems that would arise in the absence of minimum parking requirements under the District Plan? If not, regulations could not increase environmental, economic, social, and cultural wellbeing and hence would not meet the purpose of the RMA.
2. Are minimum parking requirements likely to deliver benefits that exceed the costs? If not, regulating would reduce environmental, economic, social and cultural wellbeing and hence would not meet the purpose of the RMA.

We therefore begin this discussion by establishing a framework for economic analysis of minimum parking requirements. This framework directly addresses the requirements of Section 32 of the RMA, and more specifically s32(2), which requires identification and assessment of environmental, economic, social, and cultural effects, including impacts on opportunities for economic growth and employment (s32(2)(a)), quantification of these effects if practicable (s32(2)(b)), and assessment of the risk of acting or not acting (s32(2)(c)).

The Treasury recommends basing an investigation into the desirability of regulatory interventions by asking whether there are any problems that would arise under a ‘status quo’ scenario in which no further regulations were implemented.² The following diagram summarises the questions that economists typically ask when investigating whether there is a case to regulate. However, it is not sufficient to merely establish that there may be a case to regulate – it is also necessary to show that the benefits of regulating exceed the costs. If this is not the case, then regulating is likely to be adverse, not beneficial, to environmental, economic, social, and cultural wellbeing.

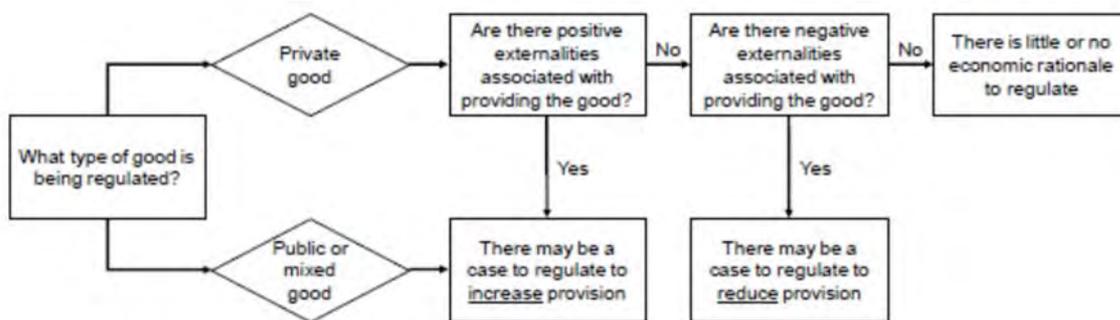


Figure 4.1: Questions to ask when choosing whether and how to regulate

Using the framework described above, it is possible to assess whether or not there is a case to regulate the supply of off-street parking through minimum parking requirements under the RMA. We begin by observing that parking is best seen as a private good, rather than a public good or mixed good, as:

1. Parking is rivalrous – two cars cannot occupy the same parking space at the same time; and
2. Parking is excludable – it is possible to prevent people from using a parking space

Therefore, the rationale to regulate parking rests upon the existence and magnitude of externalities associated with the supply of parking, i.e. ‘spillovers’ to the rest of the transport system or to neighbouring properties. We contend that regulating for increased parking supply will generate several negative externalities in the following areas:

- Negative transport externalities;
- Reduced economic viability of centres leading to lower economic performance;

² See Section 3 of the Treasury’s *Regulatory Impact Analysis Handbook*

- Reduced urban amenity;

We also contend that minimum parking requirements may generate several positive externalities in the following areas:

- Reduced parking spillover;
- Reduced localised congestion from searching for parking

These negative and positive externalities are in turn discussed in the following sub-sections.

4.1.2 Negative externalities

Transport

An abundant supply of low-cost or “free” parking, both residential and commercial, has stimulated excessive demand for vehicle based travel and lifestyle patterns, which will in turn create an incentive to drive more.³ This has three effects. First, it discourages people from using cars more efficiently, such as through car-pooling and trip-linking. Second, it artificially reduces the attractiveness of alternative transport modes, such as walking, cycling, and public transport. Finally, it competes with and to an extent undermines the viability of transport services that reduce the need to travel altogether, such as potential car-share schemes, home delivery services, and telecommuting. Home delivery is a viable service in towns such as Queenstown and Wanaka, but in some places it may struggle to compete due to an abundant supply of free parking.

Minimum parking requirements may also have negative implications for road safety by requiring individual developments to provide parking on a site-by-site basis. Exclusive site based parking requirements create a large number of vehicle accesses to the road system which in turn create more complex vehicle turning movements and increasing conflict between vehicles and pedestrians. This adverse effect has been addressed in part by Rule 14.2.4.1(iv)(e), which allows parking for residential and visitor accommodation units to be provided off-site in a High Density Residential Zone located within 400 m of a public transport route.

Frequent kerb cuts for vehicle access may reduce safety due to increased potential for vehicle-pedestrian conflicts. If every site is required to provide on-site parking, this results in a vehicle crossing for every site, which can proliferate vehicle accessways across busy pedestrian footpaths in areas of high foot traffic. Road safety studies have demonstrated that as accessway density increases, crash frequencies also increase due to the conflict generated between vehicles, pedestrians and cyclists.⁴

³ For a general discussion, see Shoup, D. 2005. *The High Cost of Free Parking*. Chicago: American Planning Association Planners Press. For a review of evidence on the impact of lower parking prices on transport mode choice, see Marsden, G. 2006. “The evidence base for parking policies—a review.” *Transport Policy*, 13(6), pp.447-457. For more specific evidence on the causal impact of increased parking provision on driving, see McCahill, C., Garrick, N., Atkinson-Palombo, C. and Polinski, A. 2015. “Effects of parking provision on automobile use in cities: inferring causality.” *Transportation Research Board*.

⁴ For example, the Infrastructure Risk Rating Manual, prepared for NZTA in 2016 places a higher risk rating the higher the accessway density, <https://www.pikb.co.nz/assets/Uploads/Documents/IRR-Manual-FINAL-Issued-13-07-2016.pdf>, accessed 5 June 2017.

Economic Viability

Minimum parking requirements attempt to reduce demand for public on-street parking by shifting responsibility for parking provision onto the private sector. However, in trying to solve one problem they may unintentionally create other problems. Minimum parking requirements attempt to meet the demand for 'free' parking generated by individual developments. However, parking is not free to provide: there are significant costs associated with the land used for parking as well as construction. These costs must be borne by developers and end users, which may reduce the quantity of development that occurs or raise the cost of housing and business space.

Requiring the provision of parking reduces the space available for other potentially more valuable activities. For example, the average parking space takes up approximately 30m² of land space, once allowance is made for vehicle access and manoeuvring.⁵

In urban areas such as Auckland, the cost of each surface parking space is typically \$14,000-\$46,000.⁶ The continued application of minimum parking requirements therefore greatly increases the costs of development, especially in places with high land values like the Queenstown and Wanaka Town Centres, thereby reducing the potential for economic activity and employment, and in the process can undermine opportunities for economic development.

Urban Amenity

Minimum parking requirements can contribute to a sprawling and fragmented urban form. By requiring that parking is provided on a site-by-site basis, minimum parking requirements create a large number of relatively small parking areas that serve one destination.⁷ This is less efficient than a situation where consolidated parking areas may be used to access multiple destinations in the surrounding area. The high numbers of vehicle access ways break up the street frontages and reduce safety and security.

From a transport perspective, a compact urban form is associated with reductions in driver mode share, which in turn can lead to significant impacts on uplifting the number of trips carried out by public transport and active transport.⁸ Compact urban environments also create shorter distances between destinations, enabling easier access by walking or cycling.

Dr Donald Shoup also discusses the relationship between parking rules and urban design outcomes. He argues that *"minimum parking requirements determine what can be built, what it looks like, and how much it costs. Minimum parking requirements have transformed many residential streets into garagescapes where the only obvious way to enter a building is with an*

⁵ Austroads Guide to Traffic Management Part 11, 2008 – described 30 m² as the absolute minimum space requirement

⁶ Nunns, P. 2017. "Are we leaving money on the table? The impacts of public and active transport on car ownership and parking costs." Presented at the 2017 IPENZ-Transportation Group Conference, where it was awarded best research paper.

⁷ Seibert, C. (2008). There is no such thing as a free parking space. *Policy*. Australia Centre for Independent Studies. 24: 7-13

⁸ New Zealand Transport Agency Research Report 513, Impact of urban form on transport and economic outcomes, January 2013.

*electronic garage-door opener... Planners initially designed parking requirements to serve buildings. Architects now design buildings to serve the parking requirements”.*⁹

Minimum parking requirements can have a significant impact on quality built form outcomes. This can be seen on the ground in many cities. For instance, in Auckland most high quality walkable centres (e.g. Ponsonby Road, Mt Eden Village, Kingsland) were constructed before parking minimums were applied (or redeveloped with dispensations to breach minimums). By contrast, many of the developments in more recent times (e.g. Manukau city centre, Lunn Avenue, Wairau Park) have a poorer quality urban form due to the fact that their layout has been significantly influenced by parking minimums.

4.1.3 Positive externalities

Reduced parking spillover

A commonly raised rationale for implementing minimum parking requirements for all activities is to avoid or mitigate the effects of parking spillover; whereby if each site provided sufficient on-site parking, it would be less likely that parked cars would spillover onto the street or onto the parking of neighbouring sites.

For example, if new land uses choose not to provide on-site parking to meet the needs of their customers/staff, and if QLDC chooses not to manage on-street parking, then the availability of parking spaces for other uses (e.g. people visiting neighbouring residences) may be reduced. This may lead to some localised congestion as people ‘cruise’ to find on-street parking, or poor amenity outcomes associated with illegal parking on grass verges or footpaths. The other scenario would be if land uses choose not to provide on-site parking to meet the needs of their customers, their neighbours may have to bear some additional costs to manage access to their own car parks. These costs can be measured in financial terms, as they relate to either (a) the costs to businesses to implement parking management measures to exclude spillover parking or (b) reduced retail revenue arising from any deterrent effect that parking management has on customers.

As a result, minimum parking requirements seek to avoid or mitigate parking spillover by requiring land uses to provide enough on-site parking.

Reduced congestion and better accessibility

Another common justification for minimum parking requirements in commercial areas is that the absence of such requirements may lead to land uses not providing any or enough on-site parking to meet the needs of their customers, and if QLDC and owners of existing off-street car parks are unable to efficiently manage parking, then increased congestion (from cruising to find parking) and increased difficulty in finding parking may in turn reduce the accessibility and economic viability of retail centres relative to out-of-centre retail locations. Therefore, requiring parking for activities on all sites may make it easier for people to access various activities by car

⁹ Shoup, D.C. (1997). The High Cost of Free Parking. Journal of Planning Education and Research 17, 1:3-20.

and minimise congestion from looking for parking on the street, assuming QLDC and private car park operators did not take measures to manage parking efficiently.

4.1.4 Summary

As this discussion indicates, negative externalities may arise as a result of measures that increase parking supply (such as retail MPRs), while there may be some benefits from implementing parking minimums. It is therefore important to understand in what locations would the costs of minimum parking requirements exceed the benefits, which may make the regulation to increase parking supply undesirable, due to the negative externalities that may arise in terms of transport effects, economic effects, and urban amenity effects. On the other hand, the benefits of parking minimums may exceed the costs in other locations, which could justify their implementation.

In the following Section 5, we make some assumptions on where the negative effects of minimum parking requirements are likely to be largest, based on the expected land values and anticipated levels of activity intensity across the District.

4.2 Maximums

Another common parking management technique is to apply maximum parking requirements to cap the amount of parking that new developments can provide. The aim of maximum parking requirement is to manage parking supply and the associated effects that this parking may have on the transport network, urban form outcomes, and modal shift outcomes towards public transport and active transport. As outlined above, parking maximums are already used in the Frankton Flats Special Zone (B) of the Operative District Plan.

4.2.1 Rationale for maximum parking requirements – a case for regulation?

The framework for justifying regulation described in sub-section 4.1.1 above can equally be applied to assess whether or not there is a case to adopt maximum parking requirements.

Parking maximums can impose economic costs if they prevent businesses from providing a private good – parking – that would have some value to them. It is therefore important to establish the value of parking in Queenstown Lakes District, i.e. the price that people are willing to pay for it, to work out the cost of regulating to reduce parking supply in the short and long-terms. We also recognise that parking demand varies considerably between businesses and hence it cannot be assumed that all businesses will be unaffected by the implementation of parking maximums.

Conversely, parking maximums may generate economic benefits through their indirect impact on transport mode choice and the efficient operation of the transport system. For instance, if constraints on parking supply lead some people to shift from driving to public transport or active modes, they may reduce on peak period traffic congestion. These benefits are likely to be highest in areas with peak traffic congestion problems, such as the Queenstown Town Centre.¹⁰

¹⁰ New Zealand Transport Agency, Queenstown Integrated Transport Programme Business Case Version 4, June 2017

To summarise, there is a potential case to regulate to reduce parking supply through parking maximums, and it is possible in principle for the benefits of doing so to outweigh the costs, but these need to be established more clearly for the Queenstown Lakes District's context.

4.2.2 Impacts on economic vitality

Based on our experience in hearings and Environment Court mediation processes for parking provisions in Auckland, a commonly raised concern regarding maximum parking requirements relate to the extent to which restricting parking supply in certain locations can impact on the economic vitality of a development within the area. Using parking maximums as a means to influence travel demand and congestion requires a good availability of alternative access to other transport modes, and in the absence of good alternatives, may impose negative externalities on businesses.

To avoid potential negative economic impacts, Auckland's Unitary Plan mandates that office activities, irrespective of location or zone, are subject to a maximum parking requirement. This rule aims to avoid office activities locating away from centres in order to be able to supply additional parking and thus encouraging office activities to be located in centres and therefore areas with good public transport, walking, and cycling accessibility.

In addition to offices throughout Auckland, medical facilities and educational activities in centres and mixed use zones are also subject to a maximum parking requirement.¹¹ These activities, in our view, also generate highly peaked travel demands concentrated in the typical morning and evening peaks, whose typical single occupancy private vehicle trips are the easiest to replace by public transport and active transport, as transport alternatives become more available during peak times.¹² Also, as outlined above, the provision of parking to meet peak travel and parking demand also leads to an inefficient and costly use of land.

However, activities other than offices, medical facilities, and education generate travel demands that can fluctuate through the day, such as retail activities. Accordingly, it may not be appropriate to limit the quantity of parking for other activities, especially if it constrains businesses from providing parking that would have some value to them and their customers. The Auckland Unitary Plan recognises this and hence does not set maximums for other activities outside of the City Centre.

4.2.3 Summary

As discussed, deciding whether or not to adopt maximum parking requirements depends on whether the benefits outweigh the costs, which needs to be better established for the District. From the Auckland experience, it has been shown that certain activities such as offices could be regulated by parking maximums with more benefit than cost, due to the ability to concentrate offices within a compact urban form and to replace peak vehicle trips to offices by alternative transport modes.

¹¹ This is a position agreed in Environment Court mediation between Auckland Council and appellants. This does not necessarily mean it will be adopted in the final Operative Auckland Unitary Plan

¹² Otago Regional Council Regional Public Transport Plan Otago 2014, Addendum Wakatipu Basin Public Transport May 2017 – Route 1 has an all-day frequency of 15 minutes, Routes 2 and 4 have a peak frequency of 30 minutes, reducing to 60 minutes in the off-peak.

Accordingly, activities in the Queenstown Lakes District with demonstrable peak travel demands that are located in areas with good availability of alternative transport choices could be subject to a similar approach as adopted in Auckland, such as areas within a reasonable walking distance of routes with 15 to 30 minute frequencies as part of upcoming changes to Queenstown's Bus Network.¹³ In this regard, maximum parking requirements may not presently be suitable in Wanaka, due to the absence of a public transport system there.

4.3 Shared Parking

An analysis of options for developing new shared parking facilities in Queenstown Town Centre as proposed in the Queenstown Town Centre Masterplan needs to begin with an assessment of the commercial viability of developing them. In other words, are expected parking revenues sufficient to pay for the costs of building, maintaining, and operating a parking facility?

QLDC's options are likely to differ depending upon whether this holds true:

- If new parking facilities are commercially viable, private parking providers have an incentive to supply new parking facilities to meet demand. In this case, QLDC may consider policy levers to (a) ease consenting for new parking facilities and/or (b) facilitate access to an appropriate development site.
- If new parking facilities are not commercially viable, a subsidy will be required to supply new parking facilities to meet demand. In this case, QLDC may consider alternative approaches to funding the shortfall in revenue, which may include (a) a subsidy from general rates, (b) targeted rates applied to sites that benefit from new parking facilities, or (c) development contributions levied on new buildings to require them to contribute to new parking supply.

4.3.1 Commercial viability

In 2017, in an IPENZ research paper¹⁴, Peter Nunns of MRCagney developed a methodology for comparing the costs and revenues from parking facilities, which can be adapted to the Queenstown Town Centre context. In general, the key inputs required for an analysis of commercial viability include:

- Parking supply costs:
 - Updated construction costs for multi-storey parking facilities, which can be sourced from QV Costbuilder;
 - Current land prices in central Queenstown, which can be obtained from QLDC from their latest ratings valuation;
 - Parking operation and maintenance costs: it was assumed to be \$1000/space/year in the IPENZ paper, but this can be revised for the Queenstown Town Centre context

¹³ *ibid.*

¹⁴ Nunns, P. (2017) *Are we leaving money on the table? Assessing the impacts of public and active transport investments on car ownership and parking costs*, IPENZ Transportation Group Conference, March 2017

- Parking revenues:
 - Hourly or daily parking tariffs in Queenstown Town Centre, sourced from QLDC or sources like Parkopedia;
 - Parking occupancy data sourced from annual QLDC surveys

Accordingly, before deciding on whether to use mechanisms available through the planning or local government process to fund shared parking facilities in the Queenstown Town Centre, assessing the commercial viability of such a scheme would be a useful first step.

4.3.2 Criteria for assessing options

Based on our previous experience with parking management, we propose the following three criteria for assessing options:

- Does this option provide QLDC and local residents/businesses with certainty about the timing and location of parking provision?
- Does this option ensure that people who benefit from the project pay in proportion to the benefits they receive?
- How large of a subsidy is needed from non-users?

4.3.3 Options for facilitating provision of shared parking in the Queenstown Town Centre

In the event that shared parking is commercially viable to provide, a number of options are available to QLDC to facilitate its provision. These comprise:

- **Do Nothing:** Maintain/rollover existing district plan rules and leave it to private parking providers to supply additional parking when they perceive benefits from doing so. As noted earlier, the Operative District Plan provides for non-accessory parking as a controlled activity. Rolling this rule over to the Proposed District Plan would provide private parking operators a great deal of regulatory certainty of obtaining a resource consent for a privately operated public car park;
- **Adjust consenting and design requirements:** Change district plan rules to make it easier to consent new non-accessory parking facilities and/or change design standards for new parking facilities. For example, although non-accessory parking is a controlled activity, if it is located on a rooftop it would be a restricted discretionary activity (Rule 14.2.4.1(iv)(f)). QLDC may wish to make a trade-off between the visual amenity of rooftop parking and the more efficient use of parking buildings to make it easier to obtain resource consent for rooftop parking, with the appropriate design controls.
- **Help parking providers with site selection:** Work with private parking providers to identify an appropriate site for new shared parking facilities. This would entail working with providers but may not entail high financial costs. This may be appropriate for the sites identified as potential locations for shared parking in the Queenstown Town Centre Masterplan, as they are Council-owned, which could be sold to private parking providers at market prices for the development of shared parking.

In the event that shared parking is not commercially viable to provide, then QLDC would have the following options to facilitate its provision, which comprise:

- **Do Nothing:** Maintain existing policies and wait for parking to be commercially viable, e.g. due to increasing parking prices due to high demand. This could be further facilitated by adjusting on-street parking prices upwards in response to excess demand, which would create a 'price signal' to indicate to providers that they should provide more parking.
- **Arrange a subsidy for new shared parking facilities:** This would entail QLDC subsidising private or public provision of new shared parking facilities. There are four ways that the subsidy could be funded:
 - General rates;
 - A targeted rate on Town Centre businesses;
 - Development contributions levied on new Town Centre developments;
 - Offering Council-owned land identified for potential shared parking in the Queenstown Town Centre Masterplan to private parking operators for development, at below market prices.

We do not consider financial contributions under the RMA as an option, as the Resource Legislation Amendment Act 2017 phases these out by 2022.¹⁵

4.4 Summary

One of the aims of this review is to ensure that future changes to parking policy are well aligned with QLDC's strategic visions, one of which is to reduce reliance on cars, move towards a multi-modal transport network, while improving the overall economic competitiveness of the District.

As shown in this section, parking policies have implications for transport system performance and economic competitiveness at a number of levels. They affect the attractiveness of cities as places to live, work, and invest. Excessive parking provision can use up valuable floor space and land area, and increase traffic congestion, which flows through into higher costs of goods (including accommodation), services, and reduced amenity.

Appropriate parking policies can improve overall economic competitiveness. In the absence of minimum parking requirement, space can be freed up space for housing development and business space provision, enabling the District Plan to provide for and enable expected future population, economic, and tourism growth.

The following section discusses the ways in which the broad principles and strategies discussed here can be applied in the Queenstown Lakes District's context through a general direction in the Proposed District Plan's Transport Chapter's provisions and wider local government funding mechanisms.

¹⁵ <http://www.mfe.govt.nz/sites/default/files/media/overview-changes-resource-legislation-amendment-act.pdf>

5. Strategic Advice

5.1 Parking Requirements

The following strategic advice on the setting of parking requirements, if any, is premised on the assumption of there being a hierarchy of zones within the Queenstown Lakes District, ordered by the density of activity and land use anticipated in each zone and assumed land values. Parking requirements are subsequently set on the basis of activities or groups of activities falling within the zones within each hierarchy level.

The proposed hierarchy is:

	Zones
Group 1	Queenstown Town Centre; Wanaka Town Centre; Arrowtown Town Centre; High Density Residential; Medium Density Residential; Arrowtown Residential Historic Management Zone; Local Shopping Centres; Business Mixed Use Zone
Group 2	Queenstown Airport Mixed Use Zone; Low Density Residential; Large Lot Residential; Rural Zones; Special Zones

5.2 Group 1

Zones belonging to Group 1 are assumed to be typified by areas currently experiencing or anticipated to experience one or more of the following phenomena:

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

5.2.1 Group 1 – Minimum parking requirements

Based on our overview of parking regulation in Section 4.1 of this Technical Note, activities within zones belonging to the proposed Group 1 would generally not be suitable to be subject to minimum parking requirements, as the economic costs and negative externalities from their implementation are likely to outweigh any benefits.

This is because in areas with relatively high land values, the requirement to provide a set amount of parking for an activity irrespective of actual demand will increase development costs and/or take up valuable land that could be used for housing or business floorspace. Minimum parking requirements in these zones would reduce a site's maximum potential development

capacity by requiring land to be set aside for parking rather than, say, to build more residential units or commercial floor space.

Zones in Group 1 are also likely to be areas of high pedestrian activity. In some locations, particularly the Queenstown and Wanaka Town Centres, pedestrians may outnumber cars. As explained earlier, minimum parking requirements are generally inappropriate in areas of high pedestrian activity because they proliferate the presence of vehicle accesses and kerb cuts, increasing the risk of vehicle-pedestrian conflict.

From an urban amenity perspective, requiring parking for every site and the associated proliferation of vehicle accesses and kerb cuts in areas of dense commercial and residential activity will disrupt or break high amenity retail frontages in the Town Centres. This has the effect of degrading the pedestrian environment and urban streetscape, and spacing land uses far apart from each other and from the street frontage (where parking is provided in front of a building), contributing to a sense of urban dispersion and making it inconvenient to walk between sites.

For smaller sites, which tend to be more common in the high-density commercial and residential zones and the Arrowtown Residential Historic Management Zone in Group 1, the requirement to provide parking will take up a disproportionate proportion of a site compared to sites in other zones that have larger site sizes. Furthermore, the requirement to provide parking on small sites can result in compromises to other aspects of best practice transport safety. For example, widening the access to accommodate parking manoeuvring, requiring vehicles to reverse onto the street or across a footpath or compromising the parking design dimension standards, with associated adverse transport safety effects on both pedestrians and motorists.

There are also areas such as the Business Mixed Use zone that are currently characterised by a low density, dispersed and low amenity business/light industrial urban environment, with an absence of a defined streetscape or quality pedestrian environment, but which are anticipated by the Council to transform into higher density activity areas with an improved public realm (e.g. Gorge Road Business Mixed Use zone). The existing urban environment in such a zone has arguably already been defined by current minimum parking environments, where there is ample parking for each site, often in front of the building, creating a severance between the street frontage and the building, and separation between sites.

Notwithstanding the existing conditions, the Business Mixed Use zone is anticipated to contain a wider range of activities in the future, including higher density accommodation, which would be incompatible with the existing high minimum parking requirements because either the minimum parking requirements would make high density development infeasible, or compliance with the minimum parking requirements would exacerbate the low amenity environment described above. Accordingly, there is merit in relaxing minimum parking requirements for this zone to encourage a greater density of development and to improve the zone's overall urban amenity.

In terms of the wider integrated transport network and the desire to increase the number of trips via public and active transport, the zones in Group 1 are currently or planned to be comparatively accessible by the new public transport network and walking and cycling. Requiring parking within these zones therefore serve to subsidise free off-street parking, and may undermine the attractiveness and efforts to promote public and active transport.

Overall, in view of the above, we recommend removing, or at least significantly reducing, minimum parking requirements for activities in the zones listed in Group 1. We see this recommendation as not necessarily a binary option (i.e. removing or relaxing minimum parking requirements). Rather, several intermediate also exist which provide greater nuance to the zones listed under Group 1. These comprise:

- MPR reduction factors for areas near main PT routes, major centres, or walking/cycling routes;
- Removal or significant reductions of MPRs for apartments, but not other residential dwellings. This makes sense as MPRs are going to be most costly and challenging to comply with for apartments due to the need to provide basement or structured parking;
- Removal of MPRs for small sites in centres. This reflects the fact that smaller sites will be more difficult to develop/redevelop with prescribed rates of parking; and
- Removal of MPRs for all land uses in centres except retail - keeping in mind that the retailers may be the ones who complain the most and have the most resources to oppose (in hearings and/or subsequently in the courts).

5.2.2 Group 1 – Maximum parking requirements

In relation to maximum parking requirements, and as explained in our overview in Section 4.2 of this Technical Note, we are of the view that they are most appropriate for activities that generate highly peaked private vehicle travel demands. In this way, maximum parking requirements will limit parking supply based on peak vehicle travel demand, which will support the shift towards trips generated by such activities being replaced by public and active transport, as transport alternatives like buses are most available during peak times.

Maximum parking requirements on activities with high peak private vehicle travel demands such as offices, irrespective of zone, may also encourage their location in centres and therefore areas with good public transport, walking, and cycling accessibility.

To this end, we would support maximum parking requirements for offices in Group 1 Zones (as well as all other zones), as well as for the following activities in the Group 1 zones, which are also more likely to have highly peaked private vehicle travel demands in the Queenstown Lakes District that would be able to be replaced by public and active transport:

- Educational Facility; and
- Health Care Facility;

We do not support maximum parking requirements for any other activity in the Group 1 Zones (as well as the other zones), as their travel demands often fluctuate throughout the day. Other activities may derive benefit from choosing to supply a quantity of parking they consider suitable to cater for their needs, without necessarily imposing significant peak-time effects on the transport system.

5.3 Group 2

The remaining zones not in Group 1 are proposed to be categorised as Group 2. These zones are generally typified by larger site sizes, lower pedestrian activity, lower density of activity, and in the case of zones like the Business Mixed Use Zone and Rural Zones, typically have lower

amenity and streetscape values. These zones are also likely to have relatively lower land values on a per square metre basis compared to land within the Group 1 zones.

5.3.1 Group 2 – Minimum parking requirements

The application of minimum parking requirements in the Group 2 zones could in principle be justified in the sense that the economic costs and negative externalities from regulation would not outweigh the benefits. This is most likely to be the case as in areas with lower land values, as the requirement to provide a set amount of parking would incur lower opportunity costs (i.e. the cost of providing parking compared to doing something else with the land), as well as lower land costs.

A second consideration is that Group 2 zones tend to have poorer access to alternative transport modes, so developers are assumed to derive more benefits from providing parking to meet or exceed the minimum required.

Group 2 zones, being areas of relatively lower residential and commercial density, are also unlikely to encounter the same levels of pedestrian activity compared to the Group 1 zones. By extension, these areas are also likely to be more reliant on vehicular access due to their location away from reliable public and active transport infrastructure and services, and lower activity density, so businesses would likely provide parking on-site anyway, and a regulatory requirement to provide parking would therefore not be burdensome. With lower levels of pedestrian activity in the Group 2 zones, there is a lower risk of vehicle-pedestrian conflict associated with the provision of car parking for each site and associated vehicle accesses.

As regards urban amenity in the Group 2 residential zones (e.g. Low Density Residential, Large Lot Residential, residential areas in the Special Zones), existing dwellings within these low density residential environments are generally characterised by one detached dwelling per site, with ample parking provided on a relatively large site (e.g. in a garage), and separated from neighbouring sites through generous yard setbacks. As such, the provision of ample parking forms part of the low density urban environment, and hence the requirement to provide a minimum amount of parking making little difference to local urban amenity values

Overall, in view of the above, we would not object to the application of minimum parking requirements for activities in the zones listed in Group 2.

5.3.2 Group 2 – maximum parking requirements

With respect to maximum parking requirements for zones in Group 2, we support a similar approach as explained in sub-section 5.2.2 of this Technical Note; that they are only appropriate for offices in all zones throughout the District.

For all other activities, including the Educational Facility and Health Care Facility activities for which we recommended maximum parking requirements in the Group 1 zones, we do not recommend maximum parking requirements. The primary reason is that Group 2 zones are less likely to have sufficient reliable access to shops, services, and other activities via alternative means such as public transport and walking and cycling to justify limiting the amount of parking a developer may choose to provide. Accordingly, we are of the view that allowing the developer to provide as much parking as they need in locations which are more dependent on vehicular

access would generate more benefits than costs for the developer, people accessing the sites, and the District at-large.

5.4 Funding shared parking in the Queenstown Town Centre

Our overview of assessing the commercial viability of shared parking facilities in Section 4.3 provided an introduction to how commercial viability could be assessed, as well as an outline of the policy levers available to QLDC to facilitate the construction of shared parking, including District Plan rules and funding mechanisms.

At this stage, we have not assessed the commercial viability of providing shared parking, and hence we do not make any recommendations on whether Council funding is required in order to provide shared parking.

This Section therefore focuses on assessing the potential funding mechanisms that QLDC may wish to explore to fund and subsidise shared parking against the criteria we proposed above. To reiterate, these mechanisms comprise:

- General rates
- A targeted rate on Town Centre businesses
- Development contributions levied on new Town Centre developments
- Offering Council-owned land to private parking operators for shared parking development at below market prices.

We assume that all four of these mechanisms would raise a similar amount of money – hence differences in their performance would be driven by (a) the degree to which they align costs and benefits and (b) the degree to which they provide certainty about parking supply outcomes.

5.4.1 Assessment against alignment of costs and benefits

The following table summarises some preliminary notes for an assessment against the first two proposed criteria in sub-section 4.3.2. Options are scored on a H/M/L scale, with notes explaining why scoring was given.

Table 5.1: Scoring against 'Certainty' criterion

Option	Scoring	Rationale
Parking is commercially viable		
Do Nothing	L	QLDC would have little influence over parking location and timing, except insofar as consenting process enabled it to have a view
Adjust consenting and design requirements	L/M	Adjusted criteria and design requirements may give QLDC some additional influence over parking location
Help parking providers find a site	M	Working with private providers would enable QLDC to influence decisions, especially if shared parking was provided on identified council-owned land

Option	Scoring	Rationale
Parking is not commercially viable		
Do Nothing	L	QLDC would have little influence over parking location and timing, except insofar as consenting process enabled it to have a view
General rate subsidy	M/H	Providing direct funding for parking would enable QLDC to influence parking location and timing. It would still be necessary to consider other commercial factors, e.g. availability of suitable sites, either in private ownership or council ownership.
Targeted rate on Queenstown Town Centre businesses	M/H	
Development contributions for new Queenstown Town Centre developments	M/H	
Offering Council-owned land at below market prices	M/H	

Table 5.2: Scoring against 'Alignment of benefits and costs' criterion

Option	Scoring	Rationale
Parking is commercially viable		
Do Nothing	H	Parking users are the people who benefit most directly from parking provision. A commercial funding model would best align benefits and costs.
Adjust consenting and design requirements	H	
Help parking providers find a site	H	
Parking is not commercially viable		
Do Nothing	H	Parking users are the people who benefit most directly from parking provision. A commercial funding model would best align benefits and costs.
General rate subsidy	L	A general rates subsidy would require all ratepayers to contribute, even if they did not use or directly benefit from the availability of parking facilities. If shared Queenstown Town Centre parking facilities have significant positive impacts on traffic congestion that affects the wider road network, then a rates subsidy may be justifiable. However, this is unlikely as providing subsidised (i.e. low-priced)

Option	Scoring	Rationale
		parking is likely to stimulate additional driving and hence congest the wider road network.
Targeted rate on Queenstown Town Centre businesses	M	Provision of subsidised shared parking is most likely to benefit Queenstown Town Centre businesses who can access additional customers. Hence a targeted rate on these businesses will be moderately efficient at aligning costs and benefits.
Development contributions for new Queenstown Town Centre developments	L/M	As noted above, the benefits of subsidised shared parking are likely to accrue to both new and existing Queenstown Town Centre businesses. Hence this option will be less efficient at aligning costs and benefits than a targeted rate. However, it may be the case that increases in parking demand are primarily due to new Queenstown Town Centre developments, rather than existing businesses that are increasing turnover. In this case some efficiency may be gained back.
Offering Council-owned land at below market prices	L	This option may not result in any direct financial costs to Council, unless it had alternative plans to sell sites for development. However, it would require QLDC to sell an asset at below its market value, which is an 'opportunity cost' that would be spread throughout the district rather than focused in the area that benefits the most. As a result, this is not likely to closely align costs and benefits.

5.4.2 Shared parking conclusions

First and foremost, QLDC should first understand the commercial viability of shared parking facilities in the Queenstown Town Centre. In sub-section 4.3.1, we outlined a generic set of inputs required for an assessment of commercial viability, and we would be able to assist QLDC with this assessment upon which a decision on shared parking approaches can be made.

If shared parking is commercially viable, it should engage with private providers to understand why more is not being built, and then respond to those particular concerns. RMA mechanisms are not likely to be relevant for delivering shared parking, given the existing enabling policy framework for non-accessory parking and the phasing out of RMA financial contributions.

If it is not commercially viable, QLDC should consult on a targeted rate on city centre businesses to fund the subsidy, as this is most likely to align benefits and costs (the final criterion) based on our preliminary assessment as per Table 5.2, among the available subsidy funding options. However, this recommendation may change subject to the detailed outcomes of a commercial viability assessment.

5.5 Summary

In Section 5, we have provided an explanation on the Proposed District Plan Zones and activities whose off-street parking supply is not appropriate for regulation via minimum parking requirements, and the zones and activities for which minimum parking requirements may be justified.

We recommend dividing the Proposed District Plan Zones into two groups, with Group 1 zones typified by areas of high land value, high pedestrian activity and amenity, high density of activity, smaller sites, and important retain frontages, and the remaining zones falling within Group 2. In general, we do not support minimum parking requirements for activities in the Group 1 zones. However, based on our experience, there may be a desire among political decision makers or the community to retain minimum parking requirements. In this case, we would also support the relaxation of minimum parking requirements for activities in the Group 1 zones, such that the total costs of minimum parking requirements for developers and the District can be minimised, and we also believe they can be justified for the Group 2 zones.

In relation to maximum parking requirements, we have proposed restricting their application to a select number of activities whose peak vehicle travel demands are easily replaceable by alternative modes, and these include Offices for all zones, and Educational and Health Care facilities in the zones we have categorised under Group 1. We do not support the widespread application of parking maximums, as not all locations have reliable access to alternative transport modes, and not all activities have travel demands that can be easily replaced by other modes.

Finally, we outlined approaches to funding shared parking as it relates to the local context, including assessment criteria to determine the alignment of benefits and costs, and the certainty over shared off-street parking supply outcomes. However, we stress that it is important to determine commercial viability first, to see whether private sector solutions are available.

6. Next Steps and Conclusion

For the Group 2 zones for which we believe minimum parking requirements could be justified, for the Group 1 zones where minimum parking requirements could be relaxed, and the activities for which maximum parking requirements are considered appropriate, there are presently no specific parking rates assigned to specific activities. The next steps would be therefore to transfer the advice contained herein into actual parking rates that form part of Proposed District Plan rules/standards in the Transport Chapter.

