

TRACK CHANGE VERSION

APPENDIX 1: RECOMMENDATIONS OF THE HEARING PANEL TO THE MINISTER AS TO THE TEXT OF THE TPLM VARIATION

All text to the TPLM Variation as contained in Appendix A of the reply of Mr Brown dated 1 February 2024 with the recommended amendments of the Hearing Panel struck through and tracked in (in blue and underlined). It has been prepared to fulfil the requirements of Schedule 1 Clause 83(1)(a) of theRMA.

The proposed changes sought in the comments of Queenstown Lakes District Council on 5 April 2024 are included in ~~red underline and strikethrough~~.

The proposed changes sought in the comments Submitters on 27 March 2024 are included in ~~green underline and strikethrough~~.

2.1 Definitions

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<p><u>Non-suburban</u></p>	<p>Means in relation to Te Pūhahi Ladies Mile Zone, medium and higher density residential typologies that are generally not found in the neighbouring suburban residential environments, and includes terraced housing, multi-storey townhouses, apartments, walk-ups, semi-detached, duplexes and similar typologies with a low or very low area of land per unit. Excludes standalone residential units.</p>
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49 Te Pūtahi Ladies Mile Zone

49.1 Zone Purpose

Te Pūtahi Ladies Mile Zone implements the Spatial Plan and Te Pūtahi Ladies Mile Masterplan by providing a planning framework designed to achieve an integrated urban environment. The purpose of the Zone is to ensure [the most efficient practicable](#) use of land for the provision of housing and supporting schools, community, and commercial facilities. [This will occur in a manner](#) and that [uses a structure planned approach](#) integrates with nearby zones to achieve an integrated, well-functioning, and more self-sustaining urban community [along](#) the Eastern Corridor [generally between the Shotover River and Lake Hayes](#).

[South of State Highway 6 new development will be predominantly for lower density residential activities along with one small area of Local Shopping Centre zone. This reflects how much of that area has already been developed and how the remnants can be best managed to contribute to the purpose of the Zone.](#)

[North of State Highway 6 development will change the existing character of the area significantly. It will create an at least medium-density residential neighbourhood with an emphasis on affordable, \(non-suburban\) housing choices. It will have a very built, urban character. Provision for a mix of compatible non-residential activities and, over time, passenger transport services, will allow this area to support much lower rates of private-vehicle-based travel and related emissions than is typical in the District. Because of these factors, living in this part of the Zone will look and feel very different to many existing settlements across the District.](#)

[For both the south and north sides of State Highway 6, and subject to the provision of transportation, environmental and other supporting infrastructure over time, the maximisation of housing provision and density is the overriding resource management priority.](#)

The planning framework is informed by the key Kāi Tahu values including whanaukataka, haere whakamua and mauri of water. These values support family and community focused development (whanaukataka) which contributes to whānau whakaruruhau, the practice of sheltering and protecting. The values also support future focused sustainable development that recognises the needs of future generations (haere whakamua), and development that recognises the life force in land, water and the natural environment (mauri).

The Structure Plan guides subdivision and development within the Zone and sets out key roading connections, [stormwater swales](#), well connected and legible walking and cycling routes, and an open space network for recreation and [enhancement](#) of ecological values.

~~The Zone enables a range of residential densities, including high densities, to ensure the most efficient use of the land, while promoting reduction in reliance on private vehicle trips and emissions through the provision, within the Zone, of commercial, recreational, education and other activities for residents within the Zone as well as residents in nearby zones.~~

Access to State Highway 6 is limited to key points, for safety and efficiency of the highway, and the access links with the south side of the highway promotes integration with the nearby established residential communities. The provision of [key](#) transport infrastructural works, including public transport infrastructure, [some of which shall occur](#) prior to occupation of development [and provision of a new high school, are](#) key to avoiding adverse effects from increased private vehicle trips on State Highway 6 through shifts to other transport modes. Private vehicle [use ownership](#) is [expected, particularly over time, to decrease substantially in favour of alternative travel modes](#) [discouraged by maximum carparking rates](#).

Appropriate management of stormwater is a key consideration in developing Te Pūtahi Ladies Mile Zone. This must include stormwater management solutions that [comply with the Structure Plan and](#) are integrated across the Zone, that mimic the natural water cycle, and that give effect to Te Mana o te Wai. These solutions must include attenuation and treatment and avoid discharges (other than overland flow [in extreme weather events](#)) to Waiwhakaata Lake Hayes, and avoid adverse effects of discharges to Kimiākau/Shotover River or the Kawarau River.

To achieve the Zone purpose, the Zone provides for a range of residential densities and land use activities across six Precincts identified on the Planning Maps. The purpose of each Precinct is:

- The Low Density Residential Precinct, on the south side of State Highway 6 [and to the west of Lower Shotover Road](#), supports integration with the adjoining lower density residential [zones and communities, including](#) of Shotover Country, Lake Hayes Estate and the Queenstown Country Club, while acknowledging the transport limitations [and also enabling limited opportunity for higher density development at the western end of the zone where an opportunity for that still remains](#);
- The Medium Density Residential Precinct provides for a range of [non-suburban](#) housing typologies including terrace, semi-detached, duplex, and townhouses on the north side of State Highway 6, to a density of at least 40 units per hectare [\(net\)](#), within easy walking distance to facilities;
- The High Density Residential Precinct provides [the potential for, in addition to the opportunities provided in the Medium Density Residential Precinct](#), for multi-unit accommodation, to a density of at least [450](#) units per hectare [\(net\)](#), in locations close to areas of public open space, future transportation links, and facilities;
- The Commercial Precinct is centrally located within the Zone and provides a focal point for commercial activities and amenities to serve the day-to-day needs of the Eastern Corridor communities while not undermining the role of the commercial areas at Frankton or the Queenstown Town Centre;
- The Glenpanel Precinct provides for commercial activities and community activities where these are compatible with the heritage values of the Glenpanel Homestead and supports open space and a sense of community; and
- The Open Space Precinct covers the Council-owned land on the south side of State Highway 6 and provides for community activities centred around a sports hub.
- [In addition to the above Precincts, two areas of Local Shopping Centre zone have been provided. In these Precincts, development and subdivision resource consents will also be subject to the relevant TPLM zone policies so as to retain an integrated management approach.](#)
- The above statements do not limit proposals for community, education or recreation activities in any precinct.

49.2 Objectives and policies

49.2.1 **Objective – Development complements and integrates with adjoining [zoning and urban development](#) at Te Pūtahi Ladies Mile and development south of State Highway 6.**

Policies

49.2.1.1 Require that development is in accordance (or, for some items, in general accordance) with the Structure Plan to ensure the integrated, efficient and co-ordinated location of activities, primary roading, key intersections, open spaces, green networks, and walkway / cycleway routes.

49.2.2 **Objective – Development achieves a range of [non-suburban](#) residential intensity and diversity of housing choice to promote affordable homes, a self-sustaining community, and efficient use of urban land.**

Policies

49.2.2.1 Within the Medium and High Density Residential Precincts:

- a. Promote affordability and diversity of [non-suburban](#) housing by ~~maximising choice for residents through~~ encouraging a range of residential typologies, unit sizes and bedroom numbers.
- b. Avoiding residential development that does not achieve the [minimum](#) residential densities required in each Precinct, and avoiding low density housing typologies including single detached residential units.

49.2.2.2 Within the High Density Residential Precinct, [enable a high-quality](#), high- density of residential units ~~that are well designed for terraced housing, multi-storey townhouses and apartment living typologies~~, set within attractive landscaped sites, along with key parks and open spaces, and public transport routes.

49.2.2.3 Within the Medium Density Residential Precinct, require residential development to achieve a density, including by multi-storey townhouses, semi-detached, duplexes and similar typologies, that is distinct from the adjoining lower and medium densities available in the developments south of the State Highway and [west of Lower Shotover Road \(areas within the Low Density Precinct\)](#) and the higher density available in other areas within the Zone.