Thereafter, a Section 32 analysis and report will be required to be undertaken to assess the benefits and costs of the proposed off-street parking regulation and deregulation, including an assessment of alternatives. While we understand Vicki Jones of Vision Planning is taking responsibility for this report, we stress the importance of having a comprehensive economic assessment underpinning the Section 32 report, which will include an analysis of the economic benefits and costs of proposed parking provisions. MRCagney's economic assessments of parking provisions for Section 32 reports have been relied upon most recently for the Auckland Unitary Plan and Christchurch Replacement District Plan hearings, as well as the upcoming Environment Court hearing on the Unitary Plan parking provisions. An economic assessment provides a solid evidence-based foundation on which QLDC can defend its position on parking in the future Proposed District Plan's Stage 2 hearings process.

Also mentioned in this Technical Note is the recommendation to carry out a commercial viability assessment of shared parking in the Queenstown Town Centre. While we acknowledge the proposal for shared parking is subject to ongoing consultation as part of the Queenstown Town Centre Masterplan process, it would appear financially prudent to explore whether this proposal

stacks up financially on its own, whether the private sector could deliver it, and to what extent and how it can be funded by QLDC and its ratepayers to make it viable.

Appendix A

Table 6.1: Minimum parking requirements for a selected number of activities and locations

Activity	Parking required for residents/visitors	Parking required for staff/guests
Residential units in the High Density Residential (HDR) zone and Queenstown Town Centre Lakeview sub-zone	1 to 1.25 per unit	0.25 per unit (where used as visitor accommodation)
Residential Units in all other zones and Wanaka HDR Sub-zones B, C	2 per unit	None
Residential Flat	1 per flat	
Visitor accommodation (unit type construction, e.g. units with a kitchen) in most of Wanaka and Queenstown's Low Density Residential (LDR) and HDR Zones	1 to 2 per unit	0.25 per unit or 1 per 10 units in Queenstown depending on location
Visitor accommodation (guest room type, e.g. hotels)	1 per 3 guest rooms up to 60 guest rooms; thereafter 1 per 5 guest rooms. In addition 1 coach park per 50 guest rooms	1 per 20 beds
Visitor Accommodation (Backpacker Hostels)	1 per 5 guest beds. In addition 1 coach park per 50 guest rooms	1 per 20 beds
Commercial Activities	1 per 25 m ² GFA (except for the Queenstown Town Centre Lakeview sub-zone where there is no minimum parking requirement)	
Industrial Activity		1 per 25m ² area used for manufacturing, fabricating, processing, or packing goods plus 1 per 100m ² storage space
Industrial Activity in Frankton		3 per 100m ² GFA Workshop Area and for unit storage businesses 1 per 10 storage units
Health Care Services	2 per professional staff	1 per professional staff plus 1 per 2 other full time staff, or 1 per consulting room (whichever is greater)

Activity	Parking required for residents/visitors	Parking required for staff/guests
Offices	1 per 50 m ² GFA	
Restaurants (except for in the Queenstown Town Centre Lakeview sub-zone)	1 per 25 m ² public floor area (PFA)	1 per 100m ² PFA (2 minimum)
Taverns or Bars (except for in the Queenstown Town Centre Lakeview sub-zone)	2 per 25m ² public floor area	1 per 100m ² PFA (2 minimum)
Educational	1 per 10 students over 15 years of age.	1 per 2 staff.
Daycare facilities		1 per 10 children.
Service Stations	1 per 25m ² of GFA used for retail sales, plus 2 per air hose, plus 3 queuing spaces per car wash	3 per station

Both minimum and maximum parking requirements apply in the Frankton Flats Special Zone (B), which are outlined in Table 6.2 below. The separate requirements for Activity Area E2 within this special zone are shown in Table 6.3, which are based on the floor area of buildings, regardless of activity type.

Table 6.2: Minimum and maximum parking requirements in the Frankton Flats Special Zone (B)

Activity	Minimum parking requirement	Maximum parking requirement
Industrial and Service Activities	2.5 per 100 m ² of gross floor area used for maintaining, manufacturing, fabricating, processing, transporting or packing goods, plus 1 per 100 m ² of storage.	3.5 per 100 m ² of gross floor area used for maintaining, repairing, manufacturing, fabricating, processing, transporting or packing goods, plus 1 per 100 m ² of storage space.
Commercial Activities	1.5 per 100 m ² GFA	2.25 per 100 m ² GFA
Residential	1 per residential unit	2 per residential unit
Retail	2 per 100 m ² GFA	5 per 100 m ² GFA
Visitor Accommodation	For motels: 1 per unit For hotels: 1 per 4 rooms up to 60 rooms thereafter 1 per 5 rooms plus 1 coach park per 50 guest rooms. For all other unit type visitor	For motels: 1.5 per unit For hotels: 1.5 per 3 rooms up to 60 rooms thereafter 1.5 per 5 rooms plus 1 coach park per 50 guest rooms. For all other unit type visitor

Activity	Minimum parking requirement	Maximum parking requirement
	accommodation: 1 per unit	accommodation 1.5 per unit.
Healthcare Services	1.5 per FTE professional staff member, 1 per FTE other staff member	2.5 per FTE professional staff, 1.5 per FTE other staff member
Restaurants	2.5 per 100 m ² PFA (excluding toilets) plus 1 per 100m ² PFA for staff with a minimum of two.	5 per 100 m ² PFA (excluding toilets) plus 1.5 per 100m ² PFA for staff with a minimum of two

Table 6.3: Minimum and maximum parking requirements for Activity Area E2 within the Frankton Flats Special Zone (B)

Activity	Minimum parking requirement	Maximum parking requirement
Ground Floor units	2 spaces per 100m ² of GFA	4 spaces per 100m ² of GFA
Upper floor units, including mezzanines	1.5 spaces per 100m ² of GFA	3 spaces per 100m ² of GFA

Technical Note

Subject: Developer Provision of Public Transport and Active Modes Infrastructure

Project: Queenstown Lakes District Council Transport Chapter Advice

Our file: NZ2217

Prepared by: Stuart Crosswell

Status: Final Issue

Date: 18 October 2017

1. Developer provision of public transport and active modes infrastructure

Queenstown Lakes District Council (QLDC) would like to explore the opportunity the Proposed District Plan (PDP) provides for requiring developers in the district to construct public and active transport infrastructure (e.g. shelters, walkways, cycleways) as part of their developments.

Options for achieving this include the application of district plan rules to ensure the Council has discretion to require that road corridors include ample space for public transport and alternative modes, and options for Council to require actual shelters, pedestrian links, etc. to be provided at the developer's expense.

There are several mechanisms that contribute to the provision of transport infrastructure in the district, not limited to the district plan. It is useful to consider the role of these mechanisms and how they related to the district plan, to gain a good understanding of how effective district plan provisions are likely to be. These different mechanisms are discussed under the separate headings below.

1.1 Development Contributions / Financial Contributions

Section 102 of the Local Government Act 2002 (LGA 2002) requires local authorities to have a policy on financial and/or development contributions. This must state (among other things) how the capital expenditure from the increased demand on infrastructure and community facilities resulting from growth is to be funded by development contributions, financial contributions, or other sources of funding.

Financial Contributions

Financial contribution provisions in RMA plans (e.g. the district plan) are required to avoid, remedy or mitigate any potential adverse environmental effects generated by activities. They are also applied to provide for community facilities, such as reserves, and to provide for the increased demand placed on infrastructure. Therefore, financial contribution provisions in a district plan could theoretically require developers to pay a reasonable contribution to the development of public transport and active modes infrastructure.

However, we understand that the Council is moving away from the use of financial contributions, and the QLDC 2017-2018 contributions policy confirms this. This approach reflects a higher level move away from financial contributions that is occurring at a national level, whereby the

ability of Councils to levy financial contributions under the RMA is being removed through the Resource Legislation Amendment Act 2017, effectivity coming into force by 2022. We therefore do not recommend using financial contributions under the RMA to fund provision of public transport and active mode infrastructure.

Development Contributions

Development contributions (DCs) are provided for under the Local Government Act 2002 (LGA 2002), and enable capital expenditure from the increased demand on infrastructure and community facilities resulting from growth, to be levied from the developer.

Effectively, levying development contributions enables the Council to recover the cost of growth related expenditure on infrastructure beyond the boundary of the development site.

In the context of public transport and alternative modes related infrastructure, the policy effectively assumes a level of capital investment required to upgrade the existing public transport and active modes infrastructure (over the next 10 years), linked to a programme of works from a long-term plan. It then estimates the proportion of this investment attributable to growth, and expresses this as a dollar value per equivalent development unit (e.g. a residential allotment).

In the case of the current QLDC DCs policy, we note that the proportion of cycle facility investment attributable to growth is 15%, and the proportion of passenger transport infrastructure investment attributable to growth is 10%, which means that over the next 10 years, 15% of cycle facility investment and 10% of public transport investment on public infrastructure is expected to be funded by development contributions. The balance of the investment will be from other sources such as general rates or central government or regional council. We have not reviewed the detailed reasoning for the Council settling on these proportions, and assume that it represents an appropriate distribution of benefits between new development and existing development.

The scope for charging developers for infrastructure via DCs is limited to the growth effects component of the infrastructure, and therefore it is important that the Council has robust forward planning processes in place, that align with the regional policy statement and district plan objectives, so that the optimal balance of projects is identified within a long-term plan. Ultimately this will determine the overall investment in public transport and alternative modes infrastructure. In this regard, we highlight the need for the Council to plan comprehensively for the public transport and alternative modes network, via methods such as a public transport network plan (Otago Regional Council) and a comprehensive cycle network plan. These plans should identify the target levels of service within different parts of the network (e.g. via a design guide) and required infrastructure investments to achieve these targets.

1.2 District Plan Aspects

There are generally two types of consent application relevant to developer provision of public transport and active modes infrastructure; land use consent or subdivision consent. Therefore, the parts of the PDP that regulate these two types of consent need to be considered in terms of how well they cover developer provision of infrastructure.

Any requirement for developers to pay for transport facilities needs to occur in the context of the effects on the transport network, including the future envisaged transport network, resulting from

the developer's proposed use and development; i.e. there needs to be a nexus between any condition placed on the land developer and an effect resulting from the development. Conditions cannot be applied to address effects that arise from other developments or activities in the district.

Subdivision

We note that the 'Subdivision' chapter of the PDP has already been drafted and notified, and there is limited ability to alter the provisions of the chapter at this stage. However, the subdivision chapter does include provisions that refer to design standards for infrastructure and services, and therefore we will evaluate the potential for best practice design of PT and alternative modes to be drawn into the design processes via these references.

We have reviewed the reply version of the subdivision chapter of the PDP, and observed that the following related provisions enable the Council to require the developer to provide well designed, integrated, safe, convenient, efficient, and connected public transport and walking and cycling infrastructure: Objective 27.2.2, Policy 27.2.2.4, Policy 27.2.2.5, Objective 27.2.5, Policy 27.2.5.1, Policy 27.2.5.2, Policy 27.2.5.3, Policy 27.2.5.5, Rule 27.7, Assessment Matters 27.5.6, 27.7.1-4.

The policies specifically refer to ensuring appropriate design by having regard to, amongst other things:

- *The standard of construction and formation of roads, private access ways, vehicle crossings, service lanes, walkways, cycle ways and trails; and*
- *The provision of public transport routes and improved linkages to public transport routes and bus shelters.*

There is also a specific objective 27.2.6 'Cost of services to be met by subdividers', and associated policy that require subdividers and developers to meet the costs of the provision of new services or the extension or upgrading of existing services that are attributable to the effects of the subdivision or development.

We note that the first section of this chapter outlines the 'purpose' of the subdivision provisions, and states that:

*"Good subdivision creates neighbourhoods and places that people want to live or work within, and should also result in more environmentally responsive development that **reduces car use, encourages walking and cycling**, and maximises access to sunlight.*

*Good subdivision design will be encouraged by the use of the **QLDC Subdivision Design Guidelines 2015**. The Subdivision Design Guidelines 2015 includes subdivision and urban design principles and outcomes that give effect to the objectives and policies of the Subdivision and Strategic Directions Chapters, in both designing and assessing subdivision proposals. Proposals at odds with these documents are not likely to be consistent with the policies of the Subdivision and Strategic Directions chapters, and therefore, may not achieve the purpose of the RMA. The purpose of the **QLDC Land Development and Subdivision Code of Practice** is to provide a best practice guideline for subdivision and development infrastructure in the District." [emphasis added]*

Given the strength of the objectives, policies and rules in the subdivision and development section of the PDP, we are confident that the Council is able to require developers to pay for or directly provide public transport and walking and cycling infrastructure where the need is directly attributable to the development, via resource consent conditions, and development contributions under the LGA 2002.

Land Use

We have reviewed the PDP 'Urban Environment' chapters, which regulate land use activities within the various urban zones of the district. These regulations are focused on development on individual lots where a public road network has already been established through previous subdivision activity. Accordingly, the objectives, policies, and rules are focused on avoiding any potential adverse effects outside the development site, rather than developing public spaces or future public spaces and services such as public transport.

Beyond the payment of development contributions where additional equivalent development units are created, smaller scale land use activities would not be required to provide for any public transport infrastructure or any walking and cycling infrastructure, beyond the boundary of the development site.

In the case of larger scale developments, we have addressed these in the associated technical memo '*High Trip Generating Activities*'. If provisions along the lines of what we have recommended in this associated technical memo are included in the PDP, they include provision for the Council to require the developer to pay for / construct walking and cycling and public transport infrastructure where the need is directly attributable to the development.

Land Development and Subdivision Code of Practice (2015)

Section 3 of the Queenstown Lakes District Council Land Development and Subdivision Code of Practice 2015 (the Code of Practice) addresses requirements for the design and construction of roads for land development and subdivision.

The objective of the section is outlined as being:

"... to provide roads that are safe for all road users and designed to the context of their environment..."

Section 3.2 provides context guidance and information, and within this section Table 3.1 describes the relationship between land use, area type, and transport context.

Section 3.3 addresses 'design' and includes Table 3.2, which outlines the design standards for roads in terms of the '*Place Context*', '*Design Environment*' and '*Link Context*', outlining the target speeds, minimum road widths and maximum grade for the different contexts articulated.

Pedestrians are reasonably well accommodated by the Code of Practice. The provision outlined in the '*Link Context*' columns in Table 3.2 are generally adequate, although best practice standards are not applied universally. For example, in the case of smaller scale urban and suburban developments, footpaths are only required on one side of the street in some cases.

There is guidance as to how cyclists are to be accommodated in different road contexts within the '*Link Context*' part of Table 3.2. The following options for cycling provision are identified:

- *Shared (in movement lane); or*

- *On sealed shoulder where it is a local authority defined cycle route; or*
- *Separate provision where it is a local authority defined cycle route.*

Importantly, we note that the only guidance that identifies cycling specific infrastructure (bullet point 3) requires a ‘trigger’ of the road being a local authority defined cycle route, which implies that there needs to be an adopted cycle network plan in place for the guidance to effectively influence what is eventually built on the ground.

Table 3.2 is complemented by a set of road cross sections that show examples of design solutions for mid-block sections of road. However, there are no examples of intersection design or road network design that would contribute to the road achieving the target speeds in a way that provides a safe and amenable walking and cycling environment.

While Section 3.3 covers a broad range of contexts, there is no guidance on cycling or public transport infrastructure within the solutions identified via the cross sections. References to cycling in Table 3.2 either do not require any specific infrastructure to be provided, or require a trigger to be activated. Because there is limited guidance in this section on public transport and cycle infrastructure, and this section is presented as design solutions to meet the Council requirements, there is a risk that these are neglected in the design and approval process, or a measure of limited effect is included in the design.

The implication of this is that although there is / will be sufficient requirements included in the provisions of the PDP for alternative modes infrastructure, we think it is unlikely that the transport network environments envisaged by the regional and district objectives would be included in the design and development plan approval process if the current Code of Practice is applied, and there is no detailed public transport network plan or comprehensive cycle network plan.

We note that if the installation of public transport infrastructure or walking and cycling infrastructure were triggered for a given development or improvement works, the Code of Practice includes a list of reference design documents that provide technical guidance on the design of bus stops, cycle lanes, shared paths etc. under the heading of ‘Referenced Documents’. This list should be reviewed to ensure it includes the most up-to-date design guidance, and we have suggested in our technical memo on *‘Providing for Public Transport and Active Modes’* Auckland’s forthcoming Urban Street and Road Design Guide and recently published Local Paths Design Guide as other reference documents.

In terms of the quantum of cost the developer would be responsible for, Section 3.3 of the Code of Practice includes the following text:

“Where the new roads being installed are required by Council to service adjacent future development as part of the future Council network then those roads will be designed and constructed on the basis of full development to the extent defined in the current district plan.

The cost of increased road construction to service adjacent future development will be apportioned between the applicant and the Council and agreed in writing with the Council’s Asset Performance Team prior to construction.

We expect that this principle would apply to public transport and alternative mode infrastructure within the road, which is consistent with the wording of the subdivision chapter objectives and policies, that require the costs of services 'attributable to the development' be paid by the developer.

QLDC Subdivision Design Guidelines 2015

The QLDC Subdivision Design Guidelines 2015 (the Design Guide) includes useful principles to consider when designing the layout of a subdivision and road network. However, in our view the Design Guide lacks the degree of detail that would assist a designer to apply a design approach to a street network to acknowledge the context of the street in terms of the type of cycle, walking and PT infrastructure.

For example, detail on what context to apply traffic calming methods to ensure a slow speed environment for walking and cycling, what context to separate cycle carriageway from the motorised vehicle carriageway, or what context to use the length of blocks to slow motor vehicle traffic and create a more amenable walking and cycling environment.

DRAFT revised QLDC Land Development and Subdivision Code of Practice (2017)

We have reviewed a draft revision of the Code of Practice, and note that there are no significant changes to the sections we have discussed above in relation to the 2015 version of the document.

However, we noted that there is new text added to the section 3.3.6 '*Parking, passing, and loading*', which seems to require a minimum number of on-street car parks to be provided in a development, to support the adjacent land uses. In our view, this requirement has the potential to stymie the installation of alternative modes infrastructure such as bus lanes and dedicated cycle lanes in some circumstances. For example, if the alternative mode infrastructure would occupy road space that might otherwise be used for on-street parking, the Draft Code of Practice requirements direct that parking be provided in the first instance, regardless of whether or not the parking is a lower value use of the road space.

1.3 Works within Existing Public Roads (Council Works)

There may be some upgrades of existing roads, including public transport infrastructure such as bus stops and shelters, via the HTGA provisions of the transport chapter. However, most new public transport and cycling and walking infrastructure in the existing public road network will be provided by the Council, or Otago Regional Council, or NZTA. As the majority of the public road network within the district has already been established, most of the potential for achieving public transport and walking and cycling benefits depends on how the Council manages their roads.

We assume that when the Council decides to maintain or renew an existing road, the design of the road is guided by the Code of Practice. Any shortcomings in the Code of Practice in terms of its ability to achieve the objectives and policies of the PDP will be reflected in the infrastructure that is eventually built.

To assist in justifying the provisions in the PDP that require developers to fund and provide public transport and walking and cycling infrastructure, the Council should therefore ensure there are robust strategic documents in place to support the provision of infrastructure in a

particular location and context. It should also ensure that its own works projects make an appropriate contribution to achieving the stated objectives in the PDP. This will entail adopting a public transport network plan and comprehensive cycle network plan and applying best practice design for the associated network infrastructure.

1.4 Conclusions / Recommendations

In our view, the subdivision and development chapter of the PDP is robust with respect to developer provision of PT and alternative modes infrastructure. Furthermore, with the introduction of the HTGA provisions in the transport chapter the Council will have the ability to require developers of large scale activities to provide or contribute funds towards PT and alternative modes infrastructure.

However, to achieve the objectives and policies of the PDP related to public transport and walking and cycling in terms of built outcomes for the transport network, the interpretation and implementation of the provisions would benefit from the following:

- More direction in the design guidance area, and
- More explicit triggers signalling the need for developers to include and appropriately design public transport and alternative modes infrastructure in their subdivision and development designs, e.g. through the public transport network plan and walking and cycling network plan referenced below.

Regarding design guidance, we note that the *QLDC Subdivision Design Guidelines 2015* (the Design Guide) includes useful principles to consider when designing the layout of a subdivision and road network. However, it lacks the degree of detail that would assist a designer to apply a design approach to a street network to acknowledge the context of the street in terms of the type of cycle, walking and PT infrastructure provided.

Furthermore, the Code of Practice provides examples for a wide variety of contexts, but it lacks any guidance on public transport or cycling infrastructure, and lacks guidance on the types of measures that would assist in achieving the target speeds outlined in the Code of Practice.

For example, infrastructure to support walking and cycling on a local residential street may consist of street and intersection geometry treatments and traffic calming measures, rather than any specific cycle infrastructure. On collector streets designs may focus on specific cycle infrastructure like separated cycle lanes and intersection treatments. This level of guidance is not shown in the Code of Practice or the Design Guide.

Therefore, we recommend that the Council include reference in the Code of Practice and the Design Guide to the following documents:

- (1) A design guide that provides design solutions for the different types of walking and cycling routes. (e.g. Auckland Urban Street and Road Design Guide (Auckland Transport, 2017))
- (2) A design guide that provides design solutions for public transport infrastructure like bus stops and bus priority measures etc. (e.g. Transit Street Design Guide (NACTO, 2016); Bus Stop Infrastructure Design Guidelines (ARTA, 2009))

Regarding 'triggers' that signal the need for inclusion and design of PT and alternative modes infrastructure, we recommend that the Council develop and/or maintain a comprehensive:

- (1) Public transport network plan with bus stop locations shown (Otago Regional Council),
and
- (2) Walking and cycling network plan, including identification of a hierarchy of different types walking and cycling routes within the network.

These strategic documents could be used to trigger a design response from a developer to create an identified type of street environment, or trigger the installation of a bus stop and shelter if that location was identified in the public transport network plan. They would also provide backing for any requests from Council processing officers to include a design typology within the development to ensure an identified type of street environment is built by the developer, and in turn would contribute to the justification of the provisions, i.e. by demonstrating a need for the infrastructure attributable to the development, and improving the implementation of the rules in the district plan.

Technical Memo

Subject: High Trip Generating Activities Provisions

Project: Queenstown Lakes District Council Transport Chapter Advice

Our file: NZ2217

Prepared by: T2 Transport Engineers & MRCagney

Status: Final Issue

Date: 18 October 2017

1. Background

1.1 Background to this Technical Note

Queenstown Lakes District Council (QLDC) has engaged MRCagney to recommend an approach to regulating transport activities, including high trip generating activities, through the Transport Chapter for their Proposed District Plan, and to provide justification for the approach. The overarching proposed objectives and policies in Chapters 3 and 4 of the Proposed District Plan (as furnished by QLDC) seek to achieve an integrated transport network that is less reliant on private car use and more multi-modal.

MRCagney has partnered with David Mitchell of T2 Transport Engineers to provide this policy advice.

The aim of this technical memo is to provide evidence-based strategic advice on regulating high trip generating activities in the district.

The scope of this technical memo includes advice on district plan provisions to ensure that, in relation to 'large scale' developments, all transport options and solutions are considered at resource consent stage.

This technical memo contains recommendations on a definition of high traffic generating activities and triggers for requiring varying levels of ITA's, along with justification for these recommendations, that can inform and guide the upcoming review of the parking sections of the District Plan. It does not include the detailed drafting of specific provisions (e.g. rules), and the preparation of the section 32 report required to support the proposed provisions, as these are the responsibility of Vicki Jones of Vision Planning.

The need for this technical note has also been influenced by a convergence of circumstances, specifically:

- The ongoing review and development of QLDC's Proposed District Plan; and
 - The ongoing development and public consultation of the Queenstown Town Centre Master Plan, which brings together the strategies and projects recommended in the following strategic plans and documents:
 - Queenstown Town Centre Transport Strategy;
-

- Queenstown Integrated Transport Programme Business Case; and
- Wakatipu Basin Public Transport Detailed Business Case;

Now is therefore an opportune time to consider how the transport provisions in the Proposed District Plan might be drafted to better align with the QLDC's strategic objectives for the district.

2. Policy Context

As discussed, in recent years, QLDC, in collaboration with partner agencies such as the New Zealand Transport Agency (NZTA) and the Otago Regional Council (ORC), have developed several strategic policy documents that consider the future of transport improvements and planning for the Queenstown Lakes District, including their implications on matters such as traffic congestion, town centre design, urban form, public transport, and active transport.

A detailed review of the relevant strategic plans and policy documents related to transport in the Queenstown Lakes District was already undertaken in the *Parking Advice* Technical Note, in Section 2. While much of the review in the *Parking Advice* Technical Note pertains to parking management matters, the identified background issues related to growth and associated transport concerns are particularly relevant to the management of high trip generating activities in the District.

2.1 Summary of Commonly Identified Issues (in Strategic Documents)

Based on our review of the relevant strategic planning documents, it is clear there is a common recognition of the transport and land use issues in the Queenstown Lakes District, as well as general alignment on potential measures to address these challenges.

In general, in the absence of appropriate intervention, the population, economic, and tourism growth experienced and projected in Queenstown and Wanaka will pose significant transport challenges in the face of high mode share by private vehicles, high demand for on-street parking, current parking management practices, and the lack of reliability of alternative transport modes.

These strategic documents are generally aligned in their proposed approaches to tackle these challenges, and in relation to background parking management strategy, these comprise:

- Improved parking management through location appropriate pricing and time restrictions in both Queenstown and Wanaka;
- The prioritisation of short-stay parking over long-stay commuter parking;
- Consolidation of parking resources in the heart of the Queenstown Town Centre, leaving more space for pedestrians and town centre activity;
- The provision of park and ride facilities at selected peripheral locations to encourage the use of public transport into the Town Centre;

In relation to public transport and active modes provision, the strategic documents are also aligned on the challenges facing the District, as well as planned improvements that will address these challenges. These challenges and opportunities are addressed in Section 1.1 of the *Providing for Public Transport and Active Modes* Technical Note.

The management of high trip generating activities (HTGAs) within the Transport Chapter of the Proposed District Plan therefore presents an opportunity to take an integrated view to the management of transport effects across the District, by identifying HTGAs, and appropriately managing their adverse effects, while taking into account planned improvements to public and active transport and other planned aspects such as revised parking management and pricing.

3. Statutory Planning Document Review

A review of the current statutory approach to regulating HTGAs was undertaken to gain an understanding of how travel demand was managed in the District. To this end, we reviewed the Transport Section of the Operative Queenstown Lakes District Plan.

The Operative District Plan recognises the need to manage traffic in a number of its objectives and policies and translates these into rules such as those associated with travel demand management and parking requirements for the Frankton Flats Special Zone and the Three Parks Zone (Page 12-204 of the ODP). However, outside of these zones, typical HTGA provisions do not exist, which suggests any adoption of HTGA provisions in the Proposed District Plan's Transport Chapter would represent a fresh approach to managing travel demand districtwide.

4. Strategic Advice

There are two main aspects when considering HTGAs: the definition of an HTGA, and the appropriate methods of assessing the potential effects of the HTGA.

4.1 Defining a HTGA

Defining an appropriate threshold for a HTGA is important in identifying both activities that should generally be considered as requiring a more detailed consideration of the effects of potential trip generation and options for mitigating them, and setting appropriate assessment objectives, policies and criteria for the assessment. HTGAs have the potential to impact on traffic safety and operation, but due to their high activity they also offer a focus point to encourage modal change and increased public transport (PT) usage with additional convenient facilities.

As part of considering potential activities, we have reviewed other District Plans and documents. A summary of these is given below;

Dunedin City Council

High Trip Generating Activities

The group of activities which includes:

- *Service stations, including additions or alterations that create additional fuel pumps;*
- *Restaurant - drive through, including additions or alterations that create additional drive through windows;*
- *Early childhood education - large scale*
- *Schools*

- Quarrying (defined as part of mining);
- New or additions to parking areas, which create 50 or more parking spaces; and
- Any other activities that generate 250 or more vehicle movements per day.

This list provides a mix of what might be termed HTGAs and high driveway trip activities. Service stations, for example, generate little additional traffic on a network and would not in themselves be an HGTA. They do however generate high numbers of driveway trips as they draw vehicles from, and discharge to, the road network. Similarly, quarrying may not generate considerable numbers of vehicles, but as an activity, safety and operation of the large vehicles on the road network and consideration of potential effects on the physical roading network are important aspects when considering this activity.

Christchurch City Council

High Trip Generating Activities

This is a particularly important rule, which is fundamental to the planned effectiveness of roads within the roading hierarchy. High traffic generators (more than 250 vehicle movements per day or requiring the provision of 25 or more parking spaces) can have a major impact on arterial and inner city roads with the development of large retail and vehicle oriented land uses. The vehicle generation and potential associated adverse effects on the road network and surrounding land uses can be major if the siting is inappropriate or the access is not well located or designed. Therefore the roads in the city with the most important traffic functions (arterial roads) need to have the highest degree of protection. By requiring high traffic generators on these roads to be discretionary activities (or controlled within the Central City zone), each development can be considered in terms of its particular character, location, and levels of traffic effects and ways to mitigate these effects where possible, through the use of appropriate traffic management and design conditions. Most zones restrict the limit of discretion to matters associated with access. However, retail activities in the BRP, B3, B3B and B4 zones have retained a broader level of discretion, regarding any traffic effects. This acknowledges the dispersed location of these zones and the ability to undertake retail activity, which can generate potentially significant effects on the road network and surrounding land uses

In a similar vein as the DCC criteria, trip generating and driveway volumes are combined into a single definition, when they are clearly different from a traffic engineering perspective.

North Shore City Council (Pre-Auckland Council)

12.5.2.1 Access Requirements for High Vehicle Generating Activities

For the purpose of these criteria a high vehicle generating activity shall be any activity that generates more than 200 vehicle manoeuvres per day. Any high vehicle generating activity shall be assessed against the following criteria:

a) The extent to which the minimum separation distance of crossings from intersections complies with the following:

i) For a crossing providing for left turns only:

- 25 metres on any arterial frontage

- 15 metres on any collector or local road frontage.

ii) For a driveway providing for any right turns:

- 30 metres on any arterial frontage
- 25 metres on any collector or local road frontage.

The former NSCC again considered activities on vehicle movements alone.

All of the above activities do not distinguish between those activities that actually generate significant increases in traffic on the network and those that have significant volumes, or specific safety and operational issues, at their driveways or immediately surrounding environment. This consideration is important as from a District Plan perspective, Council needs to be able to consider not only the scale of the activity, but also the scope of its effects.

Integrated Transport Assessment (ITA) Guidelines (Auckland Transport January 2015)

This guideline updates and builds on the work of the previous Integrated Transport Assessment (ITA) Guidelines that were prepared in 2007 by the Auckland Regional Transport Authority (ARTA). This document acknowledges the broader scope and functions of Auckland Transport (AT) as a statutory entity pursuant to the Local Government (Auckland Council) Act 2009, which includes management and control of the local transport system in Auckland rather than purely a public transport focus. This guideline also includes an update to reflect the key roles that the New Zealand Transport Agency (NZTA) and KiwiRail play in the Auckland transport system.

Auckland Unitary Plan (Operative in Part) (AUP(OIP))

The AUP(OIP) gives guidance on when additional investigation is required for an activity. These are not specifically termed HTGAs.

E27.6.1 Trip Generation

(b) 100 v/hr (any hour) for activities not specified in Table E27.6.1.1 requiring a controlled or restricted discretionary land use activity consent in the applicable zone where there are no requirements for an assessment of transport or trip generation effects. This standard does not apply to development activities provided for as permitted in the applicable zone;

and

Table E27.6.1.1 New development thresholds

Activity		New development	
(T1)	Residential	Dwellings	100 dwellings
(T2)		Integrated residential development	500 units
(T3)		Visitor accommodation	100 units
(T4)	Education facilities	Primary	167 students
(T5)		Secondary	333 students
(T6)		Tertiary	500 students

(T7)	Office		5,000 m ² GFA
(T8)	Retail	Drive through	333 m ² GFA
(T9)	Industrial activities	Warehousing and storage	20,000 m ² GFA
(T10)		Other industrial activities	10,000 m ² GFA

The activity thresholds set in the AUP(OIP) sets guidelines relating to trip generation of activities alone and not more localised effects.

Queenstown scenario

One of the unique issues with Queenstown and surrounding areas is the effect of tourist activity on traffic generation and developments. It has been identified that staff trips are largely made by vehicle or bicycle, reflecting the lack of commuter public transport. The sizeable impact of tourist activity introduces other elements when considering HTGAs such as:

- The time when generation occurs and impacts on peak commuter periods;
- High turnover parking demands;
- Seasonal effects and the ability to address these without requiring significant infrastructure projects (and the associated environmental effects of these).

The current QLDC DP recognises the need to control traffic in a number of its objectives and policies and translates these into rules such as those associated with travel demand management and parking requirements for the Frankton Flats Special Zone and those requiring an ITA for HTGA’s in the Three Parks Zone in Wanaka.

4.2 Assessment Criteria

Identifying and evaluating a HTGA should allow Council to consider some additional criteria for activities. It is proposed to achieve this through identifying thresholds for HTGAs and requiring further assessment as a Restricted Discretionary (RD) Activity. Broadly, the key areas for consideration include activities:

- with a higher risk to the safety of the network,
- with a greater potential effect on the operation and capacity of the roading network,
- with greater opportunity to encourage modal shift away from cars, and
- with a greater opportunity to focus and increase public transport choices.

Activities which generate additional trips at their boundaries, such as service stations, should be dealt with by normal DP rules related to access, safety and integration within the road network.

It may also be that some of the Discretionary matters are addressed through other changes that will be made in the QLDC DP review. These should be checked to ensure are no inconsistencies between the respective sections of the plan.

5. Next Steps and Conclusion

Defining activities and setting reasonable thresholds should be the first stage in determining appropriate levels of HTGAs. These will be broadly set by considering the ability of an activity to generate a certain level of additional traffic to a network beyond its immediate site boundaries, recognising that different activities will draw different levels of traffic from existing road volumes. The location and type of activity is also an important consideration to identify those where modal shift and public transport can have a significant effect of encouraging changes in travel patterns throughout the QLDC area.

Based on our review, it is considered the following activities and thresholds should be considered for defining the requirement for a RD assessment to be undertaken. This would apply to all zones and separate parking areas identified in the DP. The specific activity thresholds are broadly based on similar industry standard trip generation rates that would generate trips by the development quantity similar to those listed for all other activities.

These thresholds are lower than those in the Auckland context, which has a substantially more developed public transport and cycling network. To use these thresholds would not provide QLDC with enough ability to influence and enhance the transport network around significant development areas. The peak hour and parking thresholds are broadly similar to Christchurch and Dunedin contexts, and the daily threshold relates to the trip generation industry 'rule of thumb' that daily rates are in the order of 9-10 times the peak hour rate, although it is acknowledged that this varies by activity.

Adopting rates lower than these would identify more activities that would need to be considered through a RD assessment. This does not necessarily mean more improved or integrated infrastructure as lesser scale developments have lower impacts (and more unlikely to have impacts directly attributable to these respectively lower threshold levels) and less ability to economically provide wider network improvement.

Similarly, a higher threshold, more in line with the Auckland context would likely not identify activities that could have a significant impact on the transport network in a Queenstown sense due to the current reliance on cars and the impact of high generating tourist activities. The Auckland context and network is a more diverse and resilient one, and it is considered that Queenstown needs to have the ability to consider effects consistent with the traffic volumes and capacities within the current network. It may be in time that these can change.

Note that the following thresholds assume general minimum parking requirements (MPR) in the district plan are; retail rates around 1 per 20 m² and office rates around 1 per 40 m². If general MPRs differ from these levels, the thresholds should be reviewed.

Activity	Development type	Threshold
Residential	Dwellings	50 dwellings
	Visitor Accommodation (unit type construction)	100 units
	Visitor Accommodation (guest room type construction)	150 rooms
Commercial Activities		2000m ²

Office		2000m ²
Retail		1000m ²
Industrial		5000m ²
All other activities		50 or more carparking spaces required under the Transport rules)
All other activities		Traffic generation of greater than 400 additional vehicle trips per day or 50 additional trips during the commuter peak hour.

The proposed matters for discretion as part of the RD assessment should be worded so as to cover;

1. Adequacy of secure and visitor bicycle parking, if this is not already included in the general Transport rules for these activities.
 - a. Assess the adequacy of the proposal if required cycle parking is not provided.
2. Adequacy of end of trip facilities (showers, changing rooms and lockers) for offices and hospitals at an appropriate rate.
 - a. Assess the adequacy of the proposal if required trip end facilities are not provided.
3. Parking – any activity that proposes non-accessory parking as part of the development.
 - a. Assess effects on the transport network
 - b. Assess if there is existing on-street or off-site accessory parking that could be used in preference to the proposed parking
 - c. Assess effects on pedestrian and cycle facilities adjacent to the site.
4. Any activity which exceeds the thresholds given above
 - a. Assess effects on the transport network
 - b. Consider if the site or frontage design could accommodate any proposed public transport infrastructure proposed by Council
 - c. Includes upgrades to and new pedestrian and cycle infrastructure and public transport infrastructure in line with Council standards and adopted infrastructure network development plans.
 - d. Consider and provide a Travel Demand Management Plan (TDMP), including implementation and ongoing monitoring procedures, to minimise reliance on vehicle trips to the site. TDM measures may already be included in the design with walking, cycling and available public transport provisions.

The RD assessment may include identification of infrastructure improvement outside of the site boundary, but required to encourage modal shift and diversity. These may be required by direct construction activities, or by collecting funds towards a wider project that would achieve the public transport or modal shift aim of a specific development.

It is assumed that activities which do not comply with the general transport rules (i.e. do not provide sufficient parking or loading spaces, site access, manoeuvrings, parking space sizes, etc) would have separate assessment criteria and would require similar evaluation on network operational and safety effects.

Technical Note

Subject: National and Regional Policy Context

Project: Queenstown Lakes District Council Transport Chapter Advice

Our file: NZ2217

Prepared by: Stuart Crosswell

Status: Final Issue

Date: 18 October 2017

1. Background

Queenstown Lakes District Council (QLDC) has engaged MRCagney to provide advice on the following activities, which are described as 'integrated transport provisions':

- Accessory and non-accessory car parking;
- High trip generating activities;
- The provision of infrastructure to support public transport, cycling and walking, and water based transport; and
- Funding mechanisms for the provision of non-accessory shared parking facilities to support access to the Queenstown, Wanaka, and, Arrowtown Town Centres.

The rationale behind the advice needs to consider the objectives and policies of the Proposed District Plan (PDP), which have been through the submissions process.

The need for this work has been influenced by a convergence of circumstances, specifically:

- The ongoing review and development of QLDCs Proposed District Plan; and
- The ongoing development and public consultation of the Queenstown Town Centre Master Plan, which brings together the strategies and projects recommended in the following strategic plans and documents:
 - Queenstown Town Centre Transport Strategy;
 - Queenstown Integrated Transport Programme Business Case; and
 - Wakatipu Basin Public Transport Detailed Business Case;

Now is therefore an opportune time to consider how the provisions in the Proposed District Plan might be drafted to best align with the QLDC's strategic objectives for the district.

The Resource Management Act 1991 (RMA) requires that district plans prepared by territorial authorities give effect to any regional policy statement or national policy statements (refer section 75(3) of the RMA). One of the reasons for this technical memo is to comment on the provisions from the national and regional policy context that need to be given effect to in terms

of provisions that are included in the PDP. The technical memo also identifies several other supporting national or regional level policies that are relevant to integrated transport planning.

Therefore, the following documents are covered by this memo:

- Government Policy Statement on Land Transport, 2015/16-2024/25;
- Draft Government Policy Statement on Land Transport, February 2017;
- Otago Southland Regional Land Transport Plans 2015-2021 - June 15;
- Regional Public Transport Plan: Otago 2014, including Addendum: Wakatipu Basin – May 2017;
- Benefits of investing in cycling in New Zealand communities, NZTA - March 2016

It is also useful to consider the scope of integrated transport planning as it relates to the subject activities, as this clarifies what provisions are appropriate to include in the PDP, and what aspects of integrated planning are better addressed through other methods, e.g. Council strategies and guidance documents. Therefore, this aspect is also covered in this memo.

It is intended that this technical memo is to be read together with the following partner memos:

- *Standards for cycle parking and end of trip facilities*
- *Parking Advice;*
- *Providing for Public Transport and Active Modes;*
- *Developer provision of public transport and active modes infrastructure; and*
- *High trip generating activities provisions*

2. Integrated Transport Planning and Development

As well as the integration of land use and transport that can be achieved through district plan provisions, it is important to recognise the limitations of the district plan in the comprehensive provision of effective, efficient, integrated transport networks within a district. Both horizontal and vertical integration needs to be considered.

For example, and in terms of horizontal integration, the district plan to a large extent regulates discrete developments on private land within the district, albeit that infrastructure assets may be vested in the Council following a development. But most of the transport network components in a district are public assets and managed through the Council's long term plans and asset management programmes. Therefore, comprehensive network plans, strategies, codes of practice etc. are needed to coordinate the provision of infrastructure through the district plan processes, and the provision and upgrading of infrastructure through other Council activities.

In terms of vertical integration, if the objectives of the district plan are to be achieved, there is a need for an effective mechanism to ensure the policies and rules of the district plan are meaningfully articulated into designs that contribute to creating the environments envisaged. Likewise, there is a need to ensure Council-initiated works on public assets achieve the same.

In terms of integrated transport planning and the development of transport infrastructure, the following types of non-district plan documents are relevant, for example:

- Land Development and Subdivision Code of Practice;
- Subdivision Design Guide;
- Walking and Cycling Network Plan;
- Public Transport Network Plan;
- An effective Street Design Guide (potentially nested within the Land Development and Subdivision Code of Practice)

3. National Policy Context

The New Zealand Urban Design Protocol, of which QLDC is a signatory, highlights the importance of prioritising walking and cycling and public transport provision in urban design, in section 2 '*Attributes of Successful Towns and Cities*' and section 3 '*Key Urban Design Qualities - the Seven Cs*'.

The New Zealand Transport Agency has produced a document titled '*Benefits of investing in cycling in New Zealand communities*', which provides information about the key benefits of investing in cycling, for councils, communities and individuals. These are summarised as:

- more liveable towns and cities;
- improved conditions for travelling within towns and cities;
- stronger local economies;
- reduced costs for councils;
- less impact on the environment, and
- healthier and more productive people.

The Government Policy Statement on Land Transport 2015/16 - 2024/25 (Revised February 2017) (the GPS) describes its purpose as outlining the Government's strategy to guide land transport investment over the next 10 years, and provides guidance to decision - makers about where the Government will focus resources. Under the strategic direction section of the GPS, the objectives '*A land transport system that addresses current and future demand for access to economic and social opportunities*' and '*A land transport system that provides appropriate transport choices*', demonstrate the acknowledgment at a national level that:

- public transport contributes to economic growth and productivity by providing additional capacity on corridors serving our main business and education centres at peak periods;
- While the primary role of public transport investment is to increase throughput where the network is experiencing severe congestion, public transport has an additional role in providing an alternative to private transport in urban areas where there is a sufficient concentration of users to support cost effective public transport;

- Cycling provides an alternative for short journeys and for single purpose trips like commuting to work or school;
- There are opportunities for cycling to take a greater role in providing transport system capacity in our urban areas; and
- While there are health benefits associated with cycling where it increases the total amount of physical activity, safety continues to be a concern, and represents a barrier to cycling fulfilling its transport potential.

The Draft Government Policy Statement on Land Transport 2018/19 – 2027/28 (Draft GPS) outlines in the introductory '*Land transport context*' section that:

- In relation to public transport use, there is strong growth in the number of people using public transport in Auckland and in Wellington. Outside these two cities, growth is lower;
- In relation to cycling, there has been increased participation in cycling in urban areas especially where new cycle networks have been developed. This growth is expected to continue as dedicated infrastructure is put in place that separates those who walk or cycle from vehicles; and
- In relation to general alternative modes trends, decreasing numbers of young people getting their driver licences.

The Draft GPS also identifies that:

- The capacity of the transport network can be increased through supporting greater uptake of public transport, walking and cycling (Strategic Priority '*Economic growth and productivity*');
- Walking and cycling support a more efficient and cost-effective transport system, provide transport choice (especially for shorter trips), and provide substantial health benefits; and
- The key barrier to getting more people cycling is the perception that cycling is risky. GPS 2018 supports investment to reduce safety concerns for cyclists. Investing in good quality, fit for purpose cycling facilities improves the safety of people on bikes and improves the perception of cycle safety.

In summary, at a national policy level there is recognition of the benefits of and support for better provision of public transport and walking and cycling within the transport network.

4. Regional Policy Statement

4.1 Regional Policy Statement (1998)

The operative Regional Policy Statement (RPS) provides very limited guidance on public transport, walking and cycling, and management of car parking. There is a policy in section 9.5.3 that aims to "*promote and encourage the sustainable management of Otago's transport network through: (a) Promoting the use of fuel efficient modes of transport; and (b) Encouraging a reduction in the use of fuels which produce emissions harmful to the environment; and (c) Promoting a safer transport system*". There is also a policy in section 12.5.3 that aims to

“promote improved energy efficiency within Otago through encouraging energy efficient transport modes in Otago”.

However, the RPS is almost 20 years old and is currently under review, so appears to not fully articulate the current policy direction of the ORC.

4.2 Appeals version of the Proposed Otago Regional Policy Statement

In our view, the appeals version of the Proposed Otago Regional Policy Statement (PRPS) represents the most up-to-date articulation of the ORC’s policy direction.

Objective 4.4 deals with the sustainability of energy supplies to Otago’s communities, and has an associated policy 4.4.6 to:

“Enable energy efficient and sustainable transport for Otago’s communities, by all of the following:

...

- b) Ensuring that transport infrastructure in urban areas has good connectivity, both within new urban areas and between new and existing urban areas, by all of the following:*
 - i. Placing a high priority on walking, cycling, and public transport, where appropriate;*
 - ii. Maximising pedestrian and cycling networks connectivity, and integration with public transport;*
 - iii. Having high design standards for pedestrian and cyclist safety and amenity;”*

Policy 4.5.1 ‘Managing for urban growth and development’ is also relevant to public transport, and walking and cycling. Clause ‘g’ of this policy states:

- g) Giving effect to the principles of good urban design in Schedule 5;*

In turn, the principles of good urban design lay out that ‘A safe and enjoyable environment’ is one that, amongst other things:

- *Creates transport networks that are safer;*
- *Creates safe, attractive and secure pathways and links between town centres and landmarks and neighbourhoods;*
- *Provides a comfortable and safe urban environment; and*
- *Considers the impact of design on people’s health*

The principles of good urban design also lay out that design ‘supports a healthy community, and offers many choices and opportunities’, and to do this:

- *Promotes transport networks that are safe, legible, attractive and well connected;*
- *Provides for public transport, roading, cycling and walking networks that are integrated with each other and the land uses they serve;*
- *Places a high priority on walking, cycling and public transport;*

- *Provides environments that encourage people to become more physically active; and*
- *Maximises pedestrian connectivity.*

5. Regional Land Transport Strategy

The Otago Regional Land Transport Plan 2015–2021 (combined with Southland’s Plan) sets out how the local authorities in the region and the NZ Transport Agency (NZTA) intend to achieve their vision of transport in the future through funding and providing transport services and infrastructure.

The plan sets out objectives aimed at ensuring the region has a transport system that:

- Delivers appropriate levels of service through ensuring the form and function of transport infrastructure is understood, and the transport system is resilient and reliable.
- Minimises congestion through traffic management, travel demand management, influencing mode choice, or alternatively, use congestion to prompt a change in travel behaviour.
- Decision-making leads to infrastructure and services that are appropriate to function and demand, by provide infrastructure and services for roading, active transport and public transport that are affordable and appropriate to function, and:
 - Advocating for economic evaluation methodology that better recognises the benefits of walking, cycling, public transport; and
 - Advocating for public funding to be available for transport related changes with clearly substantive wider benefit, e.g. walking and cycling.
- Supports a choice of safe modes, and the integration between these modes, by providing for the safe operation of all transport modes, recognising walking as an essential part of all journeys, and recognising cycling is an essential and realistic transport option in many parts of Otago, with adequate facilities provided to achieve safe, connected, convenient, and reliable journeys. By:
 - New road construction and major improvements including provision for safe walking and cycling in high pedestrian and cycle use areas;
 - Transferring some existing road space over to walking and cycling where this is needed to ensure safe travel, and build separated cycleways/walkways for commuters;
 - Expanding and improving the cycling network, and connecting existing cycling routes to keep cyclist’s safe, and to encourage new cyclists;
 - Ensuring all urban buses are able to carry bikes, and urban town centres have bike racks;
 - Prompting a change in travel behaviour towards increased walking and cycling, and public transport use in urban areas, by adapting the supply and pricing of car parking over time;

- Supporting and promoting a growth in cycle and pedestrian trips; and
- Providing a fully accessible public transport service, reducing car dependency in urban areas.

Refer to Objectives 2.1, 2.2, 2.3, 4.1, 4.2, 4.3, and Policies 2.11, 2.19, 2.22, 2.23, 4.1, 4.2, 4.3, 4.10 through 4.18 inclusive, and Policy 4.26 for further detail about these relevant objectives and policies.

6. Regional Public Transport Strategy

The Regional Public Transport Plan: Otago 2014 and its addendum Wakatipu Basin 2017 (RPTP) outline the current public transport situation in the region, and the strategic direction and objectives for public transport in the region, and the programme of projects to achieve the objectives. The RPTP outlines that it presents a fundamental shift in the approach to public transport services in the region, anticipating more certainty over routes, reduced travel times, more regular frequencies, the application of national standards for buses, and simplification of the fare structure.

The RPTP focuses mainly on the Dunedin and Wakatipu Basin networks. Overall, the plan anticipates significant improvements to the public transport network and service, and a steady increase in the number of trips being made on public transport.

However, the plan also identifies that the current performance in terms of new subdivisions ensuring quality walking access to public transport, and district councils monitoring the standards in subdivisions and developments, is poor.

A relevant access and mobility principle included in the Plan is *'working with NZTA and QLDC to ensure other transport users such as cyclists, pedestrians and car users have integrated access to the public transport network so that it can form all or part of their journey'*.

Under Chapter 6 of the Plan, where the structure of the proposed public transport network is addressed, encouraging and supporting QLDC to reduce the availability of low cost parking, and bike-racks on all buses are identified as being key to the new network.

Other relevant elements are identified as being; working with QLDC and NZTA to ensure the installation of bus shelters and seating where appropriate, and other supporting infrastructure as necessary.

Appendix 5 of the RPTP includes a *'Wakatipu Basin Indicative Route Map'*, and it is stated that the map is indicative only and subject to detailed network design.

7. Summary and Comment

There is clear national and regional direction to better provide for public transport, cycling and walking, and other alternative modes of transport, both within the district plan and through other territorial authority activities. Significantly, the policy documents recognise the constraints to the use of alternative modes of travel, recognise the necessity to design and build transport networks to a standard that provides equitably for all road users, and recognises the relationship between cost and availability of car parking and its effect on private motor vehicle travel demand.

There is strong direction within the policy documents to ensure that:

- The quality and levels of service of public transport services within the district will substantially improve in the short term;
- The use of alternative public transport and other alternative modes is encouraged through regulation and management of car parking within the district; and
- Regulation of subdivision and development within the district results in better environments for cyclists, pedestrians and users of alternative modes.

Accordingly, the advice we have provided in the associated memos, listed in Section 1 above, aligns with the national and regional policy direction on these matters, and the recommendations are consistent with achieving the objectives stated by these policy documents.

Technical Note

Subject: Standards for Cycle Parking and End of Trip Facilities

Project: Queenstown Lakes District Council Transport Chapter Advice

Our file: NZ2217

Prepared by: Lukas Adam, reviewed by
Anthony Leung

Status: Final

Date: 17 October 2017

1. Introduction

Queenstown Lakes District Council (QLDC) aims to improve provision for public transport, walking and cycling through provisions in the Proposed District Plan (PDP) and other policy levers. One means of improving conditions for pedestrians and cyclists is the provision of cycle parking and end of trip facilities (such as showers, changing rooms and lockers) as an accessory to development. This technical note analyses the benefits and costs of cycle parking and end of trip facilities; reviews the regulatory practices of QLDC and other councils in New Zealand as well as internationally; outlines best practice principles for providing cycle parking and end of trip facilities; and recommends PDP provisions.

2. The benefits and costs of cycle parking and end of trip facilities

2.1 Cycle parking

2.1.1 Benefits of cycle parking

Providing dedicated cycle parking has been shown to encourage increased cycling uptake. This has been demonstrated by three recent studies, including a Christchurch study.

All three studies found that a lack of secure/well-located bike stands can deter people from cycling. However, availability of bike stands was considered less important than driver behaviour and the availability of safe cycle infrastructure (e.g. separated cycle lanes).

The Christchurch study¹ surveyed three groups of people about barriers to cycling: University of Canterbury staff and students, recreational cyclists, and a broader set of community members. Those surveyed were considerably more likely to cycle as their usual transport mode than the general population, meaning that these results may under-state the degree to which a lack of

¹ Kingham, S., Taylor, K. and Koorey, G. (2011) *Assessment of the type of cycling infrastructure required to attract new cyclists*. Wellington: NZTA.

facilities is a barrier to cycling among the general population. Between 5% and 11% of respondents stated that better-located bike stands would encourage them to cycle more. However, a larger share – 7% to 18% - stated that better security for cycles would encourage them to cycle more.

A more representative telephone survey in Auckland² found that a lack of secure places to leave bicycles was among the main perceived barriers to cycling among Aucklanders who were interested in cycling but who did not currently cycle. Of this group, 28% stated that a lack of secure places to leave bicycles was a barrier to cycling³.

Empirical evidence on cycling behaviour supports the findings from stated preference surveys. For example, a study of over 5,000 daily commuters in the Washington, DC metropolitan area found that people with access to cycle parking at workplaces were more likely to commute by bicycle, even after controlling for other factors such as demographics, income, and car ownership⁴.

2.1.2 Costs of cycle parking

Below we consider the degree to which cycle parking requirements may impose costs on individual developers. We note that these costs only arise in situations in which cycle parking requirements are “binding”. The figures reported here reflect “upper bound” estimates of costs for new developments. The actual costs may be considerably lower in some cases.

Two different types of costs of providing cycle parking potentially arise: the financial costs related to the requirement to install cycle parks at new developments; and the potential “opportunity costs” that may arise if cycle parks prevent businesses from providing carparks or other transport facilities on-site.

The financial costs of providing cycle parks are likely to be relatively modest. Based on data from Rawlinsons (2013)⁵ the costs to provide a single cycle stand may range from \$120 (if cycle parking is provided in a multi-berth rack-style stand) to \$250 (if cycle parking is provided in an individual stand).

Cycle parking may substitute, on the margin, for car parking. It has been hypothesised that any reduction in car parking will reduce revenues for their business as cyclists will spend less than drivers. There is little empirical evidence to support this hypothesis. As a result, it is not possible to conclude that cycle parking provision will reduce retail revenues or impose broader “opportunity costs”. A wide range of studies in New Zealand and overseas have found that average retail spending by people arriving by public transport, walking, or cycling is comparable

² Ipsos (2014) *Active Modes Research*. Auckland: Auckland Transport.

³ By comparison, 49% of this group stated that feeling unsafe on roads due to driver behaviour was a barrier to cycling, and 47% stated that a lack of separated cycle lanes was a barrier.

⁴ Buehler, R. (2012) Determinants of bicycle commuting in the Washington, DC region: The role of bicycle parking, cyclist showers, and free car parking at work. *Transportation Research Part D: Transport and Environment*, Vol. 17, Issue 7, pp.525-531.

⁵ Rawlinsons (2013) *Rawlinsons New Zealand Construction Handbook*.

to average expenditure by people arriving by car (based on studies in Portland, New York City, Dublin, Toronto, Auckland, Christchurch, and Wellington⁶).

Fleming et al (2013) studied expenditures by different transport users in nine shopping areas in Auckland, Christchurch and Wellington⁷. They found that per-trip spending by cyclists was slightly lower than per-trip spending by car drivers but comparable to per-trip spending by car passengers. However, pedestrians, cyclists and public transport users visit shopping areas more frequently than car drivers and passengers – meaning that total expenditure per person may be higher. Furthermore, Tourism NZ research has found that international tourists who walk/hike and cycle tend to spend more per visit to NZ (\$3600 and \$3800 respectively) than the average spend per person for all holiday visitors (\$2800)⁸.

2.2 End of trip facilities

2.2.1 Benefits of end of trip facilities

The research cited above also demonstrates that the provision of end of trip facilities encourages increased cycling uptake. However, as also noted above, driver behaviour and the availability of safe cycle infrastructure is generally considered more important than end of trip facilities.

In the Christchurch study¹, between 12% and 22% of respondents stated that more easily accessible showering/changing facilities would encourage them to cycle more⁹.

The Auckland telephone survey² referred to above found that a lack of showering/changing facilities was among the main perceived barriers to cycling among Aucklanders who were interested in cycling but who did not currently cycle (28% of respondents).

Empirical evidence on cycling behaviour again supports the findings from stated preference surveys. The Washington, DC study⁴ found that people who had end of trip facilities – showers, clothes lockers, and bike parking – at their workplaces were 4.86 times more likely to cycle to work, even after controlling for a range of other factors.

2.2.2 Costs of end of trip facilities

Below, we consider the degree to which end of trip facility requirements may impose costs on individual developers. We note that these costs only arise in situations in which the requirements are “binding” – i.e. if they require people to provide facilities that they would not have otherwise provided. Consequently, we note that the figures reported here are likely to

⁶ These studies are summarised at <http://www.citylab.com/cityfixer/2015/03/the-complete-business-case-for-converting-street-parking-into-bike-lanes/387595/>

⁷ Fleming, T, Turner, S. and Tarjomi, L. (2013) *Reallocation of road space*. Wellington: NZTA.

⁸ Queenstown Trails Trust (2015) *Queenstown Trails for the future: A strategic plan for the Queenstown Trails Trust*. Queenstown: Queenstown Trails Trust.

⁹ In addition, 14% of UC staff and students stated that more lockers would encourage them to cycle more. (Other groups were not surveyed on lockers.)

reflect “upper bound” estimates of costs for new developments. The actual costs may be considerably lower in some cases.

Two different types of costs of providing end of trip facilities potentially arise: the financial costs related to the requirement to install end of trip facilities at new developments; and potential “opportunity costs” that may arise if they “crowd out” commercial floorspace or other facilities.

The financial costs of providing end of trip facilities can be estimated using quantity surveyor data from Rawlinsons (2013)⁵. It suggests that the cost of providing an on-site shower may vary between \$2,050 and \$2,500, depending upon the design option chosen. Installing an acrylic shower enclosure may be a lower-cost option (with costs ranging from \$2,050 to \$2,360 depending upon the selected brand). However, combining showers with disabled/unisex toilets, while slightly more financially costly (\$2,500), is likely to be the preferred option at many workplaces due to the fact that it saves space.

We note that there is a possibility that end of trip facility requirements may consume space that would otherwise be used for other purposes, such as commercial floorspace. However, we also note that it is common practice to combine shower facilities with disabled toilets in offices and other buildings. As the Building Code already requires unisex disabled toilets to be provided at similar or higher rates to showers, it is likely that shower requirements can be accommodated without any significant loss of space.

3. The current regulatory practice of Queenstown Lakes District Council

The QLDC operative District Plan (ODP) employs minimum parking and end of trip facility requirements for the Three Parks Zone, which will accommodate major growth in Wanaka as set out in the Wanaka Structure Plan (2007) and Wanaka Transport Strategy (2007).

3.1.1 Cycle parking

The bicycle parking requirements are set out in *Section 14: Transport Rules* (see Table 1). They comprehensively cover activities likely to give rise to significant bicycle mode share, and specify the type of parking to be provided for each use according to the scale of the development.

The short-term bicycle parking requirement is based on the quantity of development. In contrast, long-term bicycle parking requirement is based on the number of on-site workers or students, which may present some implementation challenges. While the amount of floor space in a consent application can be easily measured, the number of on-site occupants is both more difficult to determine before development has occurred and liable to change over time.

Occupant-based requirements will, however, provide more flexibility to the developer. In the case of education facilities, the number of students is likely to be the most appropriate metric of the scale of development. In any case, provision of bicycle parking in the Three Parks Zone should be monitored as the development is consented and constructed and adjustments made to requirements in the PDP accordingly if timing allows.

Table 1: QLDC minimum bicycle parking space requirements - Three Parks Zone

Activity	Type 1: Customer/Visitor Short-Term Bicycle Parking	Type 2: Customer/Visitor Short to Medium-Term Bicycle Parking	Type 4: Private Long-Term Bicycle Parking
Commercial Activities, other than those which are more specifically defined elsewhere in this table.	2 bike spaces (i.e. 1 stand) for the first 125m ² of GFA used for retail and 1 space for every 125m ² of GFA used for retail, thereafter	Nil	1 bike space per 10 on-site workers
Offices	2 bike spaces (i.e. 1 stand) for the first 500 m ² GFA and 1 space for every 500m ² GFA, thereafter	Nil	1 bike space per 10 on-site workers
Industrial and service activities	Nil	Nil	1 bike space per 10 on-site workers
Restaurants, Cafes, Taverns and Bars	2 bike spaces (i.e. 1 stand) for the 125 m ² PFA and 1 space for every 125m ² GFA, thereafter	Nil	1 bike space per 10 on-site workers
Hospitals	1 bike space per 25 beds	Nil	1 bike space per 10 on-site workers
Daycare facilities	2 bike spaces per centre	Nil	1 bike space per 10 on-site workers
Places of assembly, community activities, and places of entertainment.	2 bike spaces per 500 m ² located directly outside the main entrance or ticket office	1 per 50m ² PFA or 50 seats, whichever is greater	1 bike space per 10 on-site workers
Educational facilities	2 bike spaces per office	Nil	1 bike space per 8 students and on-site workers
Sports fields	2 bike spaces per hectare of playing area	Nil	Nil

3.1.2 End of trip facilities

The end of trip facility requirements are set out in *Section 12: Special Zones (Three Parks) Rules*. They cover all non-residential and commercial buildings and provide a guide for the number, location and design of lockers and showers to be provided according to the number of employees on site.

The requirements are to provide the following:

- Lockers – individual lockers for 20% of all on-site workers
- Showers – ratios as specified in Table 2.

Table 2: QLDC minimum numbers of showers – Three Parks Zone

Number of on-site workers	Number of showers
1-9	Nil
10-39	1
40-100	2
>100	3 and add 1 per 100

4. The regulatory practices of other councils

4.1.1 Local Authorities in New Zealand

Table 3 contains a selection of local authorities in New Zealand with urban areas that are comparable to QLDC, stating those with minimum cycle parking requirements and end of trip facilities in their district plans and those with no minimum cycle parking regulation. All plans are operative unless specified in brackets.

Table 3: Minimum Cycle Parking and End of Trip Requirements - New Zealand Local Authorities

Territorial Authority	Yes/No	Minimum Cycle Space Requirements	End of Trip Facilities
Invercargill City (Appeals Version)	No		
Napier City	Yes	Condition 61.14B 1 bicycle stand per 5 car park spaces (applicable where on-site car parking is required).	Condition 61.14B Commercial or Industrial activities having more than 15 full time equivalent staff members shall provide one male and one female shower and changing facilities for staff to

Territorial Authority	Yes/No	Minimum Cycle Space Requirements	End of Trip Facilities
			encourage the use of alternative transport modes.
Nelson City	No	No minimum cycle space requirements or requirements for end of trip facilities, however reductions in required on-site parking considered, having regard to (Policy DO10.1.6A): “a) whether the reduction will support and facilitate the use of alternative modes of transport, b) the provision of on-site bicycle stands, and accompanying change and shower facilities proportional to the reduction in on-site parking,…”	
New Plymouth District	Yes	Part B, Appendix 23, Volume 2 One cycle space for every 10 vehicle parking spaces required.	Nil
Palmerston North City	No		
Porirua City	No		
Rotorua District (Proposed)	No		
Tauranga City	No	No requirements but District Plan has design guidelines and vehicle parking adjustment factors.	Nil
Thames Coromandel District	Yes	Section 39.2, Rule 6	
		Activity	Minimum bicycle parking requirement
		Retail store with a gross floor area greater than 500 m ² (excluding the Pedestrian Core Zone and Waterfront Zone)	c) 2 bicycle parks per site adjacent to the building entrance.
		Other commercial outside the Pedestrian Core Zone and the Waterfront Zone (excluding A:4, above)	c) 1 bicycle park per site adjacent to the building entrance.
		Education/training activity or facility (excluding the Pedestrian	b) 2 bicycle parks per site.

Territorial Authority	Yes/No	Minimum Cycle Space Requirements		End of Trip Facilities
		Core Zone and Waterfront Zone)		
		Health care service (excluding the Pedestrian Core Zone and Waterfront Zone)	c) 1 bicycle park per site adjacent to the building entrance.	
		Place of worship, hall, marae(excluding the Pedestrian Core Zone and Waterfront Zone)	c) 2 bicycle parks per site.	
		Commercial Area and Waterfront Zone Vehicle Park Credit	For a commercial or community activity in the Commercial Area or Waterfront Zone, any Council-maintained bicycle parks on the road directly fronting the site are subtracted from the bicycle park requirements above.	
Whangarei District	No			

Of the selected local authorities, three operative plans (Napier, New Plymouth and Thames Coromandel) include minimum cycle parking requirements. Nelson City and Tauranga City incentivise the provision of cycle parking through vehicle parking adjustment factors.

It is worth noting that in more recent second generation plans under the RMA in New Zealand’s main urban centres there is an apparent change in favour of including cycle parking standards, as evidenced by Hamilton, Christchurch and Auckland. In the case of Auckland and Christchurch this also extends to the inclusion of minimum requirements for additional end of trip facilities. Changes to the district plans of these two main centres followed high-profile district plan reviews, suggesting that there is a potential justification for these rules.

The QLDC Three Parks Zone requirements set a high standard for cycle parking and end of trip facility provision compared to the New Zealand councils reviewed, similar to the best practice nationally as set by Auckland, Hamilton and Christchurch’s city councils. Cycle parking

requirements are more comprehensive than the councils reviewed in that they cover more uses specifically and more nuanced in that requirements are set for each activity according to relevant units. With regard to end of trip facilities, Napier City is the only city reviewed to require the provision of end of trip facilities in the form of showers; in comparison, the Three Parks requirements start at a lower minimum number of on-site workers and also set out provision for larger places of employment. The requirement for lockers in the Three Parks Zone is unique among the policy reviewed.

4.1.2 Local Government Abroad

Table 4 contains a selection of international districts and towns from Australia, Canada and the USA, stating those with minimum cycle parking requirements and end of trip facilities in their plans and those with no minimum cycle parking regulation. Detail on the provisions of each district and city's regulations is provided in Appendix A. The districts and towns analysed were chosen based on the similarity of their population size, the prominence of the tourism industry in the respective local economies and/or the opportunities and constraints presented by their geographies. Portland, Oregon was included as an example of extensive requirements for cycle parking.

Table 4: Summary of Minimum Cycle Parking and End of Trip Requirements - International Districts and Towns

City/Local Authority	Minimum cycle space requirement (yes/no)	End of trip facilities (yes/no)
Byron Shire Council New South Wales, Australia	Yes	Yes
Cairns Regional Council Queensland, Australia	Yes	Yes
Town of Banff Alberta, Canada	No	No
City of Aspen Colorado, USA	No	No
Resort Municipality of Whistler British Columbia, Canada	No	No
City of Portland Oregon, USA	Yes	No

Overseas districts and towns comparable to QLD vary in their minimum requirements for cycle parking and end of trip facilities. Of those examples reviewed, the Australian local and state government planning policy documents more commonly included minimum requirements than North American cases.

Of the overseas examples reviewed, Byron Shire Council provides the most relevant precedent due to the similarity of its population size, the prominence of the tourism industry in the area's local economy and the growth pressures it faces.

Byron Shire Development Control Plan 2014 requires the provision of cycle parking for a range of different land uses. While this is a useful precedent in terms of levels of provision, the level of prescription and complexity of these requirements may be hard to implement in the regulatory

context of development in the QLD. With regard to end of trip facilities, in Byron Shire the developer is required to provide facilities are sufficient to accommodate the anticipated demand for cycling and cyclist numbers as demonstrated in transport analysis prepared as part of the development application. In the QLD, a similar provision could be included as a matter of discretion as part of a Restricted Discretionary assessment (see High Trip Generating Activities Provisions technical note).

Cairns Regional Council represents a larger population base than QLD, but presents an example of detailed cycle parking and end of trip facility requirements through Cairns Plan 2016 and the Queensland Development Code. As above, the detailed cycle parking requirements for Cairns would likely be difficult to implement in QLD. End of trip facilities are required for all major developments in Cairns Region, and performance standards and acceptable solutions are set out in the Queensland Development Code. This document sets out the most comprehensive requirements which are based on the level of use of a development in terms of employees or occupants. Notable exceptions mean that development occurring in particular circumstances can be exempt from the requirements listed, for example where *“it would be unreasonable to provide these facilities having regard to:... (c) the condition of the road and the nature and amount of traffic potentially affecting the safety of commuters”*. Exemptions on such grounds are likely to be counter-productive in some cases, as mutually reinforcing policies are required to induce increased cycling mode share where existing levels of utility cycling are low. Detailed requirements on the type and design of facilities is also included in the Queensland Development Code. The High Trip Generating Activities Provisions technical note provides further detail on provisions for large scale development in QLD.

Banff, Aspen and Whistler do not have minimum cycle parking or end of trip facilities requirements. In the case of Whistler, the municipality *“will consider reduced on-site parking requirements for developments that are designed and located to encourage pedestrian, bicycle and transit access.”* In addition, Whistler’s planning regulations state under ‘Form and Character of Development’ that *“Storage space for bicycles and other employee needs shall be incorporated in the design.”* Of the overseas examples analysed, these resort towns are most relevant to QLD in terms of their geography and climate, but are less relevant than the Australian examples reviewed with regard to their population size.

Portland was included in this review as an example of very well-developed standards, although the city is less comparable to QLD due to its different population size.

In comparison to the international examples reviewed, the QLDC Three Parks Zone requirements set a high standard for cycle parking and end of trip facility provision. Cycle parking requirements are similarly comprehensive to Byron Shire Council and Cairns Regional Council, although the Three Parks Zone requirements are simpler and therefore likely to be easier to use. With regard to end of trip facilities, the Three Parks requirements are more specific than the two councils which have relevant policy in place (Byron Shire Council and Cairns Regional Council).

4.2 Best Practice Principles

Cycle parking and end of trip facilities should be provided in accordance with the land use with which they are associated, as well as the surrounding street environment. Best practice principles include:

- The number of cycle parking spaces and the quality and quantity of provision of end of trip facilities should be based on the proposed occupancy and nature of the land use.
- Ensure alignment to the current and planned active modes infrastructure network – provide facilities where existing routes exist and where future routes are planned.
- Publicly provided cycle parking in the vicinity of a proposed development should be considered when reviewing requirements for private provision of cycle parking as part of the proposed development. The public provision should be suited to the same purpose as that which might be provided as part of the development. For example, any cycle parking requirement for a shop on a retail street should account for the number of publicly provided short-stay cycle parking spaces (such as Sheffield stands) in the public domain on the street in question.
- Facilities should be provided where there is existing demand and or/the potential to attract use. Facilities should be sufficient to meet existing peak demand, allow for spare capacity (ideally 20%) and should allocate adequate space for expansion to allow for increased future higher rates of active travel.
- Cycle parking provision should be fit for purpose - a mix of long stay and short stay parking should be provided to reflect the nature of use of the development.
- Focus on hubs where many journeys will converge at high trip generating activities, for example:
 - Town centres
 - Employment centres
 - Services and community facilities e.g. hospitals, libraries
 - Schools
 - Entertainment and leisure venues
 - Potential future public transport stops – park and ride stations and ferry wharfs
- Imposing unnecessary costs on the developer to provide facilities should be avoided if it can be demonstrated the facilities will ultimately remain unused or severely underused. Exceptions should be made for particular development scenarios to which walking and cycling is unlikely to be practical e.g. workplaces located in elevated positions or with inadequate access roads for active modes such as ski fields or other out of town tourism operations. The grounds for exception should be carefully considered, taking foreseeable future changes in the development's context into account, for example changes in the road environment and traffic conditions and changes in level of public transport service.
- Means of providing end of trip facilities economically should be accommodated while maintaining minimum quality standards. For example, the requirement for end of trip facilities can be aligned with Building Code requirements for disabled toilets. Showering and changing facilities can be integrated into disabled toilets at relatively little additional cost and with small design impacts.

4.3 Implications of emerging technologies and trends for QLD

It should be noted that electric bicycles (e-bikes) and emerging technologies including ‘dock-less’ bike share systems have the potential to influence requirements for cycle parking and end of trip facility provision, although it is too early to draw concrete conclusions as to what the impact in QLD might be.