49.2.2.4 Within the Low Density Residential Precinct, manage the total number of residential units provided for within the Zone to [maximise density while maintaining the general suburban character and amenity values of the area south of State Highway 6 and of the area west of Lower Shotover Road](#) while ~~avoiding~~ significantly increasing vehicle trips and adverse effects on the safe and efficient operation of State Highway 6.

~~49.2.2.4~~ [49.2.2.5 When considering resource consent applications for development that infringes the Zone standards in the residential precincts, prioritise the achievement of housing density, \(non-suburban\) choice, and affordability and then support this by prioritising key environmental and ecological outcomes, and then achievement of high-amenity, high-quality outcomes for and along streets, open spaces, and private ways having the function of a road.](#)

49.2.3 **Objective - The Commercial Precinct is compact, convenient and accessible for meeting the needs of local residents**

Policies

49.2.3.1 Provide for a range of office and small-scale retail, and other commercial activities that meet the needs of local residents, ~~either~~ [including up to one medium-sized supermarket and up to one service station](#).

49.2.3.2 Avoid the establishment of ~~Service Stations and~~ business activities that would undermine the function, [amenity](#), and role of [Queenstown or Frankton centres, or the intended outcomes for the Commercial Precinct](#), including Industrial, Service, Large Format Retail activities and large office spaces.

49.2.3.3 Enable residential activities above ground level while acknowledging that there will be a lower level of residential amenity [available](#) due to the mix of activities in the Commercial Precinct.

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49.2.3.4 Enable [high-density](#) development of a scale up to 6 storeys to provide for an intensity to accommodate the Precinct's core range of activities while maximising the land area available for surrounding residential development and public spaces.

49.2.3.5 Require higher floor to ceiling heights at ground floor level in buildings to provide for flexible use for a range of activities.

49.2.3.6 Require acoustic insulation for Critical Listening Environments to limit the impact of town centre noise on occupants.

49.2.4 Objective - The Glenpanel Precinct provides for non-residential activities that complement the role of the Commercial Precinct with development which responds to the character of the area.

Policies

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49.2.4.1 Enable small-scale commercial and community activities to serve the day-to-day needs of the local community.

49.2.4.2 Require development within the Glenpanel Precinct to protect the historic heritage values of the Glenpanel Homestead and its setting (the setting includes the established Homestead grounds).

49.2.4.2A Enabling additional building height provided such intensification is undertaken in accordance with best practice urban design principles and adverse effects on [maintains and complements the](#) heritage and character attributes of the Glenpanel homestead and gardens. ~~are avoided or satisfactorily mitigated~~

49.2.5 Objective – A range of compatible activities are provided for within the Zone.

Policies

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49.2.5.1 Enable education activities throughout the Zone and ensure that any potential [significant](#) adverse effects of the education activities, including buildings, on neighbourhood amenity are minimised by:

- a. promoting a high standard of building and site design including the location of open space and setbacks;
- b. the efficient provision and design of vehicle access and carparking.

49.2.5.2 Limit commercial activities in the residential precincts to a scale that maintains the primacy of the Commercial Precinct for these activities, supports the social and economic well-being of the local community, and avoids or mitigates adverse effects on residential amenity.

49.2.5.3 Provide for community activities in the Zone where these support the health and safety and the social and economic well-being of the local community and adverse effects on the residential ~~p~~precincts are minimised.

49.2.5.4 ~~Avoid the establishment of activities that are not consistent with the amenity values of the Zone, cause inappropriate environmental effects, and are more appropriately located in other zones~~[Provide two small areas of Local Shopping Centre Zone that can contribute to the overall efficiency of the Zone without undermining the role of the Commercial Precinct as the principal retail and commercial focal point within the Zone. Require these to also be subject to the relevant parts of the Te Pūtahi Ladies Mile Zone policy framework to ensure integrated outcomes.](#)

49.2.5.5 Avoid Visitor Accommodation in all residential precincts, and avoid Residential Visitor Accommodation in the Low and Medium Density residential precincts, consistent with the role of the Zone in providing for the needs of local residents.