National sales of e-bikes have increased rapidly in recent years and are estimated to be in the order of 20,000 for 2017¹⁰. A rising prominence of e-bikes could have a number of important implications for levels of cycling and the requirements for parking and end of trip facilities in QLD, including:

- Increased levels of cycling by increasingly diverse groups.
- Increased bicycle-based tourism. Nationally, participation in cycling has recently grown more than participation in any other outdoor activity in recent years. Queenstown is among the most popular cycling destinations, including for mountain biking¹¹.
- Changes in the needs of end of trip facilities – a person using an e-bike may be less likely to require shower facility due to the lower level of physical exertion required.
- Changes to standards for cycle parking and integration with public transport. A person using an e-bike may be less likely to be willing or able to lift their e-bike onto a second tier or vertical rack or onto a public transport vehicle.

Dock-less bike share systems use mobile technology to administer the sharing or short-term rental of bicycles which remain in the public domain at all times. These systems are typically privately owned and operated, but occupy space in the public domain. Bike share is widely seen as an important ingredient for establishing mainstream cycling in urban centres with existing low levels of cycling, and dock-less systems may present an opportunity for inducing increased cycling in QLD by residents and visitors alike. Challenges may also arise, for example, the bicycles may, in practice, be locked to publicly provided cycle parking occupying that space for longer periods while not in use.

5. Recommended District Plan Provisions

The following draft provisions reflect figures for many development types that are likely to generate significant numbers of trips. The figures take into account the policy basis for inducing increased cycling; the current practices of QLDC in the Three Parks Zone; the research reviewed on the benefits of providing cycle parking and end of trip facilities; and the various requirements in other New Zealand and international cities that have minimum cycling requirements.

¹⁰ Stuff (2017) *Sales of e-bikes to pass 20,000 a year*. Available at: www.stuff.co.nz/business/money/89409372/sales-of-ebikes-pass-20000-a-year. Accessed 25 July 2017.

¹¹ Queenstown Trails Trust (2015) *Queenstown Trails for the future: A strategic plan for the Queenstown Trails Trust*. Queenstown: Queenstown Trails Trust.

Table 5: Recommended Minimum Cycle Parking and End of Trip Requirements for the QLDC PDP

Activity	Customer/Visitor Short-Term Bicycle Parking (development floor areas rounded down)	Private Long-Term Bicycle Parking (for staff/students/residents) to be provided in a secure facility (development floor areas rounded down)	End of trip facilities
Office	2 bike spaces (i.e. 1 stand) for the first 500 m ² GFA and 1 space for every 500m ² GFA, thereafter.	1 space per 125 m ² GFA	1 long-term bicycle parking space required: no end of trip facilities required. 2-8 long-term bicycle parking spaces required: 1 locker per every space required. >8 long-term bicycle parking spaces required: 1 locker for every space required and 1 shower per every 10 spaces required*.
Industrial and Service Activities	Nil	1 space per 300 m ² GFA	
Hospital	1 bike space per 25 beds	1 per 10 beds	
Other Health Care Facilities	1 per 100 m ² GFA	1 space per 200 m ² GFA	
Restaurants, Cafes, Taverns and Bars	2 bike spaces (i.e. 1 stand) for the 125 m ² PFA and 1 space for every 125m ² GFA, thereafter	1 space per 500 m ² GFA	
Daycare facilities	2 bike spaces per centre	1 bike space per 10 on-site workers	
Education 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	
Education Facility - tertiary	1 visitor space per 50 students (capacity)	1 student/staff space per 5 FTE students (capacity)	1 long-term bicycle parking space required: no end of trip facilities required. 2-20 long-term bicycle parking spaces required: 1 locker per every space required.

Activity	Customer/Visitor Short-Term Bicycle Parking (development floor areas rounded down)	Private Long-Term Bicycle Parking (for staff/students/residents) to be provided in a secure facility (development floor areas rounded down)	End of trip facilities
			>20 long-term bicycle parking spaces required: 1 locker for every space required and 1 shower per every 10 spaces required*.
Restaurant	1 space per 250m ² of GFA	1 space per 500 m ² GFA	Nil
Retail < 300 m ²	Nil	Nil	Nil
Retail ≥ 300 m ²	1 space per 300 m ² GFA	1 space per 200 m ² GFA	Nil
Recreational Activity	1 space per court/bowling alley lane Gymnasium: 1 space per 200m ² of GFA 3 spaces per field for field sports 3 spaces per netball court 1 space per tennis court 1 space per 15m ² of GFA for Club for clubhouse component	Nil	Nil
Places of assembly, community activities, and places of entertainment	2 bike spaces per 500 m ² located directly outside the main entrance or ticket office	1 space per 500 m ² GFA	Nil

**Note: 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.*

Three points with regard to the recommended requirements are discussed below.

The number of bicycle parking spaces required is proportional to the scale of the development in terms of floor area, number of beds or students in most cases. In the case of daycare facilities, the number of children attending is likely to be more variable, and hence the number of bicycle parks is proportional to the number of workers. The requirement for provision of long-term spaces could be linked to the number of on-site workers if this proves successful in the Three Parks Zone.

Similarly, the proposed requirements for end of trip facilities are linked to the number of long-term bicycle parking spaces required, which in turn are linked to the scale of development. If the requirement for the provision of long-term spaces being linked to the number of on-site workers proves successful in the Three Parks Zone, then end of trip facility requirements aligned to those used for the Three Parks Zone (see Table 2) could be employed in the PDP.

The proposed requirement for provision of bicycle parking for retail activities is conservative, not requiring any provision for retail activities under a gross floor area of 500m². The more stringent requirement used in the Three Parks Zone as shown in Table 1 could be employed in the PDP if it is judged that this will not result in the generation of vastly excessive provision of bicycle parking spaces which imposes costs on the developer unnecessarily.

6. Conclusion and Recommendations

Based on the analysis above, we recommend that minimum cycle parking and end of trip facility requirements are included in the PDP as an extension of the Three Parks Zone requirements (both geographically and in scope). We have established the benefits and costs of providing cycle parking and end of trip facilities and that in both New Zealand and abroad it is not uncommon to regulate for their inclusion in development in statutory planning documents. All regulation requirements imposed on land development, redevelopment or changes in use impose additional costs, but if the benefits of these requirements exceed the costs, the regulation can be justified. The following reasons stand out which we consider justify regulation for the inclusion of minimum cycle parking and end of trip facility requirements in the PDP:

- Extended regulation would support and supplement QLDC's commitment to support the growth in cycling and its objectives to increase cycling's mode share, and notably support future cycle network improvements. Regulation is aligned to the policy basis in the Queenstown Integrated Transport Programme Business Case and Wakatipu Basin Public Transport Business Case, which recognise the need for a change in approach to respond to the growth pressures being faced by the region.
- The New Zealand and overseas research demonstrates that cycle parking and end of trip facility provision are important factors in influencing decisions on whether to cycle for transport.
- The benefits of providing cycle parking and end of trip facilities clearly outweigh the costs of provision to individual developers.
- Many other local authorities, in New Zealand and internationally, already regulate for minimum cycle parking and end of trip facility requirements and the occurrence of such regulatory intervention is increasing.
- Unlike parking spaces, developers do not usually provide cycle parking facilities or end of trip facilities as a matter of course, and therefore intervention in the market is justified.
- Cyclists cannot viably utilise car parking spaces, loading spaces or other spaces reserved for other transport modes, and regular cycling for transport without the access to end of trip facilities are unlikely to hold wide appeal.
- The implementation of minimum cycle parking and end of trip facility requirements can overcome some potential barriers to cycling such as steep topography and rainfall and in conjunction with improved infrastructure, make cycling safer and more accessible to QLD's population.
- End of trip facilities provide benefits for building occupants or users other than cyclists. Showers, changing rooms and lockers also encourage active lifestyles by facilitating other active modes such as walking, jogging or scooting, and provide flexibility for those who may wish to incorporate physical exercise into their daily life.

Additionally, we recommend that QLDC collect data regarding the utilisation of its existing public cycle parking facilities and repeat this on a regular basis (e.g. annually) to understand the demand for these, in a similar way to the Council's public parking spaces.

APPENDIX A Minimum Cycle Parking and End of Trip Requirements - International Districts and Towns

City/Local Authority	Yes/No	Minimum Cycle Space Requirement	End of Trip Facilities	
Byron Shire Council New South Wales, Australia	Yes	Section B4.2.12	Section B5.2.4	
		Activity	Minimum cycle parking requirement	
		Amusement centre	8 per 100m ² of GFA	The number and extent of bicycle storage, parking and end of trip facilities provided must be capable of accommodating the anticipated demand for cycling and cyclist numbers demonstrated by the Transport Management and Access Assessment prepared for the development.
		Backpackers accommodation	1 per 5 beds	
		Boarding house	1 space per bed	
		Business premises	2 per 100m ² (or part thereof) up to a floor area of 200 m ² and 1 per 200 m ² thereafter	
		Community facilities	1 per 100 m ² of GFA	
		Educational establishment (primary, secondary and tertiary)	1 per 5 students (over year 4 for schools)	
		Entertainment facility	1 Space per 10 car parks	
		Food and Drink Premises	1 per 25m ² of GFA	
Health consulting rooms	1 space per consulting room			

City/Local Authority	Yes/No	Minimum Cycle Space Requirement		End of Trip Facilities	
		Hotel or motel accommodation	2 Spaces for accommodation units only If public restaurant or function room included, add 1 per 25m ² of GFA		
		Market	1 space per 10 stalls		
		Medical centre	1 space per consulting room		
		Place of public worship	1 space per 100 seats		
		Pub	2 per 25 m ² of public areas in bars and 2 per 100 m ² of lounges and beer gardens		
		Recreation facility (indoor/outdoor)	1 per 4 employees and 1 per 200m ² of GFA		
Cairns Regional Council, Queensland, Australia	Yes	Cairns Plan 2016, Section 9.4.8		Queensland Development Code Mandatory Part 4.1 - Sustainable Buildings: End-of-trip facilities must be installed for all new major developments and major additions to major developments.	
		Activity	Minimum cycle parking requirement	Performance requirements	Acceptable solutions
		Club	1 space per 200m ² of GFA	P12: End of trip facilities are provided for employees or occupants, in the	A12: (1) Bicycle parking and storage facilities are:
		Community use	1 space per 200m ² of GFA		

City/Local Authority	Yes/No	Minimum Cycle Space Requirement		End of Trip Facilities	
		Educational establishment	Primary: 1 per 10 students over year 4. Secondary: 1 per 10 students. Tertiary: 1 per 50 students.	building or on-site within a reasonable walking distance, and include: (a) adequate bicycle parking and storage facilities; and (b) adequate provision for securing belongings; and (c) change rooms that include adequate showers, sanitary compartments, wash basins and mirrors. [exceptions apply]	easily accessible and provided in the building, or on-site within 100 metres of an entrance to the building, in accordance with: (i) five percent (5%) of the number of employees, based on workforce numbers; or (ii) specified occupant ratios; and [design standards apply to the provision of lockers, change rooms and showers]
Food and drink outlet	1 space per 250m ² of GFA				
Function facility	1 space per 500m ² of GFA				
Hardware and trade supplies	1 space per 500m ² of GFA				
Health care services	1 space per 250m ² of GFA				
Hospital	1 space per 500m ² of GFA				
Hotel	1 space per 250m ² of GFA				
Indoor sport and recreation	Diverse and numerous, example: Squash courts: 1 space per court.				
Multiple dwelling	1 space per dwelling unit which may be provided as internal storage areas for the multiple dwelling.				
Office	1 space per 250 m ²				
Outdoor sport and recreation	Very diverse and numerous, examples:				

City/Local Authority	Yes/No	Minimum Cycle Space Requirement	End of Trip Facilities
		Football fields: 3 spaces per field. Lawn bowls: 5 space per green	
Town of Banff, Alberta, Canada	No		
City of Aspen, Colorado, USA	No		
Resort Municipality of Whistler, British Columbia, Canada	No	The Municipality will consider reduced on-site parking requirements for developments that are designed and located to encourage pedestrian, bicycle and transit access.	
		8.4.2 FORM AND CHARACTER OF DEVELOPMENT j) Storage space for bicycles and other employee needs shall be incorporated in the design.	
City of Portland, Oregon	Yes	Very diverse and numerous, examples: Multi-dwelling: 1.5 resident space per 1 unit in Central City; 1.1 resident space per 1 unit outside Central City; 2 visitor spaces or 1 visitor space per 20 units Office: 2 staff spaces or 1/10000 ft ² of net building area; 2 or 1/40000 ft ² of net building area All Retail and Service: 2 staff spaces, or 1 per 12,000 sq. ft. of net building area; 2 visitor spaces, or 1 per 5,000 sq. ft. of net building area Manufacturing and production: 2 staff spaces, or 1 per 15,000 sq. ft. of net building area; no visitor requirement	Nil

Technical Note

Subject: Providing for Public Transport and Active Modes

Project: Queenstown Lakes District Council Transport Chapter Advice

Our file: NZ2217

Prepared by: Lukas Adam

Status: Final Issue

Date: 18 October 2017

1. Introduction

Queenstown Lakes District Council (QLDC) is aiming to improve provision for public transport, walking and cycling through provisions in the Proposed District Plan (PDP) and other policy levers. This technical note assesses the existing environment for public transport and active modes in Queenstown Lakes District (QLD); reviews existing levels of walking and cycling; outlines existing planning documents; recommends a process for developing the network of active modes infrastructure; and discusses some of the potential impacts of walking and cycling infrastructure provision.

2. Existing Environment

2.1 Public transport

There is currently a scheduled bus public transport system in Queenstown (including Arrowtown) planned by Otago Regional Council and operated by Ritchies Connectabus. Ritchies also operates a scheduled service between Queenstown, Cromwell and Wanaka, and scheduled services to Lake Hawea and Aspiring National Park for recreational cyclists, walkers and hikers. There is also a scheduled water taxi service operating in Lake Wakatipu around the Queenstown and Frankton area.

The existing public transport services are commercial services and fares are relatively high.

The Regional Public Transport Plan: Otago 2014 and its addendum Wakatipu Basin 2017 (RPTP) presents a fundamental shift in the approach to public transport services in the region, anticipating more certainty over routes, reduced travel times, more regular frequencies, the application of national standards for buses, and simplification of the fare structure. We understand that there is a subsidised fare structure proposed, which will reduce the cost of using the public transport services.

The RPTP focuses mainly on the Dunedin and Wakatipu Basin networks. Overall, the plan anticipates significant improvements to the public transport network and service, and a steady increase in the number of trips being made on public transport.

2.2 Active modes

The QLD has an established network of active transport mode facilities, comprising street corridor infrastructure within towns and walking and cycling trails within and surrounding the towns.

2.2.1 The urban walking and cycling environment

The walking and cycling environment in QLD benefits from the high scenic quality of its landscape and the wealth of recreational facilities on offer. The requirements of people using active modes for transport are, however, different from those who seek a leisure experience. One important factor aside from the physical network of infrastructure is the use of road and street corridors by general traffic, as measured by traffic volumes and speeds.

The State Highway Routes and main streets into and through the District's centres are compromised as walking and cycling corridors due to their high traffic volumes, especially in and around the Queenstown town centre. The presence of high counts of traffic impacts the real and perceived safety of people walking and cycling and negatively impacts their sensory experience, discouraging the uptake of active modes. This has an adverse effect, particularly where little route choice exists or traffic is concentrated along corridors which pass through activity centres where they coincide with the highest numbers of pedestrians and cyclists. For example, the State Highway 6 and 6A corridors leading into and connecting Queenstown and Frankton experience average daily traffic (ADT) in the order of between 10,000 and 22,000¹. This is comparable to busy arterial roads in New Zealand's main population centres. While pleasant parallel routes outside of the transport corridor are provided in some instances, such as the Queenstown Trail along Frankton Arm, these do not always provide access to destinations along the route.

Traffic speeds along the corridors with the heaviest traffic in QLD are high for the urban context and are likely to impact on mode choices by making the urban extents of the road corridors unsafe and unpleasant to walk and cycle along. Posted speed limits follow standard practice of being set at 50 km/h within built up areas.

The corridor design of the many State Highways through built up areas continues to resemble a highway environment despite lower posted speed limits than in rural areas. Factors such as the width of traffic lanes, the presence of wide, paved medians and shoulders and a lack of active street frontages encourage higher speed travel along many routes. For example, as Ardmore Street passes through Wanaka, features of a highway-type environment continue despite the change in function of the street.

2.2.2 Street corridor and urban public open space infrastructure

2.2.2.1 Walking

Within QLD's urban areas, the majority of streets and public open spaces are accompanied by a level of pedestrian infrastructure typical for New Zealand towns and cities. This includes

¹ NZTA (2017) *Queenstown Integrated Transport Programme Business Case*. Wellington: NZTA

footpaths on both sides of the street and through parks in most locations, intersection treatments and zebra crossings in places.

The level of provision for walking in town centres is high relative to elsewhere in the District although issues linked with traffic volumes and a lack of legibility of the street environment exist. This is especially the case in the centre of Queenstown, where the built form is more conducive to a comfortable and rewarding walking experience, and pedestrian malls and wide footpaths invite people to get around on foot. Walking conditions in Queenstown are diminished by the number of vehicles using and passing through in the centre and confusion between modes.

In contrast to the higher level of provision and congestion of QLD's town centres, the quality of walking facilities in some suburban areas are lacking or are low in quality. For example, footpaths are not provided in many parts of Arrowtown, and in Fernhill, Queenstown, footpaths are provided on one side of the street only, and are relatively narrow.

2.2.2.2 Cycling

Cycle-specific facilities in QLD's urban areas are very limited. The cycle lanes that are in place are typically restricted to painted on-street lanes or paved shoulders which are frequently interrupted by a lack of provision at intersections, on-street parking and bus stops.

2.2.2.3 Trails

QLD has an extensive network of off-road recreational walking and cycling facilities within and surrounding the major town centres (see Figure 1 and Figure 2). These provide high quality opportunities for recreation and tourism in scenic settings, but in most cases, do not perform a transport function due to the distance between destinations, the facility type and topography.

Figure 1: Wakatipu Basin Walking Planning Map (source: On Foot, By Cycle, QLDC, 2008)



Figure 2: Wanaka Walking Planning Map (source: On Foot, By Cycle, QLDC, 2008)



Figure 3:Wakatipu Basin Cycling Planning Map (source: On Foot, By Cycle, QLDC, 2008)



Figure 4: Wanaka Cycling Planning Map (source: On Foot, By Cycle, QLDC, 2008)



2.2.3 Current levels of walking and cycling

Walking and cycling for transport are minority modes in QLD. The most readily available sources of data are the census journey to work data and the results of local journey to school surveys.

2.2.3.1 Journey to work

In QLD, the mode shares for main means of travel to work for walking and cycling are 15% and 4% respectively (for those who travelled to work on census day in 2013)². A further 2% used public transport, which incorporates some distance of walking. These figures are comparable with national averages of around 10% active modes and 6% for public transport.

2.2.3.2 School travel surveys

Data from the 2017 schools travel survey indicates a significant proportion of school students use active modes for part or all their journey to school. Mode shares by school for walking, cycling and scooting are between 12 and 45%³. Additionally, bus mode share is between 14 and 35%, incorporating walking some distance to and from bus stops. While there is considerable

² Statistics NZ 2013 census data

³ QLDC (2017) *Annual travel survey reports*

variability in modal shares between schools within QLD, they are broadly comparable with national averages. Nationally, in the order of 30% of school students walk to school and 2-3% cycle; around 9% of primary aged children take public transport and around 23% of secondary school students⁴.

2.2.4 Policy context

A number of strategies and plans include active modes. The content of these documents ranges from overall visions to plans for specific corridors.

2.2.4.1 Otago Southland Regional Land Transport Plans (2015)

This document sets the strategic direction for land transport in Otago Southland, including providing for walking and cycling. The role of walking and cycling is set out, along with an outline of intentions to encourage increased use of active modes for transport. Walking and cycling is incorporated into several of the Plans' objectives and policies, and forms a key part of Section 4 regarding providing appropriate transport choices. In the case of QLD, funding allocation does not appear to align with the regional objectives and policies. Of a total of \$63.6 million recommended expenditure for QLD for the period 2015-18, no funding is recommended to be allocated to walking and cycling specific transport projects. Active modes may, however, benefit from expenditure on the maintenance, renewal and upgrade of local roads.

2.2.4.2 2015-2045 Infrastructure Strategy (2015)

This document sets out QLD's strategy for investment in infrastructure, including walking and cycling, to address issues facing the District over a 30-year time frame. The improvement and expansion of cycleway and walkway networks and the improvement of safety are elements under the plan for transportation infrastructure. The wording of the provisions emphasises recreational and off-road walking and cycling as opposed to on-street facilities that are integrated with the wider road environment and land use.

2.2.4.3 Queenstown Integrated Transport Programme Business Case (PBC) (expected to be adopted by 1 September 2017)

This PBC sets out transport related problems facing Queenstown and makes the case for solutions to those problems. The recommended programme includes a significant investment in the improvement and extension of the network of active transport infrastructure in the form of the Wakatipu active travel network and an upgrade of the Frankton Track parallel to State Highway 6A. Increased pedestrianisation of the town centre is also proposed with the aim of improving conditions for people on foot and discouraging private vehicle usage. Reference is also made to a number of land use QLDC initiatives that will reinforce the aims of the programme and encourage walking and cycling.

Active transport initiatives form part of the programme. The PBC outlines proposed timeframes, identifies interdependencies, makes a financial case and sets out a delivery and monitoring strategy. Walking and cycling initiatives proposed in the programme are estimated to cost \$49.5 million, 64% of which will be provided by QLDC and 36% NZTA.

⁴ Ministry of Transport (2014) *NZ Household Travel Survey*

Following the recommendations of the PBC, a business case is expected to be developed for a District-wide active travel network in 2017.

2.2.4.4 On Foot, By Cycle (Draft) (2008)

On Foot, By Cycle is the QLD's dedicated active modes strategy. The degree of influence of the strategy is reduced, however, by the time passed since it was written, the fact that it was not finalised or implemented, and is expected to be largely superseded by the abovementioned active travel network business case.

This overarching strategy's purpose is to assist in applications for central government funding of walking and cycling initiatives. It incorporates the aims of the Upper Clutha Walking and Cycling Strategy and Wakatipu Trails Strategy, which are focused on recreational and off-road active modes infrastructure. On Foot, By Cycle sets out a vision and objectives which, in summary, seek to: *"see more people walking and cycling and greater satisfaction within the community with the ease, safety and security of walking and cycling in the district."* The strategy outlines the process for the design of walking and cycling facilities and recognises the need to improve future standards by considering the wider road environment and its impact on active modes. A proposed hierarchy of arterial and local urban walking and cycling facilities and rural trails is provided in map form (see Figure 1-4). Six targets are stated, relating to increasing walking and cycling, achieving high resident and visitor satisfaction with walking and cycling conditions and reducing pedestrian and cyclist casualties.

A strategy for implementation is summarised, including acknowledgment that improvements to the road environment through influencing broader strategies and setting and enforcing rules through local planning policy, traffic management plans, bylaws, subdivision standards and enforcement.

2.2.4.5 Queenstown Town Centre Transport Strategy (2016)

This strategy aims to improve enjoyment of the town centre by residents and visitors by reducing congestion caused by private vehicle reliance. Central to the proposals put forward by the strategy is the improvement of the pedestrian and cycling environment, including the creation of shared spaces and improvements to active modes facilities on town centre roads. Dedicated walking and cycling infrastructure will be supported by changes to car parking controls.

2.2.4.6 Land Development and Subdivision Code of Practice (2015) and Draft Land Development and Subdivision Code of Practice (2017)

This document guides the development of rural roads and urban streets in QLD. The substantive standards for the provision of walking and cycling facilities are summarised in a Table 3.2 which specifies land uses, development densities, operating speeds, and design parameters. While some best practice principles are set out, the implementation of best practice design standards is not ensured.

Generally, the Code of Practice adheres to best practice principles with regard to the provision of walking and cycling paths and lanes in terms of their suitability for the projected volume and speed of traffic, as set out in Table 3.2. Exceptions to the application of best practice occur in the rural environment where developments above 200 dwelling units, primary freight access or

access to offices and education are proposed. In these cases, targeted operating speeds of 70-100 km/h and maximum traffic volumes of 1000-2500 vehicles per day would make the facility types proposed inadequate to provide for safe walking and cycling. Separated facilities within the road corridor or standalone paths should be provided for pedestrians and cyclists in all cases where targeted travel speeds exceed 30 km/h and for cyclists where they exceed 50 km/h. Whether these facilities are provided in the rural environment should be decided on a case-by-case basis, informed by the context of the development within the walking and cycling infrastructure networks and with regard to destinations such as places of employment and schools.

Importantly, there is no functional mechanism which ensures that appropriate provision for cycling is made as part of land development and subdivision. The Code of Practice requires a 'trigger' of the road being a local authority defined cycle route, which implies that there needs to be an adopted cycle network plan in place for the guidance to effectively influence what is eventually built on the ground. As outlined above, cycle network planning for QLD is restricted to the hierarchy of routes set out in *On Foot, By Cycle* (2008), which was not finalised and has not been implemented.

There is little guidance on intersection design in the Code. Junctions are where most crashes involving cyclists occur, and are commonly the sites of increased rates of crashes involving pedestrians. As such, intersection designs should be specified as critical elements of the street network and should incorporate pedestrian and cyclist priority where possible to improve conditions for active modes and introduce traffic calming to minimise travel speeds, particularly in residential areas and village and town centres. Key parameters including pedestrian and cyclist crossing distances, vehicle turning radii and sight lines.

On-street painted cycle lanes are proposed in the Code and separated cycle paths are referred to. Where painted on-street cycle facilities are proposed, they should be a minimum of 1.8m wide. Where painted cycle lanes occur adjacent to parallel parked cars, there is a risk of cyclists having doors opened in their path. Where this occurs, the cycle lane should be separated from the parking bays by a horizontal surface treatment with a width of 0.8-1.0 m. A reference in the Code states that: *"Separate cycle paths shall be provided where good design requires separation from the carriageway or a different route to be selected"*. This provision is not sufficiently clear for it to lead to best practice cycle provision outcomes.

The Code does not include arterial roads and motorways and leaves the design of these corridors to the relevant road controlling authorities. While this omission is logical given the document's context, the lack of guidance of walking and cycling facilities should be addressed elsewhere in QLD planning policy. Arterial roads in particular are often key walking and cycling routes due to their directness and accompanying land uses.

The Draft Land Development and Subdivision Code of Practice (2017) (viewed by MRCagney on 16 August 2017), do not diverge significantly from the 2015 version of the document with regard to providing for public transport and active modes. No amendments are made to Table 3.2 aside from minor changes to terminology and notes. Exceptions where the 2017 draft is different include:

- Appendix J – Cycle Trail and Track Design Standards and Specifications is added, which outlines requirements for routes intended for recreational and touristic use and

recognises that design for the transport cycling infrastructure network is outside the scope of the guidance provided. Some recreational and touristic routes in QLD will also serve a transport function and should be designed accordingly. This overlap should be recognised in both the trail guide and any future street design guide by cross referencing.

3. Recommended process for improving level of service for public transport and active modes

3.1 Public transport

The public transport system requires a supportive network for the entirety of the journey, from door to door. This comprises public transport routes and services, and the infrastructure which allows people to travel to and from stops and stations. For QLD, the majority of public transport network planning is carried out by the Otago Regional Council (ORC).

As stated in the Regional Public Transport Plan, ORC will carry out detailed network planning. It is assumed that best practice principles to the design of the network will be applied, and that ORC's work will include the specification of bus and ferry stop locations as required and the design of bus stop shelter designs.

QLDC and ORC will need to collaborate to ensure that public transport network planning is effectively integrated with transport, resource and land use planning locally. This will include the planning and design of bus priority measures to ensure target levels of service are achieved and planning for access to bus stops by active modes using the street network. Bus stops for rapid services which stop less often and park and ride facilities are more likely to be accessed by a variety of modes, including walking and cycling, and should be planned for and designed accordingly. Provided that stops are appropriately spaced, local bus stops will mostly be accessed by walking. Best practice principles for public transport access include:

- The first consideration should be pedestrians crossing the street at the immediate stop location. Public transport stops should be located close to intersections where pedestrian crossings can be provided.
- Key paths leading to public transport stops should provide for access for varying ages and physical abilities. Paths should be universally accessible, direct, and well-lit.
- Particular attention should be focused on area that may be deemed unsafe by a range of users, particularly at night.

Further bus stop design guidance should be sought from existing publications. The following documents should be referred to:

- Bus Stop Infrastructure Design Guidelines (Auckland Regional Transport Authority, 2009)
- Public Transport Interchange Design Guidelines (Auckland Transport, 2013)
- Auckland Urban Street and Road Design Guide (Auckland Transport, 2017)
- Auckland Transport Code of Practice (2013)

- Transit Street Design Guide (National Association of City Transportation Officials (USA), 2016)

3.2 Active modes

As outlined above, QLD has a number of important elements in place to facilitate the development of an extensive, high quality network of walking and cycling infrastructure. A series of actions is proposed below to bring together existing initiatives and progress the development of the network integrated with other transport programmes, cognisant of land use changes and in conjunction with District Plan update process.

3.2.1 Audit existing walking and cycling facilities

Stage 1 of an audit of walking and cycling facilities was carried out in early 2016. This report outlined the characteristics of a high-quality walking and cycling network, reviewed existing policy and provided a methodology for the collection of data.

Recommendation: Complete the Walking and Cycling Audit as proposed in the Queenstown Town Centre Transport Strategy.

3.2.2 Establish a monitoring programme

On Foot, By Cycle set out targets for encouraging the improvement of active modes infrastructure in the QLD.

Recommendation: Walking and cycling activity should be monitored against the following targets:

- To increase the proportion of journey to work walking trips beyond 15% and cycling trips beyond 5%
- To increase every year the proportion of residents and visitors who are satisfied with the ease, safety and security of walking and cycling within the QLD
- To reduce the number of pedestrians and cyclists injured or killed in crashes as a proportion of all injuries and fatalities

3.2.3 Network planning update

Recommendation: An active network should be planned and communicated as recommended in the Queenstown Integrated Transport Programme Business Case. It should encompass the Wakatipu area as well as Wanaka.

The active travel network plan should update and build on the network proposed in On Foot, By Cycle and Plan and link into the existing trail network.

It should follow the below steps:

- Identifies target customers – i.e. all ages and abilities or more targeted toward particular groups to begin with?

- Identify target trip types that network development should focus on to inform facility types – for example short to medium distance trips to activity centres and future park and ride stations, journeys to work and school.
- Identify and plan around key destinations and trip generators e.g. schools, town centres, Fernhill and Frankton suburbs
- Apply best practice network planning principles to identify key active modes corridors:
 - Select routes that provide direct access to key destinations and follow corridors of high (current or latent) demand
 - Select routes that link with other parts of the network to form a coherent and legible network
 - Establish an appropriate network density, with a finer-grained network in areas of higher demand
 - Select routes that are attractive for users and that offer a pleasant, interesting, safe and secure environment
 - Selecting routes that minimise major gradient changes.

3.2.4 Active modes infrastructure

The hierarchy of pedestrian and cycling facilities should be allocated according to their location and function within a framework of street types.

QLDC is in the process of establishing a hierarchy of roads and streets according to the One Network Road Classification (ONRC), published by the NZ Transport Agency. While this will set out a structure, more detailed planning and design guidance will need to be carried out to ensure best practice provision for people on foot and on bicycles.

A recent example of a more detailed framework which guides provision for active modes is provided in Auckland Transport's Urban Street and Road Design Guide. Considerations for choosing facility types include land use, public transport infrastructure and traffic conditions. Examples of street types, which determine the type of pedestrian/cycling facility include:

- Mixed use arterial – high travel speeds (40-50km/h) and traffic volumes, pedestrian crossing facilities including at bus stops. Footpaths should be a minimum of 3.0 m in addition to 3.0 m of commercial space and a 1.5 m wide street tree and street furniture zone between the footpath and travel lane.
- Main street – a destination in its own right with continuous street frontages and large clear footpaths 3.0 m wide. A 1.5 m wide commercial zone along the street frontage and a 1.5 m wide street tree and street furniture zone can also be included.
- Local street – mostly residential land use, very low traffic volumes and speeds, fine grained street design and footpaths 1.8-2.4 m wide.

Figure 5 outlines the situations in which different types of on-street cycling facilities should be implemented. This represents a refinement of the cycling guidance provided in the Land

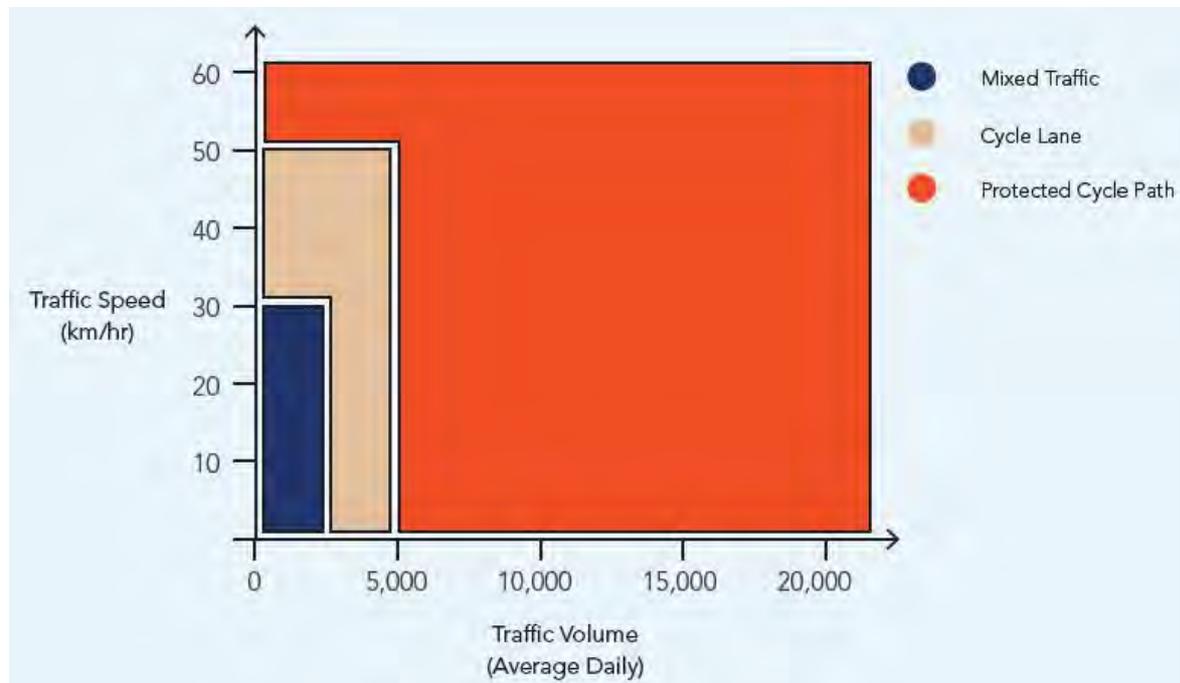
Development and Subdivision Code of Practice (2015) based on current best practice. The most important difference between the two sets of guidance are the lower speed thresholds set in Figure 5.

The facility types in the Auckland guidance are similar to those used in the Development and Subdivision Code of Practice [QLD equivalents are listed in square brackets]. The facility types traffic and conditions are:

- Mixed traffic/greenways/traffic calming on quiet, low speed streets [shared (in movement lane)]
- Painted on-street cycle lanes on streets moderate speeds and traffic volumes [on sealed shoulder where it is a local authority defined cycle route]
- Separated cycleways (also referred to as protected cycle paths) on busy streets [separate provision where local authority defined cycle route]
- Standalone cycling or shared paths through public open space

There are two main differences between the two sets of guidance. Firstly, sealed shoulders are replaced by painted on-street cycle lanes in the Auckland guidance. The latter refers to a specifically designed cycling facility as opposed to a leftover paved space also intended for emergency stopping. Secondly, separate provision is divided into separated cycleways and standalone cycling or shared paths.

Figure 5: Cycling facilities according to traffic conditions (Auckland Transport, 2016)



3.2.4.1 Cycle parking

In commercial areas, cycle parking should be provided in the road corridor. The QLDC Cycle Facilities Guidelines (2009) should be reviewed against the following best practice principles from the London Cycle Design Standards (2014) and revised as required.

- *“Fit-for-purpose – meeting identified current and future demand, with an appropriate balance of short-stay and longer-stay provision.*
- *Well-located – convenient, accessible and as close as possible to the destination.*
- *Secure, visible and well-overlooked – stands that allow for secure locking in places that are well-lit and with high levels of natural surveillance.”*

Recommendation: Include cycle parking to best practice standards in streetscape upgrades along commercial/main street corridors.