49.2.5.5A Provide for limited Residential Visitor Accommodation in the High Density Residential Precinct, consistent with enhancing market attractiveness of and affordability within high density residential developments.

49.2.5.5B Provide for Visitor Accommodation within the Commercial Precinct and the Glenpanel Precinct provided that this activity is consistent with the objectives and policies for those Precincts, [and also the Local Shopping Centre zones as provided for in Chapter 15 of the District Plan.](#)

49.2.6 Objective – **Manage** the generation of additional private vehicle trips along State Highway 6, and reduce, as far as practicable, car dependence and private vehicle trips along State Highway 6 generated by the adjoining residential areas at Ladies Mile by promoting travel mode shift, including by providing for a range of activities to serve residents of the Eastern Corridor and the wider Wakatipu Basin; integrating the TPLM Zone with the existing Eastern Corridor communities through roading and active travel links; providing for efficient and convenient public transport and active transport; and requiring **at least** medium and high residential densities north of State Highway 6 **sufficient** to **support** public transport and the commercial and social amenities within the Zone.

Policies

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49.2.6.1 Provide for a range of activities to serve residents of the Zone and residents within adjoining Ladies Mile residential areas (including areas on the south side of State Highway 6 and Threepwood) that reduce the need for travel along State Highway 6, including:

- a. Educational facilities including a development threshold relating to operation of a high school within the Zone;
- b. A variety of commercial activities to provide for the day-to-day needs of the Ladies Mile communities;
- c. Recreational and open space areas; and
- d. Other community facilities including sportsgrounds and buildings for community uses.

49.2.6.2 Require the integration of the Zone with the adjoining residential areas at Ladies Mile and State Highway 6 by:

- a. Strategically locating intersections at key points on State Highway 6 and Lower Shotover Road;
- b. Ensuring collector road widths and configurations are consistent with their efficient utilisation as bus routes;
- c. Limiting development until pedestrian and cycle crossings are provided across all arms of the Stalker Road / State Highway 6 and the Howards Drive/State Highway 6 intersections State Highway 6 are provided at Lower Shotover Road and Howards Drive at locations that support integration with public transport within walking distance of residential areas; and
- d. Providing for new road connections that enable access to bus services.

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49.2.6.3 Provide for efficient and effective public transport through:

- a. Requiring higher a minimum residential densities within the Medium Density Residential and High Density Residential Precincts in the Zone north of State Highway 6;
- b. Ensuring collector road widths and configurations are consistent with their efficient utilisation as bus routes;
- c. Limiting onsite carparking via maximum rates for residential, office, retail, and education activities;
- d. Limiting Managing on-street parking; and
- e. Requiring key transport infrastructural works related to public transportation to be in place prior to development.

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49.2.6.4 Encourage the use of pedestrian and cycling modes by:

- a. Requiring high-quality, well connected, integrated and legible walking and cycling routes within the zone and linking them to existing routes outside the Zone including by the Amenity Access Area on on both sides of the State Highway and ensure that adjacent development positively contributes to the amenity of these routes; and
- b. Discouraging private vehicle ownership and use by limiting onsite carparking via maximum rates for residential office and retail activities;
- c. Requiring minimum cycle parking to be provided onsite for commercial, educational and residential activities; and
- d. Enhancing active travel experiences by requiring adjacent development to integrate with the Key

Crossing shown on the Structure Plan and by providing high-quality recreation spaces along routes

49.2.6.5 ~~Avoid development where specific transport infrastructural works have not been completed.~~

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49.2.6.6 Require Workplace and School Travel Plans that will demonstrate how private vehicle trips will be reduced and to promote greater reliance on public and active transport.

49.2.7 **Objective -** A built environment that positively responds to streets and open spaces, provides a high level of residential and neighbourhood amenity, achieves high quality urban design and ecological outcomes, and incorporates indigenous biodiversity in design.