3.2.5 Design standards/guidelines

The design of walking and cycling facilities for developments in QLD is guided by the District Plan and Land Development and Subdivision Code of Practice. There is no District-wide guidance for existing roads and streets for the implementation of corridor upgrades or redesigns, although QLDC is in the process of establishing a hierarchy of roads and streets according to the ONRC.

Recommendation: A roads and streets design framework should be developed which provides greater detail of classification and design guidance than the ONRC including design principles, parameters and dimensions for each road and street type. It should reference best practice examples should be developed covering existing urban areas within QLD as well as future developments.

The road and streets design framework should be integrated with existing QLDC, ORC and NZTA transport and urban planning policy, including the ONRC. Best practice precedents of comprehensive street design guides exist within the New Zealand context, such as Auckland’s forthcoming Urban Street and Road Design Guide and recently published Local Paths Design Guide.

3.2.6 Review of proposed infrastructure

Specialist capability within QLDC should be allocated to the design of walking and cycling infrastructure and the design review of facilities proposed by consultants. If the required resources and expertise are not available within QLDC, it should be developed or out-sourced. This process should draw on knowledge from other councils, the NZTA and private sector as required.

3.2.7 Post-implementation monitoring

Post-implementation reviews of walking and cycling infrastructure should be conducted regularly. Reviews could follow the methodology used by NZTA in assessing its infrastructure developments. NZTA’s post-implementation reviews aim to:

- “assess and explain how well projects and packages have achieved their main expected transport benefits...to give an overall assessment of the value for money of completed projects or packages reviewed
- Explain any variation between actual results and expected benefits and costs, and
- Identify lessons learned that can be used to make business improvements”

4. Potential impacts of improved level of service for public transport and active modes

4.1 Public transport

Public transport has the potential to play a key role in addressing the problems facing QLD, as outlined by the Queenstown Integrated Transport PBC. Aligned to the purpose of the PBC, the Wakatipu Basin Public Transport Detailed Business Case identified benefits of improving public transport provision in the District, which are summarised as follows:

- Improved liveability and visitor experience/attractiveness
- Improved access to the Queenstown town centre and improved functionality of the town centre transport network for all users
- Improved network performance and capability
- More effective investment in transport
- Improved economic growth
- Reduced environmental impact from the transport system

4.2 Active modes

4.2.1 Safety implications for the QLD

Encouraging more walking and cycling in QLD can play a crucial role in improving local road safety. Increasing the levels of walking and cycling by designing the streets of its towns around the needs of pedestrians and cyclists is likely to improve safety for all road uses by encouraging lower speeds and safer driving behaviour. The effect of ‘safety in numbers’ or ‘numbers in safety’ is demonstrated by an international study by Jacobsen (2003)⁵. This study compared pedestrian and cyclist casualty rates with the levels of walking and cycling in numerous US and European cities. It was concluded that the likelihood of a motorist colliding with a pedestrian or cyclist decreases as levels of walking and cycling increase.

4.2.2 Quality of place and amenity implications for the QLD

In addition to having a transport function, more walking and cycling will increase place value in the QLD. Having people socially, economically and environmentally engaged in the public

⁵ Jacobsen, P.L. (2003) ‘Safety in numbers: more walkers and bicyclists, safer walking and bicycling’. *Injury Prevention*, Vol. 9, pp. 205-209

domain is the foundation of public life. Developing a human scaled environment that is design around a safe, comfortable and convenient pedestrian experience encourages positive interactions and will result in lower traffic volumes and speeds.

People on bicycles, like pedestrians, are able to interact with the urban environment using all of the senses. The moderate range, ease of stopping and parking a bicycle facilitates cyclists use of local amenities and contribution to the local economy. Furthermore, a combination of the relatively low speed of cycling and the relatively low mass of a person on a bicycle means cycling reduces the chances of a crash and makes casualties highly unlikely in the case of a collision. This, in addition to the absence of exhaust emissions and the very low noise levels of cycling means that the mode has negligible adverse impacts on the local environment. These factors combine to allow people on bicycles to play a positive role in public life and enhance place value.

4.2.3 Trade-offs

Due to set street corridor widths in much of the District, trade-offs will need to be met between different modes in order to improve conditions for alternative modes. Where spatial constraints occur, compromises on the type or design of transport infrastructure may be required. The following examples are listed in order of preference in terms of their adverse impact on improvements to the street network for alternative modes:

- The narrowing of general traffic lanes, the removal of on-street parking and turning/slip lanes and the reconfiguration of signal phasing cycles to favour alternative modes is likely to be necessary to accommodate improved provision for pedestrians, cyclists and bus service users. This may have an impact on the ease of accessibility of town centres by private car and increase travel times to and through centres by car.
- Where bus-only lanes cannot be provided, bus use of the kerb-side lane may be shared with parking outside of peak times and/or with high occupancy vehicles (transit or T2/T3 lanes).
- Shared path corridors may not be sufficiently wide to segregate the movements of pedestrians and cyclists, even where path widths and existing or projected numbers of people on foot and on bicycles should determine that separation is necessary to allow for safe and comfortable use.
- Cycle facilities may need to be provided at the minimum feasible width, or provided as shared paths or painted facilities where best practice design would be to introduce generous protected facilities.
- Footpaths may not be able to be widened to best practice standards and/or associated uses of the street corridor such as commercial zones and street tree and street furniture zones may not be able to be provided.

5. Current Regulatory Framework

5.1 Introduction

Public transport infrastructure can encompass a variety of different structures and land uses to support public transport services. In QLD's context, public transport infrastructure includes

structures and land uses such as bus shelters, bus interchanges, bus terminals, ferry piers, and park and ride facilities. The ways in which public transport infrastructure is provided for and managed by the Proposed District Plan will be crucial to the successful implementation of programmed improvements, and will be of significant relevance to key stakeholder agencies like ORC, NZ Transport Agency (NZTA) and public transport operators.

Furthermore, QLDC and its partner agencies also have plans to improve and expand the District's walking and cycleway network (as proposed in some of the aforesaid documents), and publicly available infrastructure to support these plans may include separated cycleways, painted cycle lanes, trails (e.g. off-road within a park), and cycle parking structures (e.g. hoops and racks).

The different types of infrastructure mentioned may be provided within the legal road reserve (e.g. bus shelter on a footpath), and/or it may be provided on a site (e.g. bus interchange or park and ride), with differing consequences on the ways these structures and land uses are regulated via a District Plan.

The following sections discuss the ways in which public and active transport (i.e. walking and cycling) are currently regulated in the Operative District Plan, and offer recommendations on a potential future regulatory framework for the same in the Proposed District Plan, based on recent best practice and our own experience.

5.2 On-road infrastructure

The road reserves in the District are unzoned, and do not assume the zoning of the land they adjoin. Consequently, the provisions in the individual zone chapters do not apply to transport infrastructure provided on the road reserve. Rather, the Operative District Plan's Section 14 (Transport) regulates transport infrastructure on the road reserve.

The Transport Section, in our view, takes an 'enabling' approach to transport infrastructure provision in the road reserve. Rule 14.2.2.1 states any activity which complies with all site standards and is not listed as a controlled or discretionary activity shall be a permitted activity. Except for parking areas such as park and rides (which are unlikely to be located on a road reserve), no infrastructure for public transport or active transport that are likely to be erected on the road reserve are captured as controlled or discretionary activities, meaning they would be permitted activities in all circumstances. As the site standards typically relate to parking and access design, these do not constrain the development of infrastructure like bus shelters, cycle parking, separated cycleways and painted lanes, and these are therefore permitted activities.

Any earthworks required for the erection of the infrastructure on the road reserve are regulated by Section 22 (Earthworks) of the Operative District Plan. Earthworks are permitted by Rule 22.3.2.1(a) subject to compliance with the relevant site standards. The site standards in this Earthworks Section regulate, among other things, earthworks volume, and the depth of cut and fill, but these pertain only to 'zones'. It is unclear how QLDC treats the definition of 'zone' vis-à-vis the road reserve, but if it is unzoned, then such site standards would not apply.

Consequently, the only earthworks standards applicable relate to erosion and sediment control measures, earthworks near water bodies, cultural heritage and archaeological sites, and construction noise, as per Standards 22.3.3 (iv) to (vii).

Based on this assessment, the Operative District Plan takes an enabling approach to on-road transport infrastructure, and typical infrastructure such as bus shelters, cycleways and cycle parking would generally be permitted activities on the road reserve throughout the District. As it stands, this existing regulatory regime would facilitate future improvement and expansion of public and active transport infrastructure from a consenting perspective, to accompany planned transport service improvements. However, we would also point out that the Operative District Plan's Transport Section is not explicit about the types of transport infrastructure it wants to provide for within the road reserve, which creates a level of uncertainty for plan users.

5.3 Off-road infrastructure

5.3.1 Land transport

As mentioned, public and active transport infrastructure is not limited to the road reserve, and may be found on private or publicly owned land outside of the road reserve. For example, this could be in the form of park and rides, bus terminals, or ticketing facilities. As sites may be situated in a variety of zones, off-road transport infrastructure on the land is currently regulated by the zone in which a site is located, in addition to the Transport Section. This creates a level of regulatory complexity and uncertainty as the consenting requirements may change depending on location.

As stated by the *Parking Advice* technical note, car parking areas in the following zones are controlled activities under the Transport Section of the Operative District Plan:

- Town Centre;
- Business;
- Industrial A and Industrial B Zones;
- Ballantyne Road Mixed Use Zone;
- Corner Shopping Centre Zone; and
- Activity Area 2 of the Kingston Village Special Zone

Accordingly, park and rides, which are typically off-road, would be controlled activities in these zones, subject to compliance with the site standards which typically relate to parking and access design (Rule 14.2.2.2(i)). As it stands, this operative rule would facilitate any planned park and ride facilities in the above zones.

Other transport infrastructure such as bus interchanges and cycle trails are also located off-road and the planning requirements vary according to the zone. In addition, consideration must also be given to activities like bus depots to service public transport operators. We have used a plausible example to demonstrate how the Operative District Plan would regulate transport infrastructure. This is a bus interchange in the Queenstown Town Centre zone (as planned in the Queenstown Town Centre Masterplan).

A bus interchange in the Queenstown Town Centre zone would be regulated by rules addressing general buildings, i.e. there are no specific provisions for this particular activity. This would be captured by Rule 10.6.3.2, rendering a bus interchange a controlled activity, subject to compliance with the site and zone standards (assuming it is not located in any special overlays

such as the Special Character Area). As it stands, this operative rule enables the provision of bus interchanges within the Queenstown Town Centre, although not as a specific activity. Relevant site and zone standards include, among other things, maximum building height (12 metres, but varies depending on actual site location), verandas, and building coverage, which would need to be assessed on a case by case basis.

5.3.2 Water-based transport

As expressed in documents like the Masterplan and the Queenstown Integrated Transport PBC, there is a desire from QLDC and its partner agencies to explore water-based transport as a viable public transport mode in the District (e.g. regular scheduled ferries). Water-based transport would generally require infrastructure off-road, and would encompass the interface between land and water. For instance, associated park and rides and ferry terminals may be located on land-based sites, whereas piers for ferries are located on water, which is zoned Rural General in the ODP.

We note that the operation of ferry boats on the lakes in QLD is regulated in part by local bylaws. This is an appropriate method of regulating the safety and amenity effects of boating activity, rather than managing all aspects through the district plan.

As with the land-based off-road transport infrastructure discussed in the preceding section, the planning requirements for water-based transport infrastructure (located on land) vary according to the zone(s) in which the infrastructure is proposed. Again, this creates a level of regulatory complexity and uncertainty as the consenting requirements may change depending on location. Regardless of the zoning of the lakeshore, any structure or mooring which passes across or through the surface of any lake and river (such as a jetty) is a discretionary activity pursuant to Rule 5.3.3.3 or non-complying in certain areas. In addition to the zone's rules, the Operative District Plan planning maps for prospective locations for water-based transport services such as Kelvin Peninsula (Map 37) has a notation indicating 'all structures and moorings are non-complying except for jetties', which would capture infrastructure like piers on the water of Lake Wakatipu, creating added complexity.

The surface of the lakes in the district are zoned 'Rural', except for the area in proximity to the Queenstown Town Centre in Queenstown Bay. The Rural Zone includes provisions that regulate structures on or above the surface of the lakes, including jetties, wharfs and piers. All structures or moorings on waterbodies require resource consent assessment, because of their ability to impact upon landscape, recreational safety and conservation values associated with a shoreline or shore waters.

The Rural Zone rules effectively separate boating activities into either commercial or recreational categories, and apply more stringent regulations to commercial activities via the activity status, i.e. recreational boating is permitted subject to standards, whereas commercial boating is discretionary.

6. Recommended Regulatory Framework

Our review of the existing regulatory framework vis-à-vis public and active transport infrastructure in the preceding section highlights some plain differences in the way they are provided for and regulated – depending on whether they are on the road reserve or off-road, and if off-road, depending on the particular zone or if structures on the surface of water are

proposed. In our view, this creates an unnecessary level of complexity and uncertainty with regard to planning for public and active transport infrastructure via District Plan provisions.

As an alternative, we recommend 'bundling' all provisions related to transport infrastructure and associated works (e.g. earthworks) into the same chapter, and make some differentiations depending on whether that infrastructure is on-road or off-road, or on land or on water. The upcoming drafting of the Proposed District Plan's Transport Chapter therefore presents a good opportunity to do this under one chapter, to facilitate understanding of the planning requirements of transport infrastructure by plan users, and to ensure the benefits of public transport infrastructure are appropriately accounted for in the PDP provisions and resource consent processes.

6.1 On-road infrastructure (Public Roads)

We support the 'enabling' approach taken by the Operative District Plan with regard to transport infrastructure on the road reserve, and the present approach with placing these activities within the Transport Section. We support rolling over this approach to the proposed Transport Chapter, although this should be done with added clarification of the types of infrastructure that should be permitted or controlled activities on the road reserve (e.g. bus shelters, cycle parking, etc.). In this way, this provides greater certainty to plan users, rather than relying on generic 'catch-all' provisions that state any activity not listed as being classified as a higher activity status is permitted or controlled.

QLDC could subsequently classify as permitted or controlled activities the transport infrastructure it anticipates for the District. Alternatively, QLDC may also wish to consider a 'catch-all' permitted/controlled activity type and definition, e.g. 'public transport facilities' or 'transport utility' that would encompass all types of transport infrastructure. The latter approach would simplify the plan and reduce the length of the list of different types of infrastructure permitted or controlled by the plan.

Furthermore, activities associated with providing transport infrastructure such as earthworks, would also benefit from being bundled into one transport chapter. The new Transport Chapter could subsequently adopt the same permissive earthworks rules and standards for transport infrastructure, but make the same exceptions where earthworks are in sensitive areas (e.g. heritage, takata whenua overlays).

6.2 Off-road infrastructure

The current regulatory approach to off-road transport infrastructure is relatively complex, creating a level of uncertainty for plan users which is able to be mitigated. Rather than using individual zone provisions to regulate transport infrastructure, we recommend bundling off-road transport infrastructure provisions into the one unified Transport Chapter of the Proposed District Plan. It is recommended that a separate set of rules and standards for off-road infrastructure be created, to distinguish between the range of transport activities anticipated or deemed acceptable off-road by way of activity status vis-à-vis on-road infrastructure.

To address potential concerns regarding the adverse effects of off-road infrastructure on the broader environment and surrounding sites, activity standards and assessment criteria can be set to appropriately manage these effects. For example, standards and assessment criteria could be set around trip generation and traffic effects for park and rides exceeding a certain

number of spaces, or around the proximity of infrastructure to residentially zoned sites or culturally sensitive locations.

In this way, QLDC can adopt a streamlined and easy to understand approach to consenting off-road infrastructure, while managing location or intensity-based concerns via standards and assessment criteria. In our view, this would assist in accounting for the positive effects of public and active transport within the broader environment, and facilitating the planning and provision of public and active transport infrastructure planned in documents such as the Queenstown Town Centre Masterplan and the Integrated Transport Programme Business Case.

6.3 Surface of Lakes

One aspect of public transport provision regulation we think would be better retained in a separate section of the PDP, i.e. not the Transport Chapter, is aspects related to the surface of lakes and rivers.

As noted above, the Rural Chapter and the Queenstown Town Centre Chapter of the PDP include rules that are proposed to regulate structures on the surface of lakes and rivers, e.g. wharfs and piers, and rules that are proposed to regulate boating activities on the surface of lakes and rivers, e.g. commercial sailing or jetboating.

Including rules to regulate wharfs or piers servicing a scheduled public ferry, and rules to regulate the boating activity itself, in the Transport Chapter of the PDP, would in our view create a potentially confusing overlap between the separate sections of the plan, which could be used to create effectively the same structure on the surface of the water, but with different applicable objectives and policies and different assessment criteria, intended to manage the same effects on the environment. This situation might also create some difficulties with the definition of commercial boating versus the definition of a public ferry service, and multiple different users of the same wharf or pier facility.

Therefore, rather than creating additional rules regulating activities on the surface of lakes and rivers, we suggest that if the opportunity presents itself, e.g. via a plan change/variation, the Council should consider adding objectives and policies to the relevant parts of the Queenstown Town Centre Zone and Rural Zone. The additional objectives and policies should reference the QLD desire to implement an effective public transport network, and acknowledge the broader positive effects a well-connected public transport network provides.

7. Summary and conclusions

This technical note has examined the existing conditions and policy direction for alternative modes. At present, the use of public transport is lacking, although this is anticipated to improve following the imminent rollout of the new bus and fare system, and further improvements planned long-term. In relation to active transport, on-road cycling facilities are generally limited, although there is an established off-road cycle trail network that is useful for recreational purposes, but not necessarily for everyday transport.

The value of providing for active and public transport infrastructure and services is well documented in a number of strategic plans and documents for the District, including the most recent Queenstown Town Centre Masterplan. We recommend establishing a clear active modes network plan and a process for implementing the network and reviewing development

proposals, to ensure all future improvements are consistent with these strategies and best practice, and most importantly, to get more people walking and cycling. The implementation of this network plan will involve making trade-offs to improve provision for all modes due to spatial constraints.

In terms of the planning requirements for transport infrastructure, there is an existing enabling approach for on-road infrastructure, but the consenting requirements for off-road and water-based infrastructure are currently complex and uncertain. We therefore recommend carrying over the enabling approach towards on-road infrastructure to the new Transport Chapter, albeit with greater clarity, and to bundle the provisions for on-road and off-road transport infrastructure into one unified Transport Chapter of the Proposed District Plan. This would have the benefit of streamline and facilitating the consenting and planning process for the public and active transport infrastructure planned for the District.

Appendix 3. Operative Queenstown Lakes District Plan Operational Standards Review (August 2017)

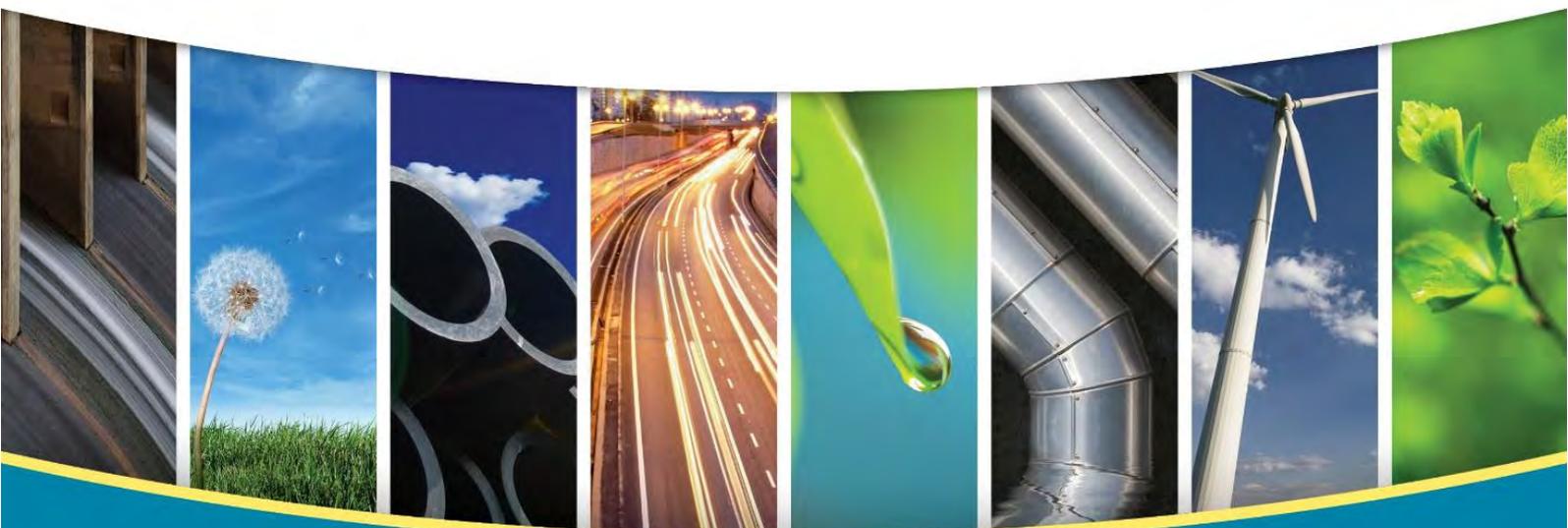


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OPERATIVE QUEENSTOWN LAKES DISTRICT PLAN OPERATIONAL STANDARDS REVIEW

Prepared for Queenstown Lakes District Council

August 2017



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REVISION SCHEDULE

Rev No.	Date	Description	Signature or Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
1	14/06/2017	Draft for comment	Theek Morapaya	Oliver Brown / Sarah Connolly	Iain Banks	Ali Sher Siddiqui
2	17/07/2017	Draft for comment_v2	Theek Morapaya	Oliver Brown	Iain Banks	Ali Sher Siddiqui
3	27/07/2017	Draft for comment_v3	Theek Morapaya	Oliver Brown	Iain Banks	Ali Sher Siddiqui
3	18/08/2017	Final_v4	Theek Morapaya	Iain Banks	Iain Banks	Ali Sher Siddiqui

Executive Summary

MWH, now Stantec, was commissioned by Queenstown Lakes District Council (QLDC) to undertake a review of the Transport Rules (Chapter 14) of the QLDC Operative District Plan, to ensure that these rules align with relevant industry standards and practice. To ensure that this review is undertaken efficiently by making use of all available information, the previous reviews undertaken by TDG, GHD and MWH were also taken into consideration.

The review has compared the Rules with relevant New Zealand and Australian standards and guidelines as well as best practise used in comparable district plans of other Councils. In doing so, the review has identified the current rules which do not align with these documents, and provides recommendations as to the changes required. Where certain rules are considered as requiring changes, but no relevant information relating to the proposed changes are found in the industry standard or practice, these rules have been identified as requiring further investigation.

Section 1 of this report is an introduction which provides background information relating to this study and describes the study approach. It also outlines the industry standards and guidelines used for the review.

Section 2 of this report provides a review of all sub rules of *14.2.4.1 Parking and Loading*, with the exception of *Rules 14.2.4.1(ii), 14.2.4.1(iii) relating to the Frankton Flats Special Zone*. This identified that all rules within this section require changes, including *Rule 14.2.4.1 Minimum Parking Space Numbers* which require further analysis.

Section 3 of this report provides a review of all sub rules of *14.2.4.2 Access*. This identified that with the exception of *14.2.4.2 (v) Maximum Number of Vehicle Crossings*, all other rules require changes.

Section 4 of this report provides a review of *Appendix 7*. This identified that with the exception of the *Car Space Layout Diagram*, all other information within Appendix 7 require changes.

Section 5 of this report provides a review of *Appendix 6*. This identified that the updated QLDC road hierarchy and the updated classification of all QLDC roads needs to be provided within Appendix 6. In addition, all references to road classifications within the Transport Rules needs to be updated to match the new road hierarchy.

Queenstown Lakes District Council

Operational Queenstown Lakes District Plan

Operational Standards Review

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1 Introduction

MWH (now Stantec and referenced as such throughout the document), has been commissioned by Queenstown Lakes District Council (QLDC) to undertake a review of the Transport Rules set out in Section 14 of the QLDC Operative District Plan ('District Plan'). The main purpose of this study is to ensure that these transport rules align with relevant industry standards or best practice, and provide justification where these rules differ from the standards. This report provides a summary of the review recommendations.

Background

A review of the Transport Rules section of the District Plan was previously undertaken by Traffic Design Group (TDG) and GHD in 2009 to provide recommendations that reflect what was then best industry practice and standards. In addition, a more recent review was undertaken by MWH in 2013, where the transport rules were compared against the industry standards as well as district plans of other similar Councils within New Zealand.

The findings of the previous reviews are documented in the following reports, which have been utilised for this study.

- Plan Change 27: Updating District Plan References – Transport Section, TDG, Feb 2009.
- Plan Change 27B Proposed Amendments to Part 14: Transportation of Partially Operative District Plan, GHD, March 2009.
- Queenstown Lakes District Council District Plan Review, MWH (now part of Stantec), April 2013.

Study approach

To ensure this review is undertaken efficiently by making use of all available information, the aforementioned documents were first peer-reviewed to identify whether their recommendations are still relevant. Where the industry standards and guidelines referred to in these reports have changed, the District Plan rules have been reviewed against the latest standards.

The District Plan rules have been compared against the following key standards and guidelines:

- Australian / New Zealand Standard – Parking Facilities, Part 1: Off-street car parking (AS/NZS 2890.1:2004);
- Australian Standard – Parking Facilities, Part 2: Off-street commercial vehicle facilities (AS 2890.2:2002);
- New Zealand Standard – Design for Access and Mobility: Buildings and Associated Facilities (NZS 4121:2001);
- New Zealand Standard – Land Development and Subdivision Engineering (NZS 4404:2010);
- Queenstown Lakes District Council – Land Development and Subdivision Code of Practice, Superseding NZS 4404:2004 and Council Amendments (2015);
- AUSTROADS Guide to Road Design Part 4A: Unsignalised and Signalised Intersections (AUSTROADS Part 4A);
- New Zealand Transport Agency (Formerly Land Transport Safety Authority) Road & Traffic Standards 6, Guidelines for Visibility at Driveways (RTS 6);
- New Zealand Transport Agency (Formerly Land Transport Safety Authority) Road & Traffic Standards 13, Road Safety Guidelines for Service Stations (RTS 13);
- New Zealand Transport Agency (Transit New Zealand) Planning Policy Manual (2007) (PPM)
- Compliance Document for New Zealand Building Code, Clause D1 Access Routes – Second Edition (2011) (Building Code)

In addition, the District Plan rules have also been compared to District Plans of the following local Councils:

- Auckland City Council (ACC) Unitary Plan.
- Buller District Council (BDC) District Plan.
- McKenzie District Council (MDC) District Plan.
- Western Bay of Plenty (WBoP) District Plan.
- Hamilton City Council (HCC) District Plan.
- Christchurch City Council (CCC) District Plan.

2 Transport Rule 14.2.4.1 Parking and Loading

The following sections present each of the existing transport rules within section 14.2.4.1 *Parking and Loading* and confirm whether the current rule is considered appropriate or if modification should be considered. Where modification is recommended the potential wording is presented with supporting rationale. The potential wording is shown in ***bold italics*** with the current rule wording amended with strikethrough (~~strikethrough~~) where required. It is noted that the purpose of the recommended wording is to convey the general intent of the rule and is not considered to be final. It is expected that some re-drafting will be undertaken by a planner prior to notification in order to ensure that the recommended changes to the rules are clear, vires and provides sufficient certainty.

The particular transport rules examined are:

- 14.2.4 Site Standards, excluding;
 - 14.2.4.1 (ii) Frankton Flats Special Zone
 - 14.2.4.1 (iii) Parking requirements within Frankton Flats Special Zone (B)
 - Rules relating to Three Parks Zone.

2.1 Rule 14.2.4.1 (i) Minimum Parking Space Numbers

As there are no industry standards which specify appropriate parking rates for land uses, a full review of this rule against industry standards and practice cannot be undertaken. However, Trips Database Bureau (TDB) is considered an appropriate source of information as it provides New Zealand and Australia wide parking rates which can be used by QLDC as guidance. The QLDC Land Development and Subdivision Code of Practice (CoP)¹ and NZS 4404:2010 also states that TDB can be used for guidance on parking and loading requirements.

Stantec agrees with TDG findings which identified that reviewing the land uses and parking rates provided in Tables 1 and 1A of the operative District Plan will be beneficial in ensuring that these are current and appropriate for Queenstown. This will allow for any gaps in land use types provided within these tables to be addressed, and appropriate parking rates to be specified using TDB as guidance. For example, there is often a need for drop off/ pick up parking spaces at pre-schools and primary schools. However this is not recognised within the current Rule. In addition, parking requirements for land uses such as storage, camping grounds, caravan parks and places of assembly are also currently not included within this Rule. It is noted that due to its complexity, the review of the current parking rates of Tables 1 and 1A based on TDB is not included in this report and is to be undertaken as a separate exercise prior to updating the District Plan.

In terms of parking rates, coach parking rates specified in Table 1 require some changes. At present Table 1 specifies coach parking for some High Density Residential Zones and visitor accommodation activities (e.g. hotels and hostels). A review of the parking rates provided for these activities indicated that the District Plan currently specifies more coach parking for unit type visitor accommodation compared to backpacker hostels, where each guest room will have a higher number of occupants. It is noted that some visitor accommodation may only require spaces for coaches to stop to drop off/pick up passengers and some may not even require coach parking/stopping provision due to the

¹ QLDC Land Development and Subdivision Code of Practice (2015), Section 3.3.6 Parking, passing and loading

visitors using coaches which only travel to/from the city centre. This is currently not recognised within this Rule and would form part of the separate advice on parking, referred to above.

Stantec agrees with TDG findings which identified that although QLDC aims to encourage sustainable travel and active modes, at present Table 1 and 1A provide no district wide, zone specific or activity specific bicycle parking requirements other than for the Three Parks Zone. Therefore, to improve consistency among different zones and to encourage modal shift, it is recommended that the bicycle parking requirements of Table 1D or a variation of it should be incorporated in Tables 1 and 1A. In addition, to encourage sustainable travel, and in line with TDG findings, it is recommended that a note is added to this Rule to explicitly state that a Travel Plan can result in reduced parking demand, thereby reducing the amount of parking required. The CCC District Plan can be used as an example² of using this approach in district plans, as it takes Travel Plans into consideration in the matters of discretion for the minimum number of car parks required. In addition it also provides a separate section³ on parking reduction adjustment factors which includes Travel Plans.

As identified by TDG, at present, note (i) of this Rule currently recommends that fractional parking spaces are rounded up when calculating the total parking requirement. However, it is unclear whether this requires fractional parking spaces of each different activity to be rounded up before summation, or if the rounding up of the total is undertaken. Stantec agrees with TDG findings as the lack of clarity may see this particular note being interpreted differently, resulting in a difference of several parking spaces in the overall parking provision. This may result in an oversupply of parking, and require more parking spaces than required at constrained sites. Coach parking requirements in particular will be affected by this as rounding up fractional parking spaces means that even smaller visitor accommodations will require a coach parking space. It is also unclear which factors trigger the need for coach parking.

In addition, as also identified by TDG, note (iii) of this Rule states that the total parking requirements for any development shall be the sum of the requirements for each area associated with different activities. Stantec agrees with TDG findings which identified that this Rule currently does not recognise the ability of complementary land uses to share parking spaces. Although this can be assessed under an Assessment Matter, it is recommended that stating this explicitly under the rules may promote effective use of land by only providing the necessary parking. This will also assist in QLDC achieving its aim to avoid excessive parking being provided and promote the efficient use of land.

Note (iii) of this rule also states that when calculating overall parking requirements for a development, the separation of the area into activities will only be required where the gross floor area of an activity exceeds 10% of the total gross floor area of the development. As the reason behind this 10% trigger is unclear and no justification for this can be established, it is recommended that this section of the note is removed from the Rule. Removal of this requirement is not expected to result in a significant effect on the overall parking space number and the need for parking requirements for a relatively small activity at large developments can be carried out as site specific assessment.

Recommendation:

- As a separate exercise, review parking rates in association with TDB and identify where Queenstown Lakes District specific surveys are required. As recommended in Section 2.3 of this report, campervan parking requirements for relevant land uses are to be identified as part of this review.
- Incorporate drop off/ pick up space requirements for educational facilities and day care centres into Table 1 and 1A as recommended in Section 2.10.
- Compare the Three Parks bicycle parking requirements to CCC District Plan and incorporate bicycle parking requirements either from Table 1D (Rule 14.2.4.3) or a variation of it into Tables 1 and 1A and compare to Christchurch District Plan.
- State within the Rule that a Travel Plan can result in reduced parking demand, thereby reducing the amount of parking required.

² CCC District Plan, Section 7.4.4.1 (a) (I)

³ CCC District Plan, *Table 7.5.14.1 Parking reduction adjustment factors*

- Amend Note (i) of Rule 14.2.4.1 (i) as follows:

Note (i): In calculating the total parking requirement, the requirement for residents/visitors and the requirement for guests or staff shall be added together, then rounded up to the next highest whole number. E.g. for 5 units the requirements are:

residents/visitors 5 x 1.25 = 6.25

staff/guests 5 x 0.25 = 1.25

total of 7.5, rounded up, gives a total requirement of 8.

Similarly, where the total parking requirement includes different activities, the requirements of all activities shall be added together, then rounded up to the next highest whole number.

- Amend Note (iii) as follows:

*Note iii: The parking requirements listed in Table 1 are categorised by activity. ~~When calculating the overall parking requirements for a development, the separation of area into different activities 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. **Where it can be demonstrated that joint provisions for parking can be provided for activities located on one site or several sites in an area in accordance with Rule 14.2.4.1 (iv) (e) (iii), dispensation in respect of the parking requirement for one or more of the activities may be allowed.***

2.2 Rule 14.2.4.1 (iv) Location and Availability of Parking Spaces

There are no industry standards which are applicable to this rule, therefore a full review of it against industry standards and practice cannot be undertaken. However, to improve clarity and readability, some changes are recommended to clause (b) of this rule.

Clause (b) is considered relevant to both heavy vehicle parking and manoeuvring. Therefore, it is recommended that this section of the rule is repeated under Rule 14.2.4 (ix). In addition, the latter part of this clause should be amended to clearly refer to 'heavy' vehicle reverse manoeuvring and to improve clarity the definition of a heavy vehicle should also be included. Similar to the CCC District Plan, the definition of a heavy vehicle has been obtained from Heavy Motor Vehicle Regulations 1974.

As outlined in clause (b), this rule specifies that heavy vehicle parking or loading spaces should be located to ensure that no reverse manoeuvring onto/from any road other than a service lane is carried out. This clause can be misinterpreted to consider that heavy vehicle reverse manoeuvring onto or from a service lane located off State Highways and arterial roads is acceptable, whilst *Rule 14.2.4.1 (xiii) Loading Areas* prevents any loading vehicles from reversing onto or from State Highways, arterial roads and collector roads.

It is considered that heavy vehicle reverse manoeuvring are only appropriate on local roads with low traffic volumes and speeds. The Code of Practice for Temporary Traffic Management defines a low volumes road as having less than 500 vehicles per day. An environment with a posted speed limit of 50 km/hr less is considered to be a low speed environment. Therefore, it is recommended that this rule is amended to only permit heavy vehicle reverse manoeuvring onto or off a road with a traffic volume of less than 500 veh/day and a speed limit of 50 km/hr or less. It is noted that although from a traffic engineering perspective this recommendation is considered appropriate, from a planning point of view, the wording of this rule may need to be changed. In addition, it is also recommended that the Clause (b) is amended to include heavy vehicle manoeuvre areas which should also comply with this rule.

As the updated QLDC road hierarchy is not known at this stage, to maintain consistency with *Rule 14.2.4.1 (xiii)*, the recommendations below use the outdated road hierarchy terminology (arterial, collector and local roads). Therefore, as discussed in Section 5 of this report, when updating this

Rule, the references to Arterial, Collector and Local Road needs to be amended based on the updated QLDC road hierarchy.

In addition, the section of Clause (b) which refers to noise emission standards is considered to be irrelevant to transport matters. Therefore, to improve clarity it is recommended that QLDC provides the noise emission related specification in a more suitable section in the District Plan.

Recommendation:

- Amend Clause (b) of Rule 14.2.4.1 (iv) to read:

*All required heavy vehicle **manoeuvring area**, parking or loading space shall be located so that **its use by those vehicles complies with the relevant noise emission standards for the activity to which the parking relates, and to ensure that no heavy vehicles are only is required permitted** to carry out any reverse manoeuvring onto or from ~~any road other than a service lane~~ roads where the traffic volume is less than 500 veh/day and the road has a posted speed limit of 50km/hr or less.*

Note: A heavy vehicle refers to a motor vehicle (other than a motorcar that is not used, kept, or available for the carriage of passengers for hire or reward) the gross laden weight of which exceeds 3,500 kg; but does not include a traction engine or vehicle designed solely or principally for the use of fire brigades in attendance at fires.