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Policies

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In all Precincts

49.2.7.1 Building design integrates with public spaces and provides for a pedestrian-friendly ~~priority~~ environment including active street frontages ~~along streets and private ways having the function of a road, including by way of managing how and where on-site car parking spaces are provided along frontages.~~

49.2.7.2 Minimise opportunities for criminal ~~or antisocial~~ activity through incorporating Crime Prevention Through Environmental Design (CPTED) principles ~~as appropriate~~ in the design of building layout, public and semi-public spaces, and landscaping

49.2.7.3 Acknowledge and celebrate the area's cultural heritage, including incorporating indigenous vegetation, ~~biodiversity~~ and reference to Manawhenua values, in the design of public and private spaces, ~~where appropriate.~~

49.2.7.4 Ensure that the location and direction of lights does not cause significant glare to other sites, roads, and public places and promote lighting design that mitigates adverse effects on views of the night sky.

49.2.7.5 Ensure that outdoor storage areas and any carparking areas are appropriately located or screened to limit adverse visual effects and to be consistent with the amenity values of the Zone or those of any adjacent zone.

49.2.7.6 Require all new buildings, relocated buildings and additions and alterations to existing buildings that contain an Activity Sensitive to Road Noise located adjacent to a State Highway to be designed to maintain internal residential amenity values and, in particular provide protection to sleeping occupants from road noise.

49.2.7.7 Encourage accessibility through universal design of spaces, to enable ease of use by all potential users.

49.2.7.8 In the Low Density Residential Precinct, ensure that the height, bulk and location of development ~~maintains a low density suburban character and~~ maintains the amenity values enjoyed by users of neighbouring properties, in particular, privacy and access to sunlight.

~~49.2.7.8A Within discrete areas of the Low Density Residential Precinct Sub-Area H2 facilitate a mixture of densities and housing typologies while maintaining amenity values of properties south of the southern escarpment edge.~~

All Precincts north of State Highway 6

49.2.7.9 Require high-quality building and site design that promotes and supports neighbourhood amenity values, reflects the highly visible location close to the state highway, ~~and that is appropriate in the setting adjacent to the outstanding natural feature of Slope Hill.~~

49.2.7.10 In the Medium and High Density Residential Precincts and the Commercial Precinct, require that development ~~responds to its context, with a particular emphasis~~ ~~achieves~~ on the following essential built form outcomes ~~(and ensure that land subdivision sufficiently provides for these):~~

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- a. achieving high levels of visual interest and avoiding blank or unarticulated walls or facades;
- b. achieving well-overlooked, activated [and visually interesting](#) streets and public open space [edges](#), including by not dominating street edges with [limiting](#) garaging, parking or access ways [vehicle crossings along frontages](#);
- c. achieving a [incorporating](#) variation and modulation of building mass, facades, materials and roofforms; using [incorporating](#) well-designed landscaped areas [and frontages](#) to add to the visual amenity values of the development for residents or visitors, neighbours, and the wider public.

Medium and High Density Residential Precincts

- 49.2.7.11 Apply recession plane, building height, yard setback and site coverage controls as the primary means of [signalling](#) ensuring a minimum [appropriate](#) levels of outlook, ~~sunshine and light~~ [spaciousness, and daylight](#) access, while acknowledging that through an application for land use [and encourage resource](#) consent [applications that can achieve](#) an outcome superior to that likely to result from strict compliance with the controls may well be identified [better outcomes for these matters in the Zone](#).
- 49.2.7.12 Ensure built form achieves reasonable levels of privacy for occupants of the subject site and neighbouring residential sites and units, including through the use of building setbacks, offsetting windows from one another, screening, or other means.
- 49.2.7.13 Require a high level of landscape amenity which:
 - a. uses indigenous planting to increase ecological [and biodiversity](#) values, preferring vegetation that naturally occurs and/or previously occurred in the area; and
 - b. uses exotic planting to maintain local character where appropriate.
- 49.2.8 **Objective – Development that supports resilience to, and mitigation of, the current and future effects of climate change and contributes to an integrated approach to stormwater management.**
- 49.2.8.1 Encourage site layout and building design that promote sustainability [environmental efficiencies and performance](#), including design that conserves energy, reduces waste and reduces emissions.
- 49.2.8.2 Require a minimum level of permeable surface on a site for stormwater management and landscape amenity.
- 49.2.8.3 ~~Subject to the limit on the maximum number of storeys, allow greater building height only where development is designed to achieve an improved standard of quality, including its environmental sustainability.~~

49.3 Other Provisions and Rules

49.3.1 District Wide

Attention is drawn to the following District Wide chapters.