- Clause (b) to be cross referenced under Rule 14.2.4 (ix), Reverse Manoeuvring.
- If the noise emission related requirement is/can be covered elsewhere in the District Plan, remove the text highlighted in red above.
- Update the references to Arterial, Collector and Local Roads as per the new QLDC road hierarchy.

2.3 Rule 14.2.4.1 (v) Size of Parking Spaces

Rule 14.2.4.1 (v) currently states that:

All required parking spaces other than for residential units, and associated manoeuvring areas are to be designed and laid out in accordance with the requirements in Appendix 7.

However, as discussed in Section 2.8 of this report, it is recommended that residential parking space sizes are also provided in Appendix 7. Therefore, to maintain consistency it is recommended that this Rule is amended by removing the text which refers to residential units. As additional requirements relating to residential parking spaces are covered within Rule 14.2.4.1 (x), it is also recommended that a new note is added to refer to it.

At present the District Plan provides parking space dimensions for some large vehicles such as coaches, rigid trucks, midi-buses and B-trains. However, it provides no parking space dimensions for camper vans. As no information relating to parking space dimensions of campervans is found in relevant industry standards or any of the District Plans of other Councils, it is considered that parking space dimensions for such vehicles should be carried out as a site specific assessment where applicable. However, it is noted that providing no rule within the District Plan which requires parking spaces for such vehicles may mean that assessing this as a site specific matter may not be possible. Therefore, it is recommended that as part of the separate exercise undertaken for *Rule 14.2.4.1 (i) Location and Availability of Parking*, campervan parking requirements is also identified for relevant land uses.

The contents of Appendix 7 is discussed in detail within Section 3 of this report.

Recommendation:

- Amend Rule 14.2.4.1 (v) as follows:

All required parking spaces ~~other than for residential units~~, and associated manoeuvring areas are to be designed and laid out in accordance with the requirements in Appendix 7.

Note: refer to 14.2.4.1 (x) for additional requirements of residential parking spaces.

- As part of the separate exercise recommended in Section 2.1, campervan parking space requirements should be considered for relevant land uses.

2.4 Rule 14.2.4.1 (vi) Parking Area and Access Design

This rule specifies that all vehicle access design is to be undertaken in accordance with the standards contained in NZS4404:2004. This design standard has been updated since the publication of the District Plan, and has been superseded by NZS4404:2010. In addition, the CoP provides Council amendments to this standard. Therefore, it is considered that the CoP is more relevant to this Rule.

Review of this Rule indicated that although the key purpose of it is to provide specifications relating to accesses internal to subdivision, this purpose is currently not captured within this Rule. Therefore, it is considered that adopting the CoP requirements relating to this matter is appropriate. As the CoP provides extensive information relating to parking area and access design, it is recommended that the CoP is referenced within the Rule. However, we understand the CoP is currently in the process of being updated. Therefore, it is recommended that once this is complete, the updated CoP should be referenced within this rule.

The Rule currently specifies a specific formed width and a legal width for accesses serving 1 to 6 units and 7 to 12 units. This would mean that if an accessway is required to have a wider legal width, a resource consent would be needed. Therefore, to address this it is considered that this should be changed to 'minimum' legal width. Specifying a 'minimum' formed width will allow wider vehicle accesses which promote increased operating speeds and safety issues to be constructed. Therefore, no changes are considered necessary to the 'formed width' title.

Comparison of the Rule against the CoP indicated that the first table provided within the rule is inconsistent with the CoP as it requires more width for accesses serving 1 -3 units, less width for vehicle accesses serving 4- 6 units and less legal width for accesses serving 7 -12 units. However, the width requirements provided in this table is considered acceptable as the widths are sufficient to accommodate fire trucks (3.5 m), provides sufficient space for in-ground services and enables efficient land use. Therefore, the only recommended change to the table is to amend the formed width of accesses serving 7 to 12 units to 5.5 m – 5.7 m to align with the CoP.

The Rule currently restricts the width requirements to vehicular accesses serving residential and/ or visitor accommodation in High and Low Density Residential Zones. As these requirements should apply to shared vehicles accesses serving residential and/or visitor accommodation in all zones, it is recommended that this rule is amended to remove the zone restriction. In addition, the existing advise note should also be amended to state that in some zones (such as in High Density Residential and Rural where no density rule exists) where it may not be possible to determine the maximum capacity, the application will need to rely on the development being proposed in the resource consent application.

The current Rule also specifies that for formed accesses serving 1 – 6 units, passing bays are to be provided at intervals greater than 25 m and that the passing bays shall be at least 8 m long and 2.5 m wide. This does not align with the CoP which specifies that to allow vehicles to pass, accesses shall have a widening of not less than 5.5 m over a 15 m length and are provided at no more than 50 m spacing.

Recommendation:

- Replace all references to NZ4404:2004 found within this rule with '**QLDC Land Development and Subdivision Code of Practice (2017)**'.
- Amend the following section of the Rule 14.2.4.1 as shown
 - All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with the standards contained in NZS4404:2004 **QLDC Land Development and Subdivision Code of Practice (2017)**, and*
 - Except all shared vehicular accesses serving residential and/or visitor accommodation units in the High and Low Density Residential Zones shall be in accordance with the out in NZS4404:2004 except for developments identified following:- table below:**

(a)

<i>The Greater of the Actual Number of Units Served or; the Potential Number of Units served by the Access as a Permitted or Controlled Activity</i>	FORMED WIDTH (m)	MINIMUM LEGAL WIDTH (m)
1 to 6	3.5	4
7 to 12	5 5.5 - 5.7	6

(b) Where the shared vehicle access adjoins a local distributor or higher road in the hierarchy, including a State Highway, it shall have a 5m formed width and a 6m legal width for a minimum length of 6m as measured from the legal road boundary.

(c) No private way or private vehicle access or shared access 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) **To allow vehicles to pass, formed access widths for 1 to 6 units shall have widening to not less than 5.5 m over a 15 m length at no more than 50 m spacing provide passing bays at intervals no greater than 25 metres (end of one passing bay to the beginning of the next). Passing bays shall be at least 8 metres long and at least 2.5 metres wide, plus any tapers desired.**

The access width rules provided above do not apply at the time of subdivision to developments authorised and implemented under existing and live resource consents at the time of adoption of these rules.

The access width rules provided above 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.

*Note: Calculation of maximum developable capacity shall require, where necessary, creation of sections to serve as future accessway extensions to link to other sites beyond the immediate development. **In some zones where it may not be possible to determine the maximum capacity, the application will rely on the development being proposed in the resource consent application.***

2.5 Rule 14.2.4.1 (vii) Gradient of Car Parks

Rule 14.2.4.1 (vii) states that:

“Car parking area shall have a gradient of no more than 1 in 20 in any one direction.”

This differs from standard AS/NZS 2890.1:2004⁴ as it specifies a maximum gradient of 1 in 20 parallel to the angle of parking, whilst allowing a maximum gradient of 1 in 16 in any other direction. The Building Code⁵ states that handrails need to be provided for accessible ramps which are steeper than a gradient of 1 in 20. This suggests that a maximum gradient of 1 in 20 is considered appropriate for wheel chair users. Given this, it is recommended that the current rule which specifies a gradient of 1 in 20 is kept unchanged as this would ensure that car parks are generally designed to provide a comfortable gradient for wheel chair users.

⁴ AS/NZS 2890.1:2004, Section 2.4.6.1 Maximum Gradients, (a) & (b)

⁵ Compliance Document for New Zealand Building Code, Clause D1 Access Routes, Section 6.0.3 Accessible Stairways and Accessible Ramps

Recommendation:

- As recommended in GHD findings, retain the rule as is, allowing applicants to argue for a steeper car parking angle in accordance with NZS 2890.1:2004 on a case by case basis.

2.6 Rule 14.2.4.1 (viii) Car Spaces for People with Disabilities

Clause (a) of Rule 14.2.4.1 (viii) states that:

- a) *Car parking areas shall include spaces for people with disabilities provided at the rate of*
- 1 to 10 spaces: no requirement*
- 11 to 50 spaces: 1 disabled person's space*
- up to 100 spaces: 2 disabled persons' spaces*
- plus 1 more for every additional 50 spaces.*

This clause does not align with the Building Code or NZS 4121:2001 as the mobility parking requirements specified in these standards are higher than that of this Rule.

Based on AS/NZS 2890.1, the Building Code⁶ specifies one mobility parking space for up to 10 parking spaces, two mobility parking spaces for up to 100 parking spaces and one mobility parking space for every 50 additional parking spaces.

The NZS 4121:2001⁷ requires no less than one mobility parking space for 1 – 20 parking spaces, no less than two mobility parking spaces for 21 - 50 parking spaces and no less than 1 mobility parking space for every additional 50 parking spaces.

As identified in GHD's review findings, the level of mobility parking provision set out in these two industry standards increases the number of mobility parking spaces required, particularly within smaller car parks. Therefore, changing the District Plan Rules to align with these standards may potentially be controversial.

However, it is considered that this Rule needs to be changed to align with relevant industry standard and practice. Stantec therefore agrees with GHD recommendations to adopt the mobility parking requirements specified in the Building Code to align this Rule with the national best practice. As mobility parking provision will mostly relate to a new or an alteration to a building, aligning this Rule with the Building Code is considered sensible as any new application will need to comply with the Building Code at the consent stage. In addition, the wording of the current rule should be amended to ensure that the mobility parking requirement does not apply for residential parking areas.

AS/NZS 2890.1 requires the width of parking spaces located adjacent to obstructions such as columns or walls to be increased by 300 mm. As noted in the Building Code, this requirement also applies for mobility parking spaces. However, in addition to columns and walls, obstructions for mobility parking spaces would also include kerbs and gardens. Therefore, it is recommended that this requirement is added as a note into Table 1 of Appendix 7.

In addition, it is considered that this rule also needs to be prescriptive in terms of accessible routes from the car park to the buildings. The Building Code provides a number of requirements relating to accessible routes such as slip resistance, width, protection from falling, door locations and accessible ramp design. As the Building Code provides extensive information relating to accessible routes, it is recommended that the Rule is amended to specify that accessible routes are designed in accordance with the Building Code.

Recommendation:

- Amend Rule 14.2.4.1 (viii) to align with the Building Code:
 - a) ***Non-residential car parking areas shall include spaces for people with disabilities provided at the rate of***

⁶ Compliance Document for New Zealand Building Code, Clause D1 Access Routes, *Section 10.2 Modifications to AS 2890*

⁷ NZS 4121:2001, *Section 5.4, Table 1 – Number of car parks*

~~1 to 10 spaces: no requirement~~ 1 disabled person's space

~~11 to 50 spaces: 1 disabled person's space~~

~~Up to 11 to 100 spaces:~~ 2 disabled persons' spaces
plus 1 more for every additional 50 spaces.

- b) Car parking for people with disabilities shall be located as close as practicable to the building entrance. The spaces should be on a level surface and be clearly signed.
- c) **Accessible routes shall be provided to give direct access from the car park to the building. Accessible routes to be designed in accordance with Compliance Document for New Zealand Building Code, Clause D1 Access Routes.**

2.7 Rule 14.2.4.1 (ix) Reverse Manoeuvring

There are no industry standards which are applicable to this rule, therefore a full review of it against industry standards and practice cannot be undertaken. However, to improve clarity and readability, some changes are recommended.

This Rule currently requires off-street manoeuvrability to be assessed using a 90th percentile car. While this previously aligned with NZTA requirements, it is no longer valid as the NZTA now refer to AS/NZS 2890.1 for geometric design of facilities for light vehicles.

The AS/NZS 2890.1:2004 which has increased the size of design vehicles based on a survey of vehicle fleets in Australia in 2000, recommends the use of a B85 vehicle for parking spaces, and parking aisles. It also recommends the use of a B99 vehicle for all locations where failure of a vehicle to physically fit into facilities (e.g. access driveways, ramps and circulation roads) results in delay or safety issues.

A B85 vehicle is defined in AS/NZS2890.1:2004 as a design vehicle whose physical dimensions represent the 85th percentile class of light vehicles on the road. A B99 vehicle is defined as a design vehicle whose physical dimensions represent the 99.8th percentile class of all light vehicles on the road.

To align this Rule with AS/NZS 2890.1:2004, all references to 90th percentile car should be replaced with a B85 vehicle and references should be made to a B99 vehicle for locations where failure to undertake reverse manoeuvring could cause safety or congestion issues.

This Rule currently requires the off-street manoeuvring spaces to be designed to ensure that a 90th percentile car is able to manoeuvre into and out of parking spaces within only one reverse manoeuvre. While this may be possible for most angled parking spaces, when entering/exiting parallel parking spaces more than one reverse manoeuvre may be required. Therefore, similar to the CCC District Plan⁸, this section of the rule should be amended to exempt parallel parking spaces from this requirement. In addition, as this Rule applies to all light vehicles including cars, it is recommended that to improve clarity the wording within the Rule should be changed from 'car' to a 'B85 vehicle'.

The current rule provides no restrictions relating to the on-site reversing distance. This means that in some instances where the current rule allows reverse manoeuvring (e.g – accessway serving nine parking spaces on a local road) reversing along a long, narrow and winding access will also be allowed. Reversing along a significant distance has the potential to create safety issues, particularly if no space is available for oncoming vehicles to pass or the accessway alignment restricts visibility for the driver. Therefore, it is considered this needs to be incorporated into the rule.

The latter part of this Rule provides incorrect references to previous clauses which relate to heavy vehicle manoeuvring and loading, and this needs to be updated. The current clauses provided within this rule are not considered to be subsets of the first paragraph. Therefore it is recommended the first paragraph is also provided as a clause. In addition, as discussed in Section 5, the reference to Arterial, Collector and Local Road needs to be amended based on the updated QLDC road hierarchy.

⁸ Christchurch City Council District Plan, Appendix 7.5.6 (a)

Recommendation:

- Amend Rule 14.2.4.1 (ix) as follows:
 - a) ~~Where off-street manoeuvring facilities are required, a 90th percentile car~~ **B85 vehicle, as defined in Appendix 7, shall be able to manoeuvre into and out of any required parking spaces with only one reverse manoeuvre, except for parallel parking spaces. The B99 vehicle, as defined in Appendix 7, shall be used at all locations where failure of a vehicle to be able to physically fit into the facility would occasion intolerable congestion and possible hazard. Such locations shall include all access driveways, ramps and circulation roadways.**
 - b) ~~(a)~~ Off-street manoeuvring shall be provided to ensure that no vehicle is required to reverse onto or off a State Highway or **arterial road**.
 - c) ~~(b)~~ Off-street manoeuvring shall be provided ~~to a 90th percentile car~~ **for a B85 vehicle** to ensure that no ~~car~~ **B85 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
 - d) ~~(c)~~ Off-street manoeuvring shall be provided ~~to a 90th percentile car~~ **for a B85 vehicle** to ensure that no ~~car~~ **B85 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 in a rear site

Note: refer to 14.2.4.1 # iv (b) and 14.2.4.1 # xiii (b) (iv) for reverse manoeuvring provisions for heavy vehicles and loading spaces. A list of Arterial and Collector roads and a definition of Local roads is contained in Appendix 6.
- Update the references to Arterial, Collector and Local Roads (highlighted in Red) as per the new QLDC road hierarchy.

2.8 Rule 14.2.4.1 (x) Residential Parking Spaces

The residential parking space dimensions specified in Clause (a) of this Rule do not align with the parking space dimensions provided in Table 1 of Appendix 7. However, it appears that the minimum internal widths specified in this Rule equate to the sum of the minimum stall width and the 300 mm clearance (as specified in Table 1) either side of the parking space. In this respect, the dimensions specified in this Rule are also consistent with AS/NZS 2890.1:2004. Therefore, to reduce confusion it is recommended that clause (a) of this is removed and *Rule 14.2.4.1 (v) Size of Parking Spaces* is amended to ensure that it refers to Appendix 7 for all parking space dimensions including residential parking spaces.

This Rule currently requires the manoeuvring area from the property boundary to the garage entrance to be designed to accommodate a 90th percentile car. Similar to the previous, to align this Rule with AS/NZS 2890.1:2004, all references to 90th percentile car should be replaced with a B85 vehicle. In addition, it is also recommended that Clause (b) is amended to ensure that garage lengths can accommodate a B99 design vehicle, by specifying a minimum garage length of 5.5 m. This equates to the length of the B99 vehicle (5.2 m) plus a clearance of 300 mm to ensure vehicles do not encroach onto footpaths or roads.

Recommendation:

- Amend Rule 14.2.4.1 (x) as follows:

(a) Any residential parking spaces for Class 1 and Class 2 users (see definitions in Appendix A7), required by this Plan shall have the following minimum internal dimensions:-

	WIDTH	DEPTH
Single	3.1m	5.5m
Double	5.6m	5.6m

Note: A row of three parking spaces would require a total width of 8.7m and not the minimum 7.5m width indicated by Table 1 in Appendix 7. A row of more than three parking spaces would use Table 1 widths for the intervening spaces between the two end parking spaces of 3.1m each. The last spaces at the end of each row shall be counted as single spaces to provide sufficient width to fully open vehicle doors in the end parking spaces.

- a) *(b) The minimum width of the entrance to a single garage shall be no less than 2.4m wide. **The minimum length of a garage should be 5.5 m.** The manoeuvring area from the property boundary to the garage entrance shall be designed to accommodate a 90 percentile car a **B85 design vehicle** as set out in Appendix 7.*
- b) *(c) Where two parking spaces are provided for on a site containing only a single residential or Visitor Accommodation unit, the two parking spaces may be provided in tandem.*

2.9 Rule 14.2.4.1 (xi) Queuing

Stantec agrees with TDG's findings which identified that the queuing space lengths provided in Table 2 of this Rule are broadly comparable to Table 3.3 of AS/NZS 2890.1:2004. However, it is important to note that the queuing spaces specified in this standard are only applicable for car parks with control points (e.g. boom gates), whilst the queuing space specified in the District Plan rule applies to all vehicles entering a parking or a loading area. Therefore, consistent with TDG findings, it is considered that the queuing spaces specified in this Rule are more applicable to accesses with control points. For accesses with no such devices, the queuing length provided by the District Plan rule may be greater than what is required in practice.

In addition to the queuing spaces, AS/NZS 2890.1:2004⁹ also outlines a number of other factors which affect the size of the queuing area. These include the traffic volume in surrounding streets, the number of parking spaces in the car park, anticipated peak entry/exit flow, rate of entry/exit at control points, parking accumulation and turnover and the freedom of movement beyond the control point. However, Stantec agrees with TDG in that the standard is not prescriptive in terms of how these factors can be used for determining the queue spacing.

This Rule also states that 'where the parking area has more than one access the required queuing space may be divided between the accesses'. However, it provides no further information relating to how this division should occur. The AS/NZS 2890.1:2004 recommends that queuing areas in a multiple entry car parks should be based on the expected volume of traffic served by each entry point.

Given the above, it is considered that the standard provides more information relating to queuing in areas where the current District Plan rule falls short. However, the standard is considered more restrictive than the current District Plan rule, as it requires a minimum queue length of 2 vehicles for even smaller car parks, whilst the current district plan only requires a minimum queue length of 1 vehicle. This would mean that as per the standard, even land uses such as residential areas with one parking space would require a queue space to cater for 2 vehicles. Therefore, it is considered the current Table 2 within this rule should remain unchanged. However, a note should be added to

⁹ AS/NZS 2890.1:2004, Section 3.4 Queuing Areas

this table stating that in certain circumstances reduced provision may be possible based on the other factors listed within Section 3.4.

Recommendation:

- Stantec agrees with TDG recommendations to amend Rule 14.2.4.1 (xi) as follows:

*On-site queuing space shall be provided for all vehicles entering a parking or loading area. The required queuing space length shall be in accordance with the Table 2 below, ~~except that where~~ **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**. Queuing space length shall be measured from the road boundary at the vehicle crossing to the nearest vehicle control point or point where conflict with vehicles already on the site may arise.*

Note: Table 2 represents typical queue space requirements for car parks. In certain circumstances reduced provision or a greater provision may be possible based on factors set out below:

(i) Traffic volume in surrounding streets.

(ii) The number of parking spaces in the car park.

(iii) Anticipated peak entry/exit flow.

(iv) Rate of entry/exit at control points.

(v) Hourly parking accumulation and turnover.

(vi) Freedom of movement beyond the control point.

Except:

This Rule shall not apply to vehicles entering a parking or loading area gaining access from Local Access Roads within Activity Area 1 of the Mount Cardrona Station Special Zone.

Table 2 - Queuing Space Lengths

NUMBER OF PARKING SPACES	MINIMUM QUEUING LENGTH
3 – 20	6m
21 – 50	12m
51 – 100	18m
101 – 150	24m
151 – or over	30m

- Stantec agrees with GHD recommendations to provide a new assessment matter as follows:

(u) whether a queuing space less than that required in Table 2 will serve the proposal safely and effectively, taking into account the factors set out within the note.

2.10 Rule 14.2.4.1 (xii) Set Down Areas

This Rule specifies that all educational and health facilities must provide an on-site manoeuvre area to allow vehicles to set down and pick up children or patients. However, it provides no further information as to the length/size of the manoeuvre areas required.

In addition, the latter part of this rule also notes that manoeuvre areas should be provided at these facilities to ensure that no vehicle is required to reverse onto or off the site. This effectively restricts reverse manoeuvring from these facilities completely, whilst Rule 14.2.4.1 (ix) only restricts reverse manoeuvring based on factors such as the classification of the road, speed limit of the road and the number of parking spaces. However, reverse manoeuvring at drop off/pick up parking spaces at these types of land uses has the potential to affect the safety of vulnerable pedestrians such as children, elderly, sick or disabled pedestrians. Therefore, it is considered that this section of the rule should remain unchanged and additional text should be added to ensure that reverse manoeuvring within the site is also restricted.

It is also considered that on-site manoeuvre areas or drop off/pick up spaces should be specified for land uses such as primary schools and childcare centres. However, no guidance relating to this is found in the industry standards. A review of District Plans of other Councils indicated that HCC currently specify drop off/pick up parking space requirement for large childcare centres and schools. As these drop off/pick up parking space requirements are considered appropriate, it is recommended that the drop off/pick up parking space requirements outlined in HCC District Plan are adopted in the District Plan and incorporated into Table 1.

Although set down areas at health care facilities could provide benefits in terms of managing traffic associated with these activities, this is currently not covered by any of the District Plans of other Councils. Therefore, it is recommended that set down area requirement for health care facilities is retained within this rule, and further investigation is undertaken with the use of TDB to identify relevant drop off/pick up spaces required for activities of this type. This can be undertaken as part of the exercise recommended in Section 2.1.

Recommendation:

- Add the following drop off/pick up parking space requirements to Table 1 of Rule 14.2.4.1 (xii):
Childcare facilities for six or more children: 1 drop-off/pick up car space per 5 children.
Primary and Intermediate schools: 1 drop-off/pick up space per 50 students and 1 bus space per 200 students where school bus services are provided.
Secondary schools: 1 drop-off/pick up space per 100 students and 1 bus space per 200 students where school bus services are provided.
- As part of the separate exercise recommended in Section 2.1, review TDB to identify relevant drop off/ pick up parking space requirements for healthcare facilities and add them into Table 1.
- Amend the rule as follows:
All educational and health facilities or activities must provide an on-site manoeuvre area to allow vehicles to drop-off/pick up children or patients as per Table 1. Such areas shall be provided to ensure that no vehicle is required to reverse either onto or off the site as well as within the site.

2.11 Rule 14.2.4.1 (xiii) Loading Areas

Stantec agrees with TDG's findings which identified that this Rule assumes that the type of land use determines the type of delivery vehicle used, as it currently specifies the minimum dimensions of loading spaces based on the activity which it caters for. As this may not hold true for all activities which require loading spaces, similar to AS 2890.2:2002¹⁰ specifying them based on the type of loading vehicle may be more appropriate.

However, Stantec also agree with GHD findings, that for new developments in particular, it would be difficult to assess the size of the delivery vehicle required at the time of the development. It will also be difficult to predict whether a change in vehicle type will be required in the future due to changes in activities within the development or transport operations. Given this, it is recommended that the District Plan continues to specify the minimum loading space dimensions based on the land use at the time of resource consent. However, it is recommended that a new Assessment Matter is added to ensure that loading spaces are designed to accommodate the largest vehicle servicing the development.

Austrroads Guidelines recommend that local roads are designed to accommodate a medium rigid vehicle. As activities such as retail premises, offices and warehouses will mostly be located on local roads or be accessed via local roads, it is expected that these activities will most likely be serviced by a vehicle of this size. Therefore, it is recommended that based on loading space dimensions provided

¹⁰ AS 2890.2:2002, Section 2.1 General

in AS 2890.2:2002¹¹, the length of a loading space servicing retail premises, offices, warehouse etc. should be changed from 8 m to 9 m to accommodate a medium rigid vehicle.

In terms of height clearance for loading vehicles, AS 2890.2:2002 specifies a clearance of 4.5 m. This is higher than the current height restrictions of 3.8 m and 2.6 m specified within this Rule. The dimensions outlined in NZ Transport Agency Vehicle Dimensions Fact Sheet¹² indicates that rigid vehicles have a maximum height of 4.3 m. Given that the loading vehicles servicing the first two activities are expected to be of this size, it is recommended that the height restriction specified by the Rule is changed to align with the standard. As the third activity type is only likely to be serviced by relatively smaller loading vehicles such as vans, the current height restriction of 2.6 m is considered appropriate

The changes recommended above would mean that this Rule will essentially specify the same loading space sizes for the first two activities and a smaller loading space for other activities which do not handle goods. Therefore, to improve clarity it is recommended that the table within Clause (b) is amended to only provide two activity types. As some activities which do not handle goods (e.g. preschools, dairy) will still require loading spaces, it is considered that the minimum loading space size for the third activity type in Clause (b) should be retained within this Rule. However, as it is considered that loading spaces are not required for residential and visitor accommodation, these activities should be excluded from the rule.

This Rule currently does not take into account the possibility of providing loading spaces which can be shared by several activities/developments located within close proximity. This will particularly be possible if the loading demand of some activities occur at different times to the other activities, allowing for many activities to share a single loading space. Therefore, it is recommended that providing for shared loading spaces should be incorporated into the Rule similar to that of WBoP District Plan Rules.

This rule currently exempts a number of streets within the Queenstown city centre from requiring on-site loading spaces. While this list of streets is considered appropriate, it is recommended that it should be reviewed to identify if it needs to include any additional streets which may not need loading space requirements due to urban design reasons.

In terms of heavy vehicle reverse manoeuvring, it is recommended that note (iv) of clause (b) is amended to be in line with the recommendations of Section 2.2 of this report. In addition, to maintain consistency with the table, it is recommended that Clause (b) (i) is amended to refer to the 'length' of a loading space rather than its 'depth'.

Recommendation:

- Amend the Clause (b) of Rule 14.2.4.1 (xiii) as follows:

b) *Every loading space shall be of the following dimensions:*

ACTIVITY	MINIMUM SIZE
<i>Transport depots or similar</i>	<i>9m length 3.5m wide 3.8m high</i>
<i>Retail premises, offices, warehouse, bulk stores, industries, service industries and similar</i> All activities (except for residential, visitor accommodation and the activities listed below)	8m length 9m length <i>3.5m wide 3.8m 4.5m high</i>
<i>Offices and activities of less than 1500m² floor area not handling goods and where on-street parking for occasional delivery is available.</i>	<i>6m length 3m wide 2.6m high</i>

¹¹ AS 2890.2:2002, Section 4.2 Dimensions of Service Bays

¹² <http://www.nzta.govt.nz/resources/factsheets/13>

Notwithstanding the above:

- (i) Where articulated trucks are used in connection with any site sufficient space not less than 20m in ~~depth~~ **length** shall be provided.
- (ii) Each loading space required by the Plan 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.
- (iv) ~~No vehicle is allowed to reverse manoeuvre into or out of a loading space from a State Highway, arterial road or collector road.~~ **Heavy vehicles are only required to carry out any reverse manoeuvring onto or from a road with a traffic volume of less than 500 veh/day and a speed limit of 50km/hr or less.**
- (v) **Whether each loading space required by the Plan shall be sufficient in size to accommodate the largest vehicle expected to service the activity**

Note: A heavy vehicle refers to a motor vehicle (other than a motorcar that is not used, kept, or available for the carriage of passengers for hire or reward) the gross laden weight of which exceeds 3,500 kg; but does not include a traction engine or vehicle designed solely or principally for the use of fire brigades in attendance at fires.

- Provide a new assessment matter within (iii) *Parking and Loading Provision* as follows:

(p) Whether it can be shown that joint provisions for loading can be provided for activities located on one site or several sites in an area.

2.12 Rule 14.2.4.1 (xiv) Surface of Parking and Loading Areas

As there are no industry standards which specify surfacing requirements of parking and loading areas, a full review of it against industry standards and practice cannot be undertaken. However, similar to TDG findings it was identified that Austroads Guidelines¹³ state that a sealed area of 10 m from the edge of the traffic lane is sufficient to ensure that debris does not enter the traffic lanes. Therefore, the current District Plan requirement of 6 m sealed distance is considered inadequate.

Stantec also agrees with the GHD findings that at times, sealing of these surfaces may be at odds with local heritage and character elements of certain areas such as Arrowtown. Therefore, agreeing with GHD, it is recommended that to manage such potential issues, a new assessment matter should be added to assess the suitability of any alternative surfaces in such areas.

Recommendation:

- Stantec agrees with TDG and GHD recommendation to amend Clause (b) of Rule 14.2.4.1 (xiv) as follows:
 - (b) ~~The first 6m~~ **10m** of such areas (as measured from the ~~road boundary~~ **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.
- Add an assessment matter to allow for the suitability of alternative surfaces in areas such as Arrowtown to be assessed:
 - (n) Whether an alternative surface of parking and layout areas to that required by Rule 14.2.4.1 (xiv) may be suitable on sites due to local heritage and characteristics such as within the Residential Arrowtown Historic Management Zone.**

¹³ Austroads Guide to Road Design Part 4, Figure 7.2 Example of a layout of a rural property access

2.13 Rule 14.2.4.1 (xvi) Landscaping and/or other obstructions

As there are no industry standards which specify the extent of landscaping within a car park, a full review of it against industry standards and practice cannot be undertaken. However, Stantec agrees with TDG findings relating to AS/NZS 2890.1:2004¹⁴ which identified that this standard recommends that when providing trees and shrubs in car parks, safety aspects such as sight distances of pedestrians and vehicles should not be compromised. Therefore, it is recommended that a new clause is added to this rule to ensure specific consideration is given to the effect of landscaping on road users and safety, particularly for pedestrians.

Recommendation:

- Add a new clause to Rule 14.2.4.1 (xvi):
 - (d) ***Landscaping and/or other obstructions shall not restrict the visibility of motorists leaving a site or create an unsafe environment for persons using the car park or adjacent footpath.***

2.14 Rule 14.2.4.1 (xvii) Illumination

This Rule currently requires all non-residential parking and loading areas which accommodate 5 or more vehicles and are used at night to be illuminated to a minimum lighting level of 3 lux with high uniformity. AS/NZS 2890.1:2004¹⁵ requires the minimum lighting levels for open air (including roof-top) car parks to be provided in accordance with AS/NZS 1158.3.1.

The District Plan Rule provides no clarification relating to the meaning of ‘high uniformity’ and a method of measuring this. Although AS/NZS 1158.3.1 provides specific requirements including uniformity, it is recommended that this Rule should reference the recently updated QLDC lighting standard as it provides technical specifications relating to lighting design based on AS/NZS 1158.3.1.

In addition, the reason for illumination of parking and loading areas which only accommodate five or more vehicles is unclear. To ensure that all non-residential parking and loading areas which are used at night are well lit regardless of the number of vehicles it accommodates, it is recommended that the rule is amended remove the section ‘*which accommodate 5 or more vehicles*’.

Recommendation:

- Amend the rule as follows:
 - All parking and loading areas, excluding those for residential use ~~which are designed to accommodate 5 or more vehicles and which are used at night, shall be illuminated to a minimum maintained level of 3 lux, with high uniformity, during hours of operation.~~ shall be designed as per 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).*

¹⁴ AS/NZS 2890.1:2004, Section 4.8 Landscaping

¹⁵ AS/NZS 2890.1:2004, Section 4.7 Lighting

3 Transport Rule 14.2.4.2 Access

The following sections present each of the existing transport rules within section 14.2.4.2 Access and confirm whether the current rule is considered appropriate or if modification should be considered. Where modification is recommended the potential wording is presented with supporting rationale. The potential wording is shown in ***bold italics*** with the current rule wording amended with strikethrough (~~strikethrough~~) where required.

It is noted that the purpose of the recommended wording is to convey the general intent of the rule and is not considered to be final. It is expected that some re-drafting will be undertaken by a planner prior to notification in order to ensure that the recommended changes to the rules are clear, vires and provides sufficient certainty.

3.1 Rule 14.2.4.2 (i) Length of Vehicle Crossings

The NZ Transport Agency Planning Policy Manual (PPM) and the Road & Traffic Standards 6 (RTS 06) standards are considered to be relevant to this Rule as these documents provide information relating to maximum driveway widths / lengths.

Based on Ministry of Transport and Transit New Zealand (now NZTA) publications, RTS 06¹⁶ recommends a maximum driveway width of 9 m for two way traffic operation. It also recommends a maximum width of 6 m and 3.5 m for one way traffic operation where activities attract high volume of traffic and low volume of traffic respectively. The PPM recommends a vehicle crossing width of 3.5 m – 6 m in low volume (less than 30 veh/day) accessways.

Clause (a) of this rule states that the lengths specified are measured at the property boundary. This, indicates that this Rule essentially provides the width of vehicle crossings (excluding flares), although it refers to these dimensions as 'lengths'.

These widths broadly align with both standards discussed above. However, it is noted that a maximum crossing width of 9 m may not be sufficient for accessways which service land uses such as cool stores or which cater for coaches. It is considered such cases are an anomaly and can be dealt with through the resource consent process.

This rule currently provides no information relating to vehicle crossing flares or the vehicle crossing width at the kerb. However, this information can be found within the diagrams provided in the current CoP¹⁷ as they specify a width of 3.5 m at the kerb for residential vehicle crossings and a minimum width of 7 m at the kerb for commercial/ industrial crossings. The vehicle crossing widths at the property boundary specified in the CoP diagrams are identical to that of this Rule.

Although these CoP diagrams are relevant to this Rule, the 3.5 m width specified for residential vehicle crossings is considered inadequate particularly for residential vehicle crossings which are wider than 3 m at the property boundary. As per the diagram, for a vehicle crossing with a width of 3 m at the boundary, the width at the kerb is required to be 500 mm wider. This appears to only apply for vehicle crossing in non-rural zones, as Diagram 2, 3 and 4 in Appendix 7 provide radius at which the rural crossings need to be designed at the kerb. It is recommended that this vehicle crossing width at the kerb is increased from 500 mm to 1 m and this is included in the district plan rule. In addition, a new rule should be added to ensure that vehicle crossings are located as such that at least 500 mm offset is provided from the side property boundary and/or adjoining crossing on the same or adjacent lots. This will ensure that sufficient space for pedestrians is provided between crossings.

Given the above, it is recommended that the CoP diagrams are updated to reflect the proposed changes to the vehicle crossing width at the kerb and included within Appendix 7. As we understand the CoP is currently being updated, the recommended changes to the CoP diagrams can be undertaken as part of this process. In addition, a new assessment matter is provided to ensure that vehicle swept paths are provided to demonstrate that the proposed vehicle crossing access can

¹⁶ RTS 06, Section 4.3 Driveway Width

¹⁷ QLDC Land Development and Subdivision Code of Practice (2015), Appendix F – Vehicle Crossings

accommodate the expected vehicles. This will also ensure that vehicle crossings are not designed to be unnecessarily wide.

It is considered that referring to the 'width' of the vehicle crossing as the 'length' may be confusing to the reader. Therefore, to improve clarity it is recommended that the Rule title is changed to 'Width of Vehicle Crossings'. It is also recommended that Clause (b) is removed from the Rule as it contradicts Clause (a).