1. Introduction	2. Definitions	3. Strategic Direction
4. Urban Development	5. Tangata Whenua	15. Local Shopping Centre
25. Earthworks	26. Historic Heritage	27. Subdivision
28. Natural hazards	29. Transport	30. Energy and Utilities
31. Signs	32. Protected Trees	33. Indigenous Vegetation and Biodiversity
34. Wilding Exotic Trees	35. Temporary Activities and Relocatable Buildings	36. Noise
37. Designations	38. Open Space and Recreation	39. Wahi Tupuna
Planning Maps		

49.3.2 Interpreting and Applying the Rules

49.3.2.1 A permitted activity must comply with all rules listed in the Activity and Standards tables, and any relevant district wide rules.

49.3.2.2 Where an activity does not comply with a standard listed in the standards tables, the activity status identified by the "Non-Compliance Status" column shall apply. Where an activity breaches more than one standard, the most restrictive status shall apply to the activity.

49.3.2.3 Within the Open Space Precinct, all provisions of Chapter 38 (Open Space and Recreation) relating to the Community Purposes Zone apply with the exception of the rules in Table [49.4](#) below.

~~49.3.2.3~~ [49.3.2.4](#) Within the Local Shopping Centre zone areas, the provisions of Chapter 15 apply, with new Rule [15.4.16](#) PR status added for petrol stations. see Chapter 15.

~~49.3.2.4~~ [49.3.2.5](#) The following abbreviations are used within this chapter:

P	Permitted	C	Controlled
RD	Restricted Discretionary	D	Discretionary
NC	Non Complying	PR	Prohibited

49.4 Rules - Activities

[49.4.0.1](#) Notwithstanding the restrictions of discretion specifically listed for individual activities in the table below, all activities identified as RD shall be subject to the following additional general restrictions of discretion:

- (a) **For proposals that include residential units, the maximisation of residential density, affordability, and (non suburban) choice in the residential precincts, and above the ground floor level in the Commercial**

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[Precinct and Glenpanel Precinct.](#)

- (b) [Provision of positive effects including environmental benefits and the performance of infrastructure in all Precincts.](#)
- (c) [Maximisation of pedestrian-priority, high-amenity, and active frontages along streets, open spaces, and private ways having the function of a road in all Precincts, including the Open Space Precinct when or if buildings are proposed.](#)

	Activities located in the Te Pūtahi Ladies Mile Zone excluding activities within the Local Shopping Centre zone areas, which are subject to chapter 15 of the District Plan	Activity Status
	Residential Activities	
49.4.1	Residential Activity on the ground floor within the Commercial Precinct, the ground floor within the Glenpanel Precinct with the exception of foyer and stairway spaces at ground level to facilitate access to upper levels.	NC
49.4.1A	Residential Activity not otherwise listed	P
49.4.1AA	Residential Activity in the Open Space Precinct	NC
49.4.2	Homestay	P
49.4.3	Home occupation	P

	Activities located in the Te Pūhahi Ladies Mile Zone	Activity Status
49.4.4	<p>Two or more residential units per site in the Medium Density Residential Precinct and High Density Residential Precinct</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> location, external appearance, site layout and design of buildings, and how the development addresses its context to contribute positively to the character of the area; how the design achieves housing diversity, including the range of unit types to achieve a diverse range of choice including size, typology and affordability; promotion of sustainability and accessibility, either through construction methods, design or function; street activation; parking and access layout: safety, efficiency and impacts on on-street parking and travel management; design and integration of landscaping, including existing vegetation; The spatial layout of the development, and its relationship to and integration with other sites and development, taking into account the location of: <ol style="list-style-type: none"> Roads, walkways and cycleways throughout the Sub-Area including Indicative Roads as shown on the Structure Plan