Recommendation:

- Amend the Rule as follows:
 - i ~~Length~~ **Width** of Vehicle Crossings
 - a) *The following crossing ~~lengths~~ **widths** shall apply as measured at the property boundary:*

LAND USE	LENGTH WIDTH OF CROSSING AT THE PROPERTY BOUNDARY (m)	
	Minimum	Maximum
Residential	3.0	6.0
Other	4.0	9.0
 - ~~b) The length of culverts and crossings shall be the actual length of channel covers or the length of the fully dropped curb.~~
 - c) *For all vehicle crossings in a non-rural zone, the width of the vehicle crossings at the kerb is to be 1 m wider than the width at the boundary.*
 - d) *All vehicle crossings to be located a minimum 500 mm from side property boundaries and/or adjoining crossings on the same or adjacent lots.*
 - Provide new assessment matter within (v) Access as follows:
 - (u) *Whether the vehicle crossing can accommodate the expected vehicles at the site is demonstrated by providing swept paths for appropriate vehicles.*

3.2 Rule 14.2.4.2 (ii) Design of Vehicle Crossings

This Rule currently allows for a vehicle access to cross the property boundary at an angle of 90 degrees plus or minus 15 degrees and a vehicle crossing to intersect the carriageway at an angle of between 45 and 90 degrees. As per industry practice, to maximise visibility and safety, vehicle crossings are generally provided as perpendicular as possible to the carriageway. Therefore, it is recommended the angles referred to in Clauses (a) and (b) are swapped.

As discussed in Section 3.1, two new diagrams of non-rural residential and commercial vehicles crossings are added to Appendix 7, it is considered that these new diagrams also need to be referenced within this rule. In addition, the Transit New Zealand standards referred to in Clause (d) need to be updated with the PPM, as this specifies¹⁸ that accessways are required to be sealed up to the property boundary.

Recommendation:

- Amend Rule 14.2.4.2 (ii) as follows:
 - Vehicle crossings providing access to a road in a Rural Zone shall comply ~~with the standards in Appendix 7~~ (Diagram 2, 3 or 4 **in Appendix 7** depending on the activity served by the access).*
 - For all other accesses the design of the vehicle crossing **shall comply with Diagram 5 or 6 in Appendix 7**, and shall be such that:*
 - (a) *the access crosses the property boundary at an angle of ~~90 degrees plus or minus 15 degrees~~ **between 45 degrees and 90 degrees**;*

¹⁸ PPM, Appendix 5A, App5A.2, Accessway Standard

- (b) *the vehicle crossing intersects with the carriageway at an angle of ~~between 45 degree and 90 degrees~~ **90 degrees plus or minus 15 degrees**;*
- (c) *roading drainage shall be continuous across the length of the crossing;*
- (d) *all vehicular accessways adjacent to State Highways shall be sealed from the ~~State Highway boundary to the edge of carriageway~~ **to the property boundary** in accordance with ~~Transit New Zealand's standards~~ **NZTA Planning Policy Manual (2007)**.*

3.3 Rule 14.2.4.2 (iii) Maximum Gradient for Vehicle Access

AS/NZS 2890.1:2004 is considered to be the most relevant standard to this Rule, as it provides information relating to design of access driveways.

The standard specifies a maximum gradient for different types of accesses such as domestic driveways, access driveways, as well as ramps (straight and circular) within parking buildings. In addition, it provides gradients for vehicular control points, queuing area, across footpaths and near property boundary separately.

Stantec agrees with GHD's findings in that the District Plan Rule only broadly specifies the maximum gradients for vehicle accesses and provides no distinction between public and domestic driveways. Residential driveways are usually used by drivers who are familiar with its geometry, and public vehicle accesses are used frequently by drivers who may not be familiar with the geometry. Therefore, in line with GHD's findings, it is considered that as the driver expectations of these two types of accesses are different, a blanket standard for both types of driveways may not always be appropriate.

Stantec also agrees with GHD's findings in that this Rule provides no information relating to gradients at curved ramps and provides no gradient restrictions at key areas such as vehicular control points, queuing area, across footpaths and near property boundary separately.

However, adopting these extensive gradient requirements of the standard within the District Plan rules may result in a complex assessment process. Given that the current vehicle access gradients specified within this rule are considered appropriate for most situations, and no issues relating to these gradients were noted by the Council during consent application stage, it is considered the current rule should remain unchanged.

In addition, it is considered that clause (c) of this rule should be amended to state that vehicle break over angles need to be measured at any location along the vehicle crossing.

Recommendation:

- Amend the Rule as follows:
 - 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 non-slip surfacing.*
 - (c) *Vehicle break-over angles shown in Appendix 7 shall not be exceeded. **The vehicle break-over angle is measured at any location along the vehicle crossing.***

For the purpose of this rule gradient (maximum and average) shall be measured on the centreline of the access.

3.4 Rule 14.2.4.2 (iv) Minimum Sight Distances from Vehicle Access

The minimum sight distances provided in Table 3 of this Rule are consistent with District Plans of other Councils, PPM and RTS 06 as they are all specified based on speed. However, the concept of legal speed limit and the operating speed (or 85th percentile speed) is approached differently in these documents.

The PPM assumes the 85th percentile speed to be 10km/h higher than the legal limit unless measured onsite and Western Bay of Plenty has also followed this approach. RTS 06 provides sight distances based on operating speed which is specified as the measured 85th percentile speed or speed limit plus 15%. The NZS4404:2010 uses target operating speed, and recommends sight distances are determined from NZTA or Austroads Guides. Austroads Part 4A uses the 85th percentile operating speed concept for existing roads and design speed for new roads.

The target speed in NZS4404:2010, design speed in Austroads and the operating speed in RTS 06 and PPM do not have the same definition. Therefore, it is recommended that the RTS approach is adopted, as it only uses operating speed which can either be measured or assumed. However, for new developments on proposed roads the sight distance requirements may be potentially greater than a development on an existing road where the 85th percentile speed can be measured.

The current District Plan rule specifies sight distances for different activity types (residential and other activities), whilst the standards do not differentiate the sight distance between activity types. However RTS 06 differentiates the sight distances between low volume (up to 200 vpd) and high volume (over 200 vpd) driveways as well as different road frontages (local, collector and arterial). In addition, it also provides sight distances for a lower operating speed of 40 km/hr.

The sight distances of 'residential activities' broadly align with the sight distances provided within RTS 06 for accessways on local road, whilst most sight distances of 'other activities' are identical to the sight distances specified in RTS06 for accessways on arterial roads. However, a few sight distances of 'other activities' were identified to be lower than that the corresponding RTS sight distances.

Given the above, it is recommended that the current sight distances of 'other activities' provided in Table 2 that are lower than the corresponding RTS 06 sight distances are amended to be in line with RTS 06. In addition, sight distances for the lowest operating speed of 40km/hr is also added to the table. In addition, it is recommended that similar to RTS 06 a note is added to the table to state that where speed survey data is unavailable the operating speed is calculated as the speed limit plus 15%.

Recommendation:

- Amend Table 3 of Rule 14.2.4.2 (iv) as follows:

OPERATING SPEED LIMIT (km/hr)	SIGHT DISTANCE (m)	
	Residential Activity	Other Activities
40	30	70
50	45	80 90
60	65	105 115
70	85	140
80	115	175
90	140	210
100	170	250
110	210	290
120	250	330

Note: Operating Speed = 85th percentile speed on frontage road. This can be taken as the speed limit plus 15% if survey data is not available.

3.5 Rule 14.2.4.2 (v) Maximum Number of Vehicle Crossings

As there are no industry standards which specify the maximum number of vehicle crossings allowed for a property, a full review of it against industry standards and practice cannot be undertaken. However, it is noted that Table 4 is comparable to the CCC District Plan rules¹⁹ which also specify the maximum number of vehicle crossings based on similar frontage lengths and type of road frontage. Given this, it is recommended that Table 4 is retained within the District Plan to ensure that the impact of vehicle crossings on the adjacent network is minimised.

It is noted that a vehicle crossing provides a potential vehicle conflict point regardless of which side on the road it is located on. Therefore, in high speed environments, the impact of vehicle crossings on the opposite side of the road should also be taken into account. This can be done as a site specific assessment where applicable.

In addition, as discussed in Section 5, the reference to Arterial, Collector and Local Road needs to be amended based on the updated QLDC road hierarchy.

Recommendation:

- No changes are recommended to Table 4.
- Update the references to Arterial, Collector and Local Roads in Table 4 of Rule 14.2.4.2 (v) as per the new QLDC road hierarchy.

3.6 Rule 14.2.4.2 (vi) Distances of Vehicle Crossings from Intersections

The PPM and the RTS 06 standards are considered to be relevant to this Rule as these documents specify standard distances between vehicle crossings and intersections.

Based on Ministry of Transport and Transit New Zealand (now NZTA) publications, RTS 06²⁰ specifies appropriate distances required between vehicle crossings and intersections for land uses such as service stations, rural selling place as well as rural and urban environments.

The PPM²¹ specifies minimum access way separation from intersections for vehicle crossings located on state highways or on local roads which intersect with state highways. These distances are specified according to the posted and 85th percentile speed limits of the road at which the vehicle crossing is located, with speed limits ranging from 50km/hr to 100km/hr.

The accessway spacing recommended in the Rule is broadly comparable with the spacing specified in the PPM. However, it is unclear whether the spacing in the Rule and the standards take into account the intersections located on the opposite side of the road to the vehicle crossing. As an intersection provides a vehicle conflict point regardless of which side on the road it is located on, it is recommended that the accessway spacing requirement take this into account. The CCC District Plan²² clarifies this using a diagram which shows that the minimum spacing requirement needs to be met between vehicle crossings and intersections on both sides of the road. Therefore, it is considered that including this CCC District Plan diagram within Appendix 7 may provide further clarification to this Rule.

Following a comparison against District Plans of other councils, it is recommended that the speed limit thresholds of the two tables are changed to 'less than 70km/hr' and 'equal to or greater than 70km/hr'. The 70km/h split is consistent with the increase in minimum spacing recommended in the PPM. The current 100km/h split is not considered logical, as one table applies to 100km/h zones only. The proposed split is consistent with speed limits in semi-rural / rural and urban areas, with the larger spacing required in semi-rural / rural environments. A consequence of the change is some existing sites in areas with a speed limit of 70km/h or higher may not have long enough property

¹⁹ CCC District Plan, Appendix 7.5.11, Table 7.5.11.2 & 7.5.11.3

²⁰ RTS 06, Section 4.2 Distance from intersections and between driveways

²¹ PPM, Appendix 5B, Table App5B/3 – Guidelines for minimum accessway spacing

²² CCC District Plan, Figure 7.14b

boundaries to achieve a compliant access. This will not affect existing properties, but may alter the required section layout in new subdivisions.

In addition, as discussed in Section 5, the reference to Arterial, Collector and Local Road needs to be amended based on the updated QLDC road hierarchy.

Recommendation:

- Reduce the distances as noted below. The changes provide consistency with other District Plans and the NZTA PPM:
 1. Collector / Arterial – reduce distance from 35m to 30m
 2. Collector / Arterial – reduce distance from 75m to 60m
- Based on the above recommendations, amend the two tables as shown below:

No part of any vehicle crossing shall be located closer to the intersection of any roads than the distances permitted in Table 5 below and as shown in Diagram 7 in Appendix 7.

Table 5 - Minimum Distance of Vehicle Crossings from Intersections

Roads with a speed limit of less than 100 km/h – 70km/hr

FRONTAGE	INTERSECTING ROAD		
	Arterial	Collector	Local
Arterial	40	40	40
Collector	35 30	30	30
Local	25	25	25

Roads with a speed limit equal to or greater than 100 km/h – 70km/hr

FRONTAGE	INTERSECTING ROAD		
	Arterial	Collector	Local
Arterial	100	100	100
Collector	75 60	60	60
Local	50	50	50

- To provide further clarification to this Rule, adopt Figure 7.14b from CCC District Plan and provide this within Appendix 7.
- Update the references to Arterial, Collector and Local Roads (highlighted in Red) as per the new QLDC road hierarchy.

3.7 Rule 14.2.4.2 (vii) Service Stations

RTS 13 is considered to be the most relevant standard to this Rule, as it provides guidelines for service stations. The District Plan Rule is considered to be generally consistent with this standard, with the exception of a few differences. These differences include the width of one-way service station driveways, the pump location with respect to the road boundary and the minimum vehicle path width through the station forecourt.

This Rule specifies the width of any one-way driveways into a service station to be between 4.5 m and 6.0m while RTS 13 specifies a slightly smaller range of 3.5 m – 5.0 m. The RTS 13 specifies that pumps should not be to be located within 7 m of any point of the driveway, whilst the District Plan Rule requires the pumps to be located a minimum distance of 12 m from the midpoint of a driveway. In addition, the Rule specifies a minimum path width of 4.5 m through the service station forecourt for vehicles, whilst RTS 13 specifies a turn radius of 4.5 m for a path width of 4.5 m. RTS 13 also specifies a minimum path width of 3.5 m for turns of 7.5 m or greater inside radii.

Given most of this Rule aligns with the standards, it is recommended that the Rule is amended to include the turn radii specifications provided in RTS 13.

Recommendation:

- Amend Clause (f) of this Rule as follows:
 - (f) *A minimum path width of 4.5m and a minimum inside turning radius of more than 7.5 m shall be provided for vehicles through the service station forecourt, except that for pumps which are not proposed to be used by heavy vehicles, a minimum path width of 3.5 m may be provided.*

3.8 Rule 14.2.4.2 (viii) Minimum Distance Between Vehicle Crossing onto State Highways

This Rule requires a vehicle crossing spacing of 200 m between any two vehicle crossings located on state highways in areas zoned as Rural General, Rural Lifestyle, Rural Residential, Gibbston Character, Ski-Area Subzone and Resort. As this accessway spacing is based on the zoning of the adjacent land, it gives no consideration to the legal speed limit and speed environment of the state highway.

The PPM²³ specifies minimum accessway spacing on state highways based on the posted and 85th percentile speed limits of the state highway with speed limits ranging from 50km/hr to 100 km/hr. As ultimately NZTA will be required to provide approval for an access onto the state highway, it is recommended that the PPM is used as the guiding document in determining the required minimum spacing.

Recommendation:

- Amend the Rule as follows:
 - The minimum distance between any two vehicle crossings (regardless of the side of the road on which they are located), either single or combined onto any State Highway situated in ~~those areas zoned Rural General, Rural Lifestyle, Rural Residential, Gibbston Character, Ski-Area Sub-zone and Resort on the planning maps attached to this plan,~~ shall be 200 m. **all zones shall be:***
 - (i) 40 metres where the posted speed is 70 km/h or lower*
 - (ii) 100 metres where the posted speed is 80 km/h*
 - (iii) 200 metres where the posted speed is 100 km/h*

²³ PPM, Appendix 5B, Table App5B/3 – Guidelines for minimum accessway spacing

4 Appendix 7

4.1 Table 1: Car Parking Layout

The parking space dimensions specified within this table were compared with the parking space requirements outlined within AS/NZS 2890.1:2004. This indicated that the user classes of these two documents are defined somewhat differently with the District Plan only specifying three user classes whilst the standard currently provides six user classes. The District Plan user classes include long term parking (Class 1), short to medium term parking (Class 2) and disabled parking. The user classes in the standard are defined in terms of the number of vehicle doors which require opening. User Class 1 and 1A are for when only the front door is required to be opened whilst User Class 2, 3 & 3A for when full opening of all doors are required. User Class 4 is disabled parking.

Stantec agrees with GHD review comments in that the comparison of these documents indicated that District Plan Class 1 is comparable to the User Class 2 of the standard as they provide similar combined aisle and car park lengths for these classes of parking spaces. Similarly, District Plan Class 2 is comparable to User Class 3A of the standard as these also provide similar combined aisle and car park lengths. However, in terms of parking space dimensions and the aisle widths, the standard allows slightly narrower stall widths (2.1 m) and aisle widths than the District Plan.

The District Plan requires the stall widths to be increased by 300 mm where there are obstructions such as walls. This is similar to the blind aisle specification provided in the standard which also requires the stall width to be increased by 300 mm when situated at the end of the aisle. However, it also requires an additional 700 mm is provided between the parking space and the wall. Therefore, it is recommended a new note is added to Table 1 to specify a 1m blind aisle provision.

The disabled parking specifications provided in Table 1 were compared against NZS 4121:2001 as this standard provides information on designing for access and mobility. This standard specifies a minimum stall length of 5 m, stall width of 3.5 m and for 90 degree disabled parking spaces. The District Plan disabled parking dimensions are in line with this.

Similar to the QLDC District Plan, the CCC District Plan also provides specific dimensions for parking spaces based on the parking space angle and different user classes. However, it also allows for the NZ building code and AS/NZ 2890.1:2004 to be used as design guidance as this is clearly stated in the CCC District Plan.

As AS/NZ 2890.1:2004 provides extensive requirements relating to parking space dimensions, updating the dimensions in Table 1 with the dimensions provided in Figure 2.2 of the standard may not be sufficient. In addition, adopting the AS/NZ 2890.1:2004 parking requirements will mean that the District Plan will allow narrow parking spaces which may not be appropriate for some land uses/activities. Although the QLDC District Plan specifies stricter parking space dimensions than that of the AS/NZ 2890.1:2004, the current dimensions provided in Table 1 are considered acceptable. Given this, it is recommended that similar to CCC District Plan, an advisory note is added to the table to state that AS/NZ 2890.1:2004 can be used for design guidance for parking areas in buildings. This will mean that QLDC can ensure that narrow parking spaces in AS/NZ 2890.1:2004 are only allowed at locations where practical.

In addition, as per Section 2.6 and Section 2.8 discussed above, it is recommended that an additional note is provided in the table to refer to residential parking spaces and mobility parking spaces.

Recommendation:

- Add the following notes to Table 1 of Appendix 7:

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 and garden.

At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space.

Advisory note: Narrower parking spaces may be acceptable for parking areas in buildings where they are designed in accordance with the Australian/New Zealand Standard Offstreet Parking, Part 1: Car Parking Facilities, AS/NZS 2890.1:2004, and any subsequent amendments.

4.2 Table 2: Heavy Vehicle Parking Layout

The heavy vehicle parking space dimensions specified within this table were compared with the parking space requirements outlined within AS 2890.2:2002. This table currently provides stall depths and aisle widths for each heavy vehicle type based on parking angles ranging from 30 – 90 degrees. However, it provides no stall width requirements. AS 2890.2:2002²⁴ specifies a minimum stall width of 3.5 m for all heavy vehicle parking spaces, and provides stall lengths based on each vehicle class.

Although the stall lengths specified in the District Plan for rigid trucks and semi-trailers are similar to that of the standard, it is recommended that the minimum stall width of 3.5 m specified in the standard is adopted, which is stricter than the current District Plan Rule. As no information relating to parking space dimensions of coach and bus parking is found in relevant industry standards, it is considered that a 3.5 m width should also be applied to these vehicle types.’

It is noted that although this table provides parking dimensions for a number of different vehicles such as rigid trucks, semi-trailer, b-train, midi-bus and tour coach, the District Plan currently contains no rules which specifically require parking provisions for most of these vehicles. This would mean that the enforcement of these parking space dimensions may not be a possibility.

Recommendation:

- Add the following notes below the table:
 - a) **All heavy vehicle spaces shall have a minimum stall width of 3.5 m.**

4.3 1. Car Space Layouts (refer tables 1 and 2)

As the existing *1.Car Space Layouts* diagram provides a concise pictorial depiction of key dimensions and descriptions presented in *Table 1* and *Table 2*, no changes are required to this diagram.

4.4 2. Bicycle Layouts (refer tables 1 and 2)

The title of this figure currently refers to Table 1 and Table 2. However, as these tables provide no dimensions relating to bicycle parking, the reference to these tables should be removed from the title.

As a greater separation between bicycles improves ease of use and reduces the likelihood of damage to adjacent bicycles, it is recommended that the diagram is modified to increase the separation between bicycles from 500mm to 650mm. This is identical to the TCC and CCC District Plans, and only 50mm wider than the AS/NZ 2890.3²⁵.

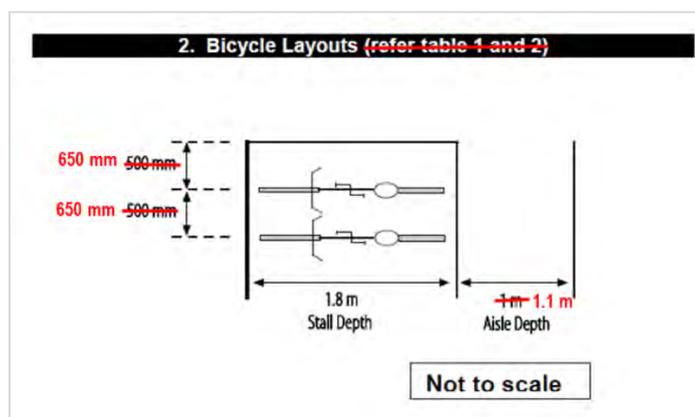
In addition, it is recommended that the aisle width is increased from 1.0m to 1.1m to align with the TCC and CCC District Plans. It is noted that this is less than the 1.5 m aisle width recommend for 90 degree parking in AS/NZ 2890.3. However, the proposed reduction in aisle width is considered appropriate due to the bicycle separation width being larger and the stall depth being 1.8m instead of 1.7m.

Recommendation:

- Amend the diagram to incorporate the changes shown in red follows:

²⁴ AS 2890.2:2002, *Section 4.2 Dimensions of Service Bays*

²⁵ AS/NZ 2890.3 Parking Facilities – Bicycle Parking Facilities



4.5 (Part 1) Vehicle Swept Path Design – (refer tables 1 and 2)

As discussed in Section 2.7 above, it was recommended that the 90th percentile design vehicle currently specified in the District Plan Rules is replaced with the B99 and B85 design vehicles from AS/NZS 2890.1. Therefore, to reflect this, the first diagram provided within this section should also be replaced with B99 and B85 design vehicles.

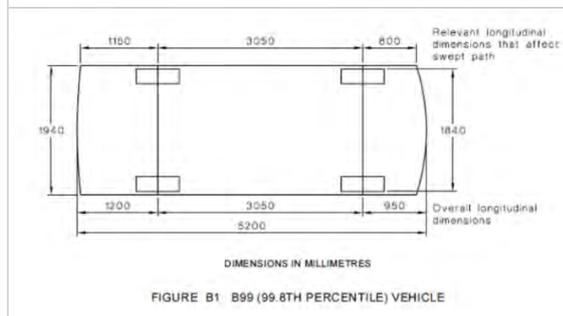
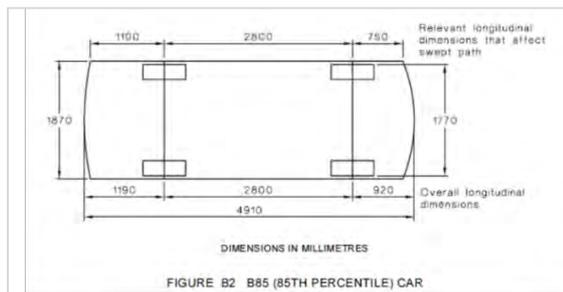
In terms of ground clearance, this diagram currently recommends a design clearance of 185 mm whilst, AS/NZS 2890.1:2004 recommends a lower design clearance of 120mm. A consequence of the higher clearance specified in the District Plan is that vehicles which are road legal may 'bottom out' in some circumstances.

In addition, the AS/NZS 2890.1:2004 specifies approach and departure angles of 10 degrees whilst the District Plan recommends an approach angle of 24 degrees and a departure angle of 17 degrees. As B99 and B85 vehicles have longer overhangs than the current District Plan vehicle, this combined with the reduced approach and departure angles will mean that the design of access ways will need to be flatter with larger transition curves used. The reduction in approach angle reduces the clearance from 370mm to 162mm and the departure angle reduces the clearance from 345mm to 210mm.

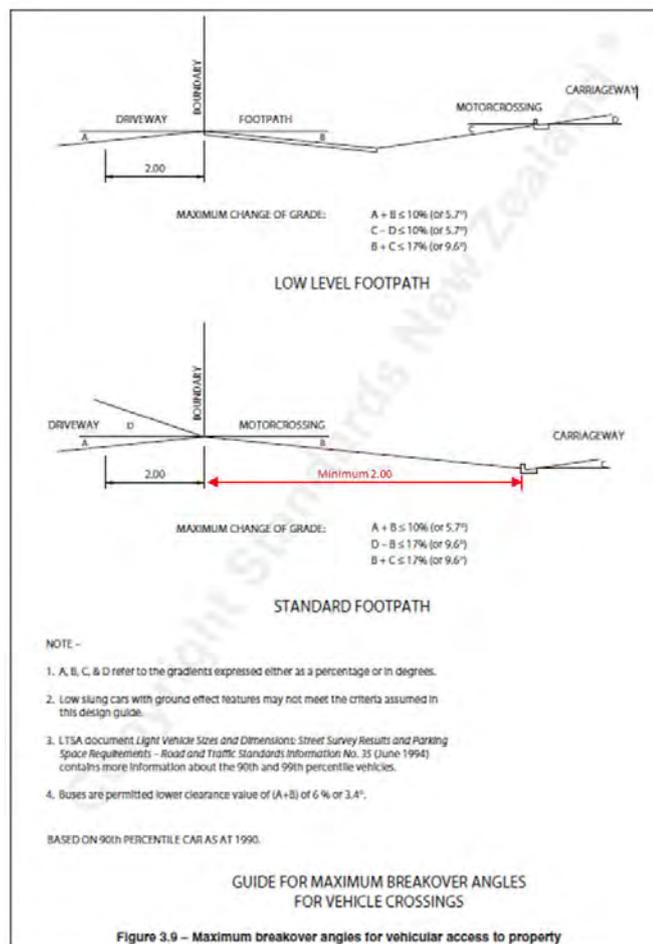
It is considered that that the Figure 3.9 from NZS4404:2004 provides a clear depiction of maximum breakover angles for a vehicle crossing. However this diagram is based on a 90th percentile car, whilst the design vehicles of the District Plan are B85 and B99 cars. Therefore, a check was undertaken to identify whether the breakover angles proposed in this diagram are able to accommodate the District Plan design vehicles. This indicated that a vehicle crossing across a standard footpath, a minimum distance of 2 m need to be provided between the property boundary and the carriageway. Therefore, it is recommended that the ground clearance angles presented within the NZS4404:2004 are adopted including the 2 m restriction discussed above.

Recommendation:

- Replace the current diagrams with the B99 and B85 design vehicles from AS/NZS 2890.1.



- Replace the current ground clearance diagram with Figure 3.9 from NZA 4404:2004 with the changes shown in red.

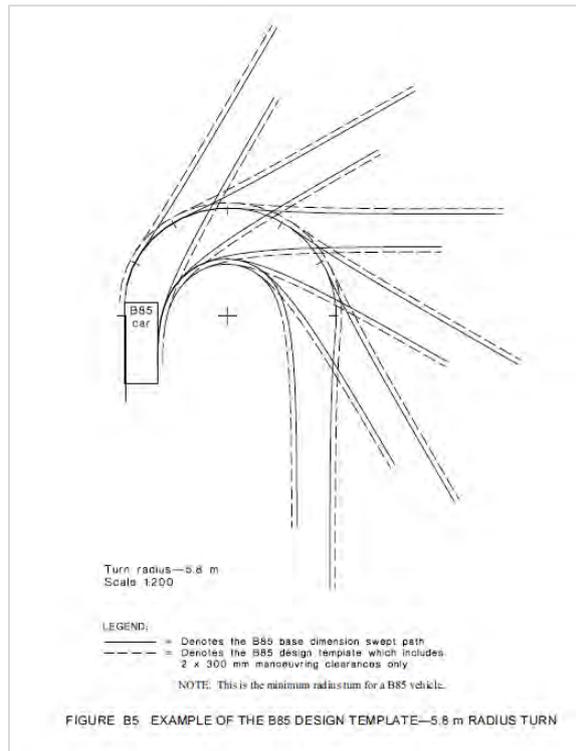


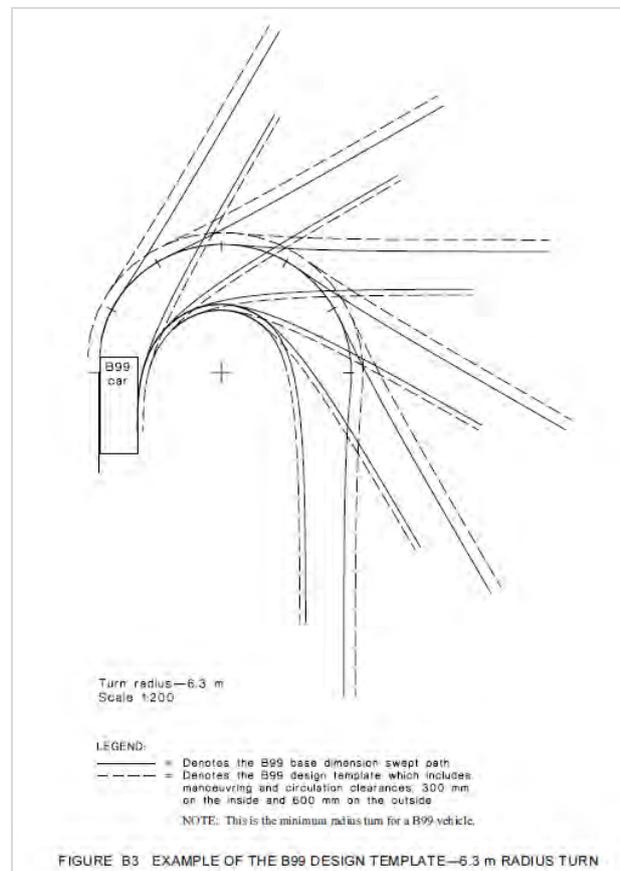
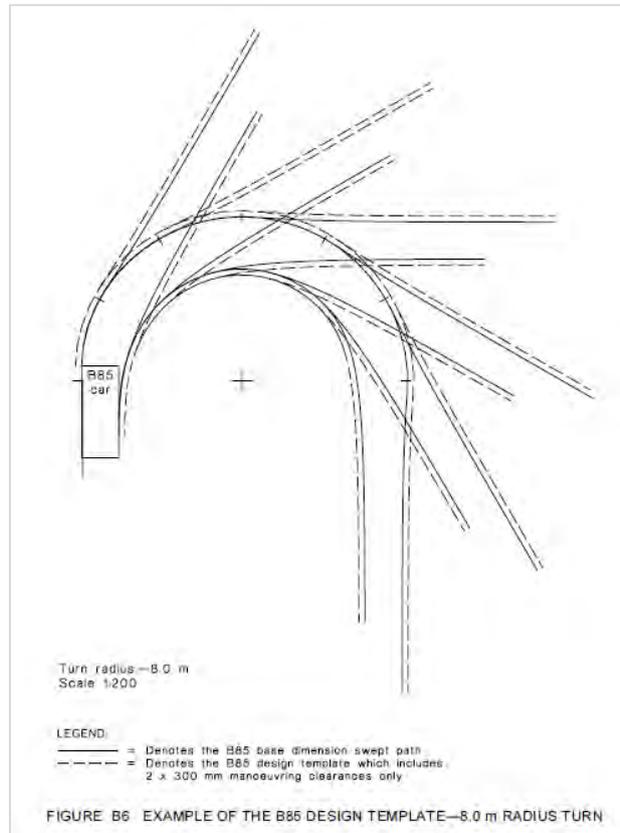
4.6 Vehicle Swept Path Design – Part 2

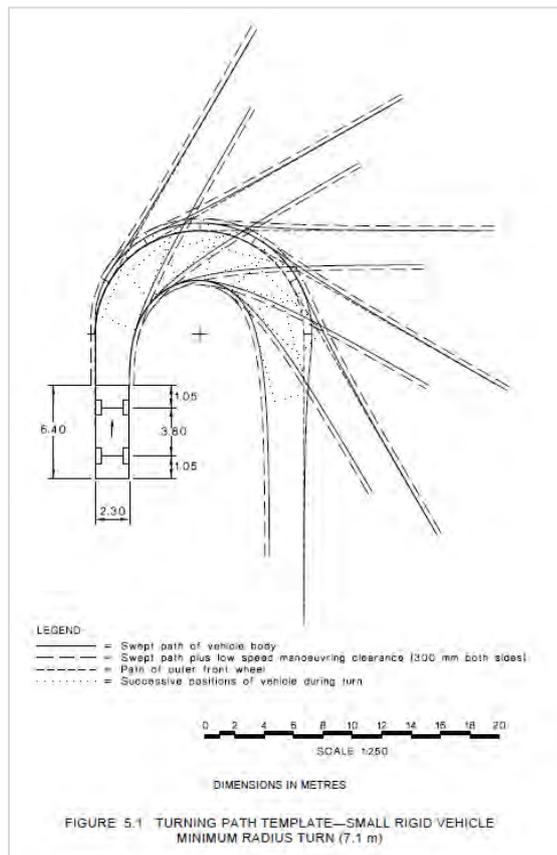
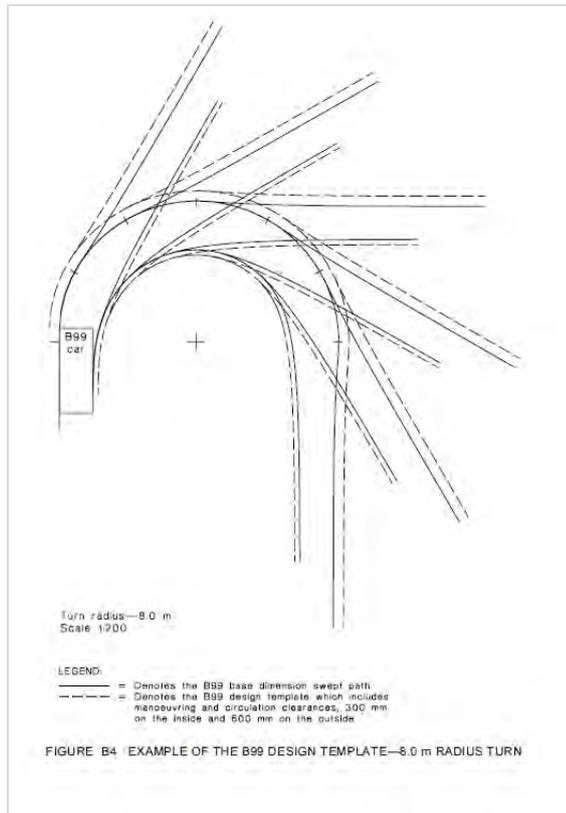
In line with the recommendations of Section 2.7, the current vehicle swept path provided within this section should be replaced with the swept paths of B99 design vehicle, B85 design vehicle and rigid trucks from AS/NZS2890.1. The swept path for a MRV shall be based on an 8.0m vehicle (which is a typical design vehicle in NZ), compared to the 8.8m long MRV specified in AS 2890.2.

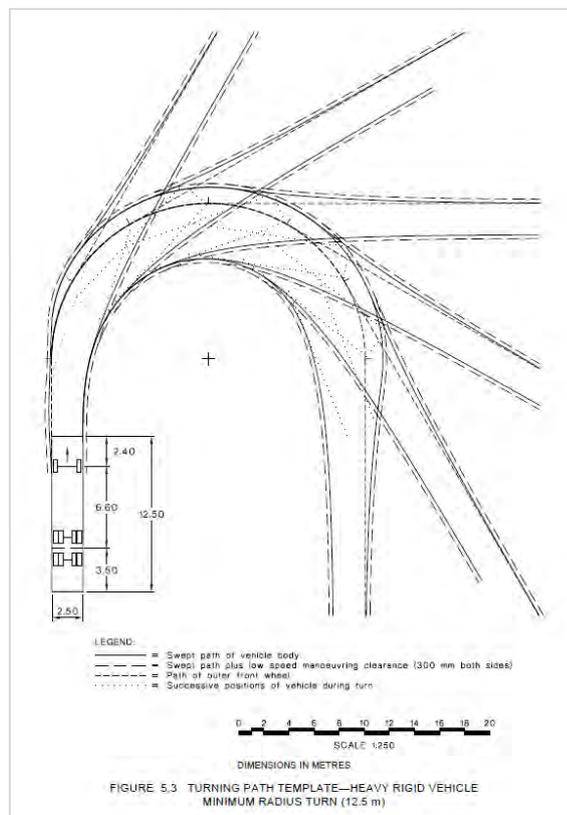
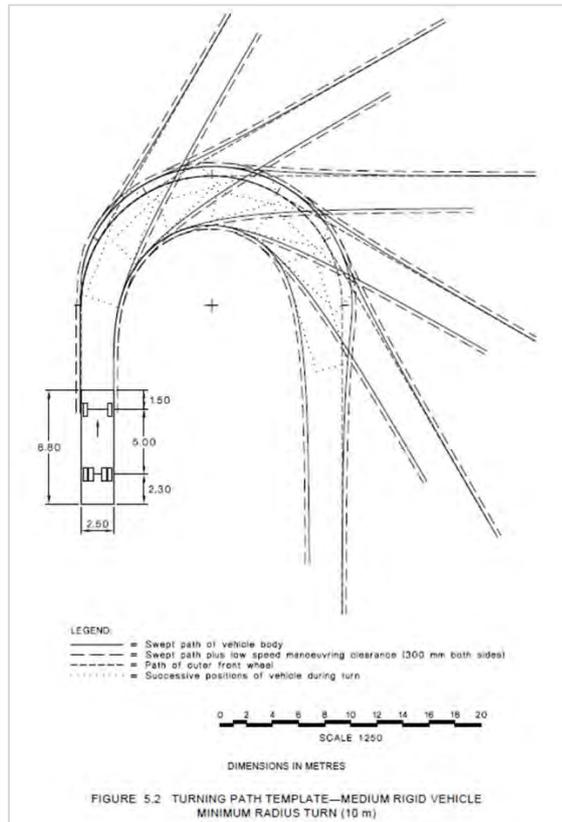
Recommendation:

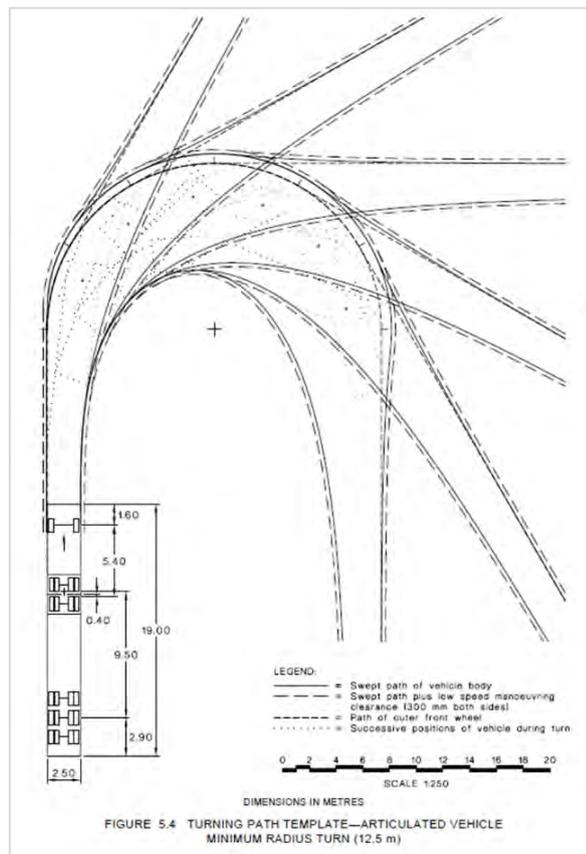
- Replace the current swept path diagrams with the following swept paths of B85 and B99 vehicles from AS/NZS2890.1 and rigid trucks from AS 2890.2.











4.7 Diagram 1: Sight Distance Measurement Diagram

This diagram currently indicates that for accesses, the sight distance is required to be measured 3.5 m and 5.5 m from the edge of the traffic lane at accesses and intersections respectively. This is measured at a height of 1.15 m.

This diagram aligns with Austroads Guidelines²⁶ which recommend that the sight distance at an intersection is measured at a distance of 5 m from the edgeline of the major road, and specifies a minimum distance of 3 m. However, Austroads measures the sight distance at a height of 1.1 m.

This diagram is comparable to the accessway sightline diagram provided in the PPM, as both these documents recommend that sight distances are measured at a distance of 3.5 m back from the edge line. However, the PPM measures the sight distance at a height of 1.05 m.

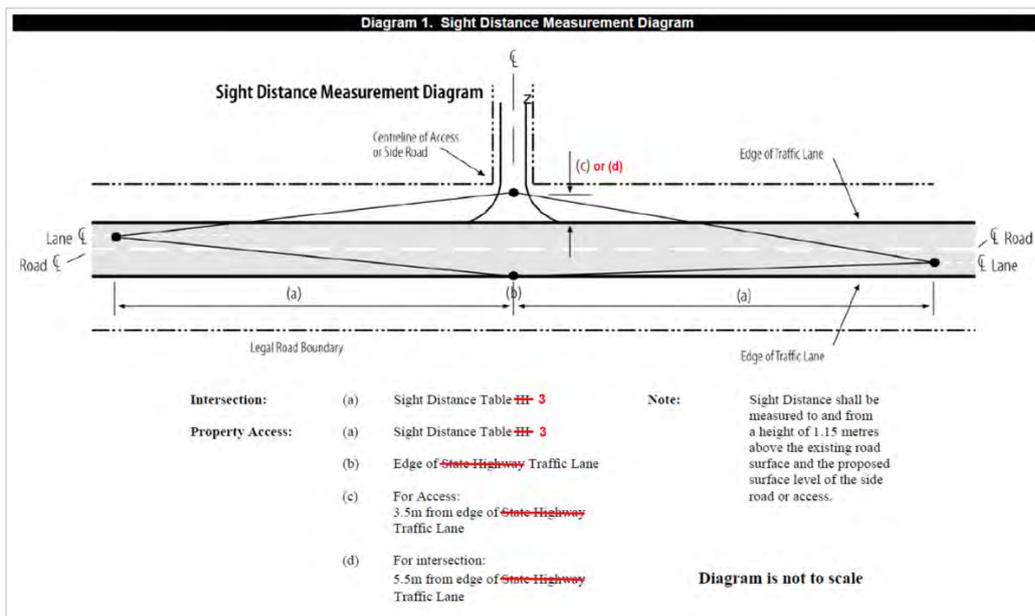
The specifications of RTS 06 is slightly different to that of the aforementioned standards as it recommends that the sight distances are measured 5 m from the centre of the nearest traffic lane. However, similar to the District Plan diagram, it recommends that this is measured at a height of 1.15 m.

As the current diagram align with most standards, no changes are proposed to the distances specified. However, to improve clarity it is recommended that all references to 'State Highway' are removed as this diagram applies to all roads within QLDC. In addition, references to 'Table iii' should be changed to 'Table 3' and the location of '(d)' should be shown in the diagram.

Recommendation:

- Amend the diagram to incorporate the changes shown in red:

²⁶ Austroads Guide to Road Design Part 4A, Section 3.2.2 Safe Intersection Sight Distance



4.8 Diagram 2, Diagram 3 & Diagram 4

Stantec agrees with TDG findings as it is considered that Diagrams 2, 3 and 4 appear to have been based on the Diagram C, D and E of the PPM²⁷. However, a number of elements are considered to be missing in the current diagrams. These include, the curve radii of the vehicle crossing, location of the culvert, minimum accessway width and information relating to the gate location. It is understood that as part of the updated CoP a new diagram (R04) showing a private rural access will be provided. This diagram is considered relevant for rural accesses with low volumes.

Therefore, in line with TDG findings, it is recommended that Diagrams 3 and 4 are replaced with Diagram D and E of the PPM, whilst Diagram 2 is replaced with the R04 of the updated CoP. In addition, to provide guidance as to which layout applies to which situation, it is also recommend that Table App5B/4²⁸ of the PPM is provided prior to the diagrams.

Recommendation:

- Prior to the diagrams, provide the Table App5B/4 of the PPM with the changes marked in red.

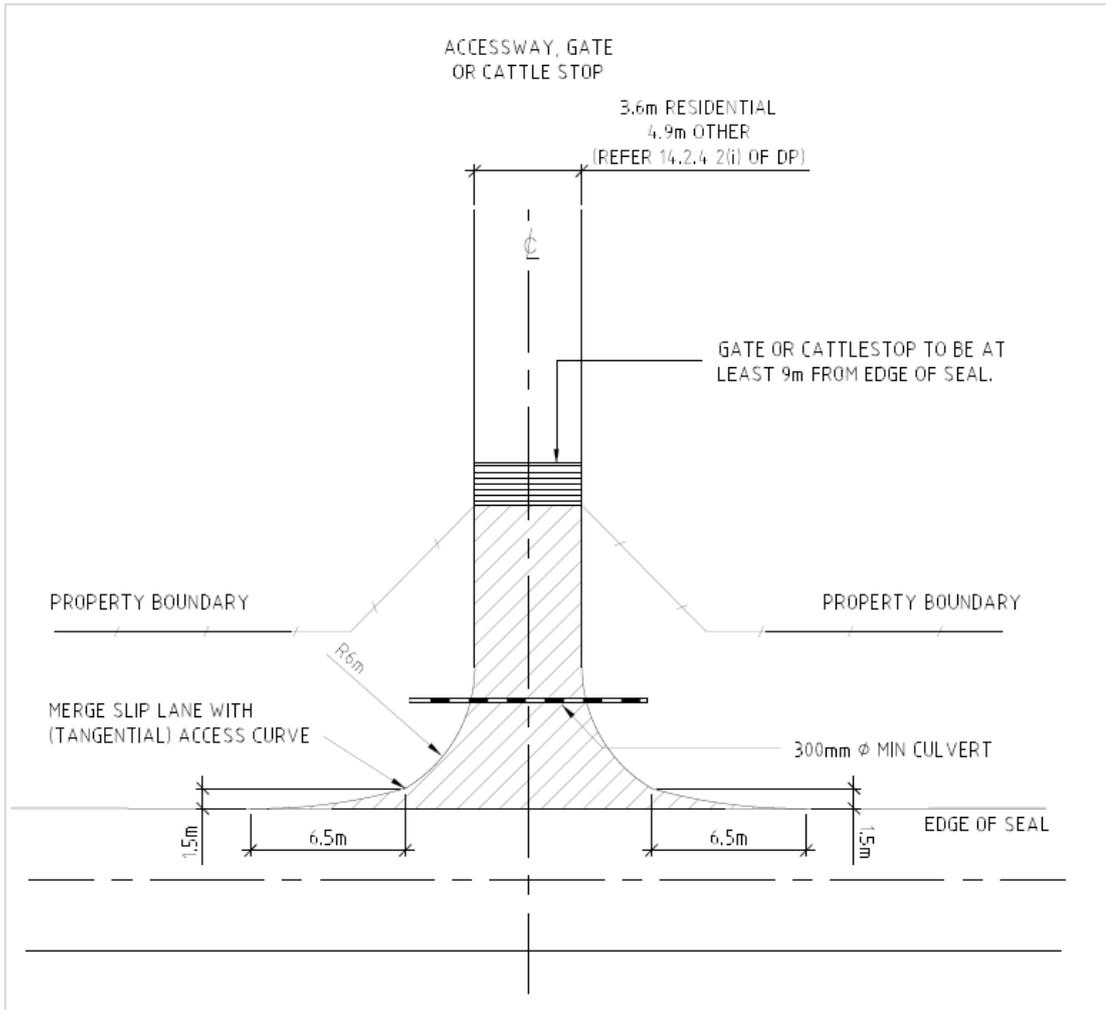
Type of traffic using accessway (more than one slow, heavy or long vehicle movements per week?)	Volume of traffic using accessway (ecm/day ¹)	Volume of traffic using road state highway (vpd) ²	Accessway type
No	1-30	< 10,000	Diagram and 2 Perspective C
		>=10,000	Diagram and 3 Perspective D
	31-100	< 10,000	Diagram and 3 Perspective D
		>=10,000	Diagram and 4 Perspective E
Yes	1-30	All	Diagram and 3 Perspective D
	31-100	All	Diagram and 4 Perspective E

¹ Equivalent car movements per day. This is calculated either as an annual average, or as a weekly average, whichever is the greater, to cater for seasonal peaks.
² Vehicles per day

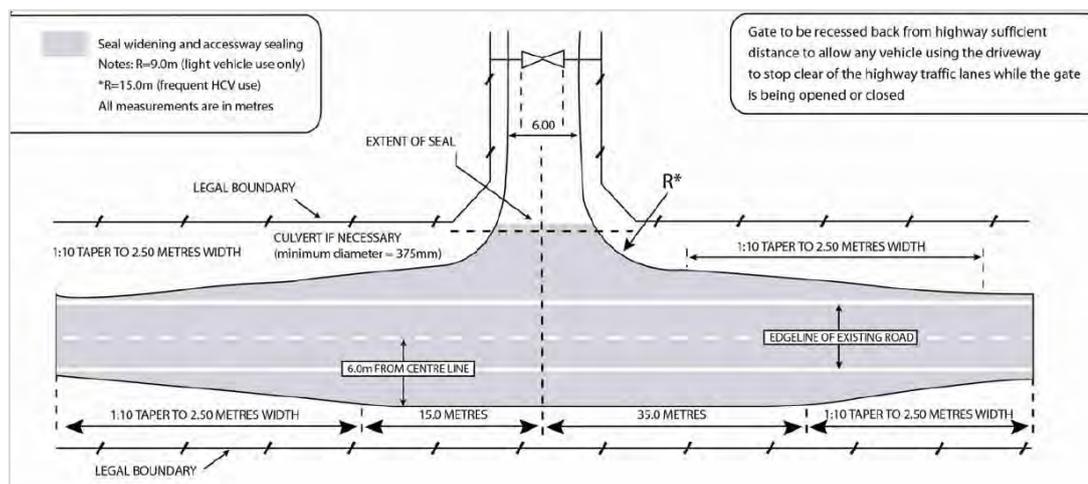
²⁷ PPM, Appendix 5B, Page 216, 218 & 220

²⁸ PPM, Appendix 5B, Page 215

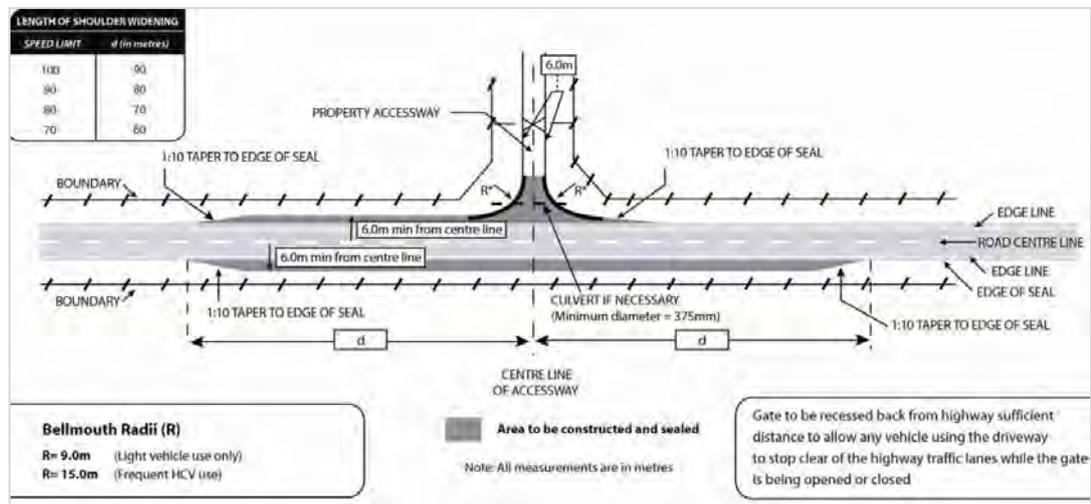
- Replace Diagram 2 with the R04 of the updated CoP as shown below:



- Stantec agrees with TDG recommendation to replace Diagram 3 with Diagram D of PPM shown below:



- Stantec agrees with TDG recommendation to replace Diagram 4 with Diagram E of PPM shown below:



4.9 Diagram 5: SH6 Roundabout Works

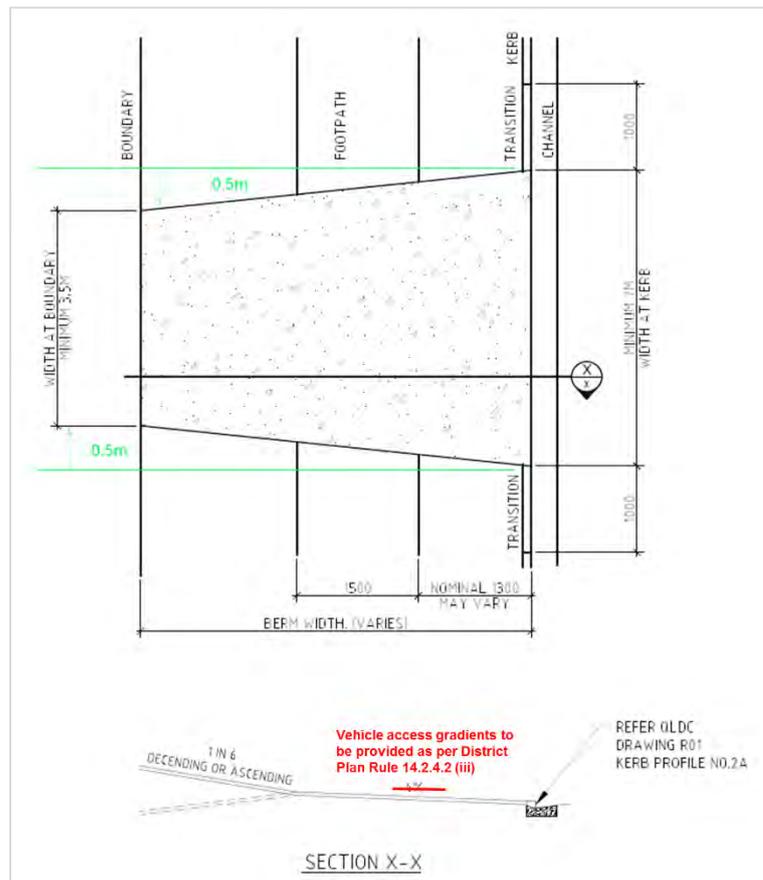
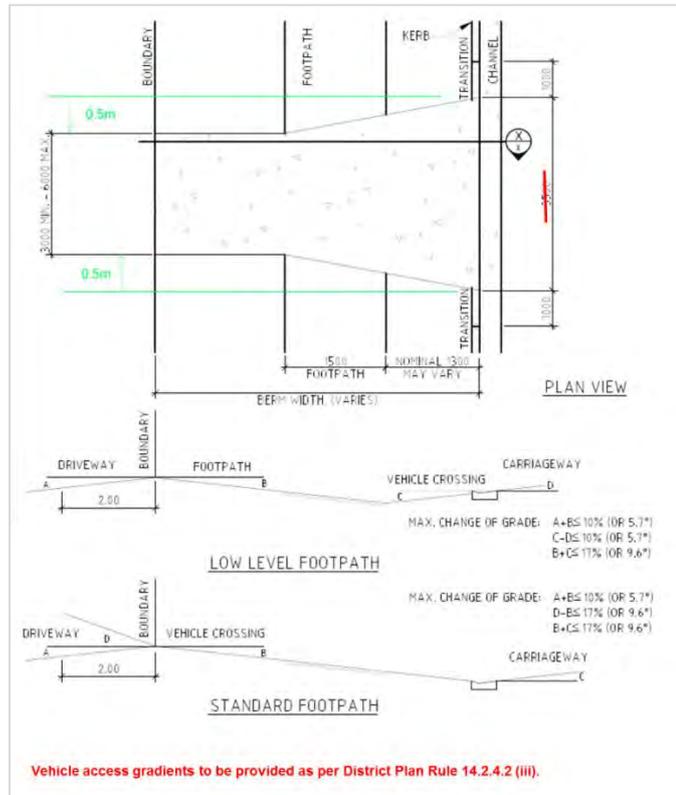
As this diagram provides a layout of an intersection that has already been built, it is recommended this diagram is removed from Appendix 7.

4.10 Diagram 5 & Diagram 6: Residential and Commercial/Industrial Vehicle Crossings

As discussed in Section 3.1, it is recommended that to clarify the required vehicle crossing widths at the property boundary and the kerb, Diagram R02 and R03 from the CoP is included within Appendix 7. It is understood that changes may be made to these diagrams as part of the updated CoP. Therefore, following the update, it is recommended that these diagrams are replaced with the updated diagrams with the CoP.

Recommendation:

- Provide the following diagrams from CoP with the mark ups (shown in red) as Diagram 5 and Diagram 6 within Appendix 7.

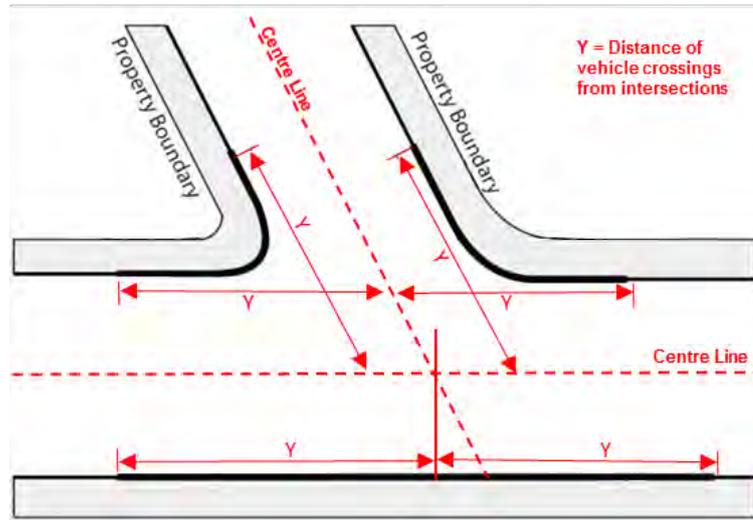


4.11 Diagram 7: Distances of Vehicle Crossings from Intersections

As discussed in Section 3.6, it is recommended that to clarify that the spacing requirements specified within Rule 14.2.4.2 (vi) applies to intersections on both sides of the road, Figure 7.14b from CCC District Plan is included within Appendix 7.

Recommendation:

- Provide the following diagram from CCC District Plan with the mark ups (shown in red) as Diagram 7 within Appendix 7.



5 Appendix 6: Road Hierarchy

At present, Appendix 6 of the District Plan provides a list of existing Arterial, Collector and Local roads located within the QLDC area. However, it provides no information relating to the method of road classification used to obtain this list or the QLDC definition of each road type. Therefore, a review of the current QLDC road hierarchy against relevant industry standards and practice cannot be undertaken.

We understand however that QLDC has recently undertaken a review of their road hierarchy based on NZTA's One Network Road Classification (ONRC) system. ONRC is considered an appropriate guidance document as it divides the roads in New Zealand into six categories based on the traffic volumes, connection to important destinations and the availability of alternative routes. The categories include National, Arterial, Regional, Primary Collector, Secondary Collector and Access.

It is noted that although traffic volumes is a key element which affects the classification of a road, it is important that the intended function of the road is also taken into consideration. For example, a residential road with a high volume of through traffic may get classified as a Collector Road although its intended function is to provide local access only. Therefore, it is recommended that this is taken into consideration when updating the classification of each road.

Recommendation:

- Provide the updated QLDC road hierarchy and the updated classification of all QLDC roads within Appendix 6.
- Consider showing the updated road classification in a map form instead of the current tabular form.
- Update all current references to road classifications within the Transport Rules with the relevant ONRC road classifications.

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Appendix 4. Memorandum entitled “Onsite loading for Queenstown Town Centre Zone” (28 August 2017).

Memorandum

To: Peter Hansby
From: Stephen Hewett
Copy: Gabrielle Tabron
Subject: Onsite loading for Queenstown Town Centre Zone

Date: 28 August 2017
Our Ref: 3331989

Based on the transport and public realm work that has been undertaken to develop the Queenstown Town Centre Masterplan sites fronting the following roads will not be required to provide off-street loading. Loading zone for Good Service Vehicles will be provided on-street to provide servicing to these sites:

- Queenstown Mall - This would be a shared space with the ability for Goods Service Vehicles to access Queenstown Mall at agreed times
- Beach Street - This would be a shared space with the ability for Goods Service Vehicles to access Beach Street agreed times
- Shotover Street - Additional on-street loading spaces have been included in the Masterplan for Good Service Vehicles
- Camp Street - On-street loading spaces have been included in the Masterplan for Good Service Vehicles on the south side of Camp Street
- Rees Street - This would be a shared space with the ability for Goods Service Vehicles to access the street at agreed times
- Marine Parade - This would be a shared space with the ability for Goods Service Vehicles to access the street at agreed times
- Church Street - This would be a shared space with the ability for Goods Service Vehicles to access the street at agreed times
- Earl Street - This would be a shared space with the ability for Goods Service Vehicles to access the street at agreed times on the north-west side
- Ballarat Street - This would be a shared space with the ability for Goods Service Vehicles to access Beach Street agreed times
- Memorial Street - - This would be a shared space with the ability for Goods Service Vehicles to access Beach Street agreed times

Lakeview Subdivision has not been advanced sufficiently as part of the Masterplan to confirm the off-street loading zone requirements.

Stephen Hewett

Business Director - Transportation

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Appendix 5. An assessment of the zones in terms of their accessibility and the level of intensification anticipated by the zone

Zone	Accessibility and level of intensification anticipated by the zone
High Density Residential Zone - Queenstown (HDR)	<p>The zone enables high density development and most areas are highly accessible for both walking to the Town Centre and to a public transport route.</p> <p>Discrete areas of the HDR zone in Queenstown are not within walking distance of the Town Centre; namely a small area of Lomond Crescent, parts of Frankton and Fernhill Roads, and the Kawarau Village area in Kelvin Heights. However, these areas are accessible by existing and proposed public transport³², with those along Frankton Road being highly accessible by public transport due to its frequency.</p> <p>Furthermore, the Kawarau Village area is walkable (within 800m - 1.2 km) to the Remarkables shopping area and the Remarkables Primary school and it is noted that much of this area is already or will be developed for visitor accommodation, which is subject to a higher parking ratio than residential development.</p>
High Density Residential Zone - Wanaka	<p>The zone enables high density development and is accessible to the Town Centre. With the exception of a very small area, it is within a flat 800m walk of the Town Centre.</p>
Medium Density Residential Zone - Park to Suburb St	<p>The zone enables medium density development and is highly accessible for both walking to the Town Centre (less than a 700m flat walk) and to public transport stops (less than a 200m walk).</p>
Medium Density Residential Zone - Belfast to Vancouver	<p>The zone enables medium density development but is more than an 800m walk from proposed public transport route and the Town Centre, via steep terrain.</p>
Medium Density Residential Zone - Fernhill Road to Aspen Grove	<p>The zone enables medium density development and is accessible (less than a 600m walk) to a public transport route.</p>
Medium Density Residential Zone - Wanaka	<p>The zone enables medium density development and is accessible to the Town Centre via walking and cycling (noting there is no public transport). With the exception of a small area, the zone is within an 800m flat walk from the Town Centre.</p>
Medium Density Residential Zone - Arrowtown	<p>The zone enables medium density development and is accessible for both walking to a secondary centre and to a public transport route (with the exception of a small part of the zone, it is within an 800m flat walk from both).</p>
Business Mixed Use Zone - Queenstown	<p>The zone enables high density development and is accessible to all modes. Activities exist and will establish within the zone which will provide daily amenities; it is highly accessible to a public transport route; and the entire zone is within a 1.2 km flat walk to the Town Centre.</p>

³² For the purpose of this Appendix “proposed public transport (routes)” refers to the bus routes commencing throughout the Wakatipu in late 2017

Zone	Accessibility and level of intensification anticipated by the zone
	The desire to increase the feasibility of providing for affordable housing in this zone is considered to outweigh the slightly lower level of accessibility of the northern-most part of the zone.
Business Mixed Use Zone - Wanaka	<p>The zone enables medium density development and is accessible for walking to a primary centre in that with the exception of a small area, the zone is within an 800m flat walk from the Town Centre and/ or from the Three Parks commercial core.</p> <p>The desire to increase the feasibility of providing for affordable housing in this zone is considered to outweigh the slightly level of accessibility of the part of the zone.</p>

APPENDIX 4

**Assessment of Chapter 29 against the Stage 1 Decisions Version of Chapters 3 –
6 of the PDP**

APPENDIX 4 – Assessment of Chapter 29 against the Stage 1 Decisions Version of the relevant objectives and policies contained in Chapters 3 – 6 of the PDP

Objectives and policies	Manner in which Chapter 29 is consistent with these
<p>3.2.1 The development of a prosperous, resilient and equitable economy in the District. (addresses Issue 1)</p> <p>3.2.1.9 Infrastructure in the District that is operated, maintained, developed and upgraded efficiently and effectively to meet community needs and to maintain the quality of the environment. (also elaborates on S.O. 3.2.2 following)</p> <p>3.2.2 Urban growth is managed in a strategic and integrated manner. (addresses Issue 2)</p> <p>3.2.2.1 Urban development occurs in a logical manner so as to:</p> <p>a. promote a compact, well designed and integrated urban form;</p> <p>...</p> <p>c. achieve a built environment that provides desirable, healthy and safe places to live, work and play;</p> <p>d. minimise the natural hazard risk, taking into account the predicted effects of climate change;</p> <p>...</p> <p>f. ensure a mix of housing opportunities including access to housing that is more affordable for residents to live in;</p> <p>...</p> <p>h. be integrated with existing, and planned future, infrastructure. (also elaborates on S.O. 3.2.3, 3.2.5 and 3.2.6 following)</p>	<p>Enabling rules for development within ‘roads’</p> <p>Lower minimum parking requirements in the most accessible areas enables more compact development and more affordable housing.</p> <p>Traffic standards aimed at improved safety for all travel modes.</p> <p>Chapter 29 does not override the policy framework of Chapter 28 (natural hazards) or other legislation.</p> <p>Refer above</p> <p>Reference to network plans to achieve better integration.</p>

Objectives and policies	Manner in which Chapter 29 is consistent with these
<p>3.2.4 The distinctive natural environments and ecosystems of the District are protected. (addresses Issue 4)</p> <p>... 3.2.4.3 The natural character of the beds and margins of the District's lakes, rivers and wetlands is preserved or enhanced.</p> <p>3.2.4.4 The water quality and functions of the District's lakes, rivers and wetlands are maintained or enhanced.</p> <p>3.2.4.5 Public access to the natural environment is maintained or enhanced.</p> <p>3.2.5 The retention of the District's distinctive landscapes. (addresses Issues 2 and 4)</p> <p>3.2.5.1 The landscape and visual amenity values and the natural character of Outstanding Natural Landscapes and Outstanding Natural Features are protected from adverse effects of subdivision, use and development that are more than minor and/or not temporary in duration.</p>	<p>Limiting the more permissive rules to water-based public transport only.</p> <p>Retaining control over the formation of unformed roads such they may not always be constructed as roads.</p> <p>Applying the ONL policy framework and earthworks rules to transport activities within roads and on zoned land and applying the zone rules relating to activities (such as buildings) and standards (such as height).</p>
<p>Strategic policies</p> <p>Town Centres and other Commercial and Industrial Areas</p> <p>3.3.2 Provide a planning framework for the Queenstown and Wanaka town centres that enables quality development and enhancement of the centres as the key commercial, civic and cultural hubs of the District, building on their existing functions and strengths. (relevant to S.O. 3.2.1.2)</p>	<p>Not requiring onsite parking or loading, controlling new parking provision, including policy that Town Centres be pedestrian-dominant, encouraging and requiring improved public transport, and active transport facilities into and through Town Centres.</p>

Objectives and policies	Manner in which Chapter 29 is consistent with these
<p>Natural Environment</p> <p>3.3.18 Protect SNAs from significant adverse effects and ensure enhanced indigenous biodiversity outcomes to the extent that other adverse effects on SNAs cannot be avoided or remedied.</p> <p>3.3.19 Manage subdivision and / or development that may have adverse effects on the natural character and nature conservation values of the District’s lakes, rivers, wetlands and their beds and margins so that their life-supporting capacity and natural character is maintained or enhanced. (relevant to S.O. 3.2.1.8, 3.2.4.1, 3.2.4.3, 3.2.4.4, 3.2.5.1 and 3.2.5.2)</p> <p>Rural activities</p> <p>...</p> <p>3.3.28 Seek opportunities to provide public access to the natural environment at the time of plan change, subdivision or development. (relevant to S.O.3.2.4.6)</p> <p>Landscapes</p> <p>...</p>	<p>The SNA/ biodiversity provisions (Chapter 33) continue to apply to development within ‘roads’ as well as zoned land</p> <p>The provisions in relation to building and subdivision apply to transport activities on zoned land (e.g. most relevantly in the rural and open space zones) and therefore natural character will continue to be managed. Council retains discretion over whether paper roads (which often exist along lake and river margins) will be formed for vehicular access.</p> <p>Controlling the formation of unformed/ paper roads for vehicle access</p>

Objectives and policies	Manner in which Chapter 29 is consistent with these
<p>3.3.30 Avoid adverse effects on the landscape and visual amenity values and natural character of the District’s Outstanding Natural Landscapes and Outstanding Natural Features that are more than minor and or not temporary in duration. (relevant to S.O.3.2.5.1)</p>	<p>Applying the ONL policy framework and earthworks rules to transport activities within roads and on zoned land and applying the zone rules relating to activities (such as buildings) and standards (such as height).</p>
<p>4.2.2A Objective - A compact and integrated urban form within the Urban Growth Boundaries that is coordinated with the efficient provision and operation of infrastructure and services.</p>	
<p>4.2.2B Objective - Urban development within Urban Growth Boundaries that maintains and enhances the environment and rural amenity and protects Outstanding Natural Landscapes and Outstanding Natural Features, and areas supporting significant indigenous flora and fauna. (From Policy 3.3.13, 3.3.17, 3.3.29)</p> <p>Policies</p>	<p>Lower minimum parking requirements in the most accessible areas enables more compact development and more affordable housing.</p>
<p>4.2.2.1 Integrate urban development with the capacity of existing or planned infrastructure so that the capacity of that infrastructure is not exceeded and reverse sensitivity effects on regionally significant infrastructure are minimised.</p>	<p>HTGA rules</p>
<p>4.2.2.3 Enable an increased density of well-designed residential development in close proximity to town centres, public transport routes, community and education facilities, while ensuring development is consistent with any structure plan for the area and responds to the character of its site, the street, open space and surrounding area.</p>	<p>Reduced or nil minimum parking requirements in the most accessible areas enables more compact development and more affordable housing.</p>
<p>4.2.2.4 Encourage urban development that enhances connections to public recreation facilities, reserves, open space and active transport networks.</p>	<p>HTGA provisions re connections to active transport networks.</p>
<p>4.2.2.5 Require larger scale development to be comprehensively designed with an integrated and sustainable approach to infrastructure, buildings, street, trail and open space design.</p>	<p>HTGA provisions</p>

Objectives and policies	Manner in which Chapter 29 is consistent with these
<p>4.2.2.7 Explore and encourage innovative approaches to design to assist provision of quality affordable housing.</p>	<p>HTGA provisions and reduced or nil minimum parking requirements in specific zones</p>
<p>4.2.2.8 In applying plan provisions, have regard to the extent to which the minimum site size, density, height, building coverage and other quality controls have a disproportionate adverse effect on housing affordability.</p>	<p>Policy to consider reduced parking provision in certain instances.</p>
<p>Chapter 5 - Tangata whenua</p>	<p>The whole chapter is relevant and while the transport chapter includes no provisions that specifically implement the chapter 5 objectives and policies, it is consistent with them.</p>
<p>Managing Activities in Outstanding Natural Landscapes and on Outstanding Natural Features</p>	<p>Applying the ONL policy framework and earthworks rules to transport activities within roads and on zoned land and applying the zone rules relating to activities (such as buildings) and standards (such as height).</p>
<p>6.3.12 Recognise that subdivision and development is inappropriate in almost all locations in Outstanding Natural Landscapes and on Outstanding Natural Features, meaning successful applications will be exceptional cases where the landscape or feature can absorb the change and where the buildings and structures and associated roading and boundary changes will be reasonably difficult to see from beyond the boundary of the site the subject of application. (3.2.1.1, 3.2.5.1, 3.3.21, 3.3.30).</p>	
<p>Managing Activities on Lakes and Rivers</p>	
<p>6.3.30 Control the location, intensity and scale of buildings, jetties, moorings and infrastructure on the surface and margins of water bodies and ensure these structures maintain or enhance landscape quality and character, and amenity values. (3.2.1.1, 3.2.4.1, 3.2.4.3, 3.2.5.1, 3.2.5.2, 3.3.19, 3.3.21, 3.3.26, 3.3.30, 3.3.32).</p>	<p>Provide a more permissive activity status for public water-based</p>

Objectives and policies	Manner in which Chapter 29 is consistent with these
<p>6.3.31 Recognise the character of the Frankton Arm including the established jetties and provide for these on the basis that the visual qualities of the District’s distinctive landscapes are maintained and enhanced. (3.2.4.3, 3.2.5.1, 3.3.30).</p>	<p>transport while retaining the more stringent rules for structures and all other boating activity.</p>
<p>6.3.32 Recognise the urban character of Queenstown Bay and provide for structures and facilities providing they protect, maintain or enhance the appreciation of the District’s distinctive landscapes. (3.2.1.1, 3.2.4.1, 3.2.4.4, 3.2.5.1, 3.2.5.2, 3.3.19, 3.3.21, 3.3.30, 3.3.32).</p>	<p>As above</p>
<p>6.3.33 Provide for appropriate commercial and recreational activities on the surface of water bodies that do not involve construction of new structures. (3.2.1.1, 3.2.4.4, 3.2.5.1, 3.2.5.2, 3.3.21, 3.3.30, 3.3.32).</p>	<p>As above.</p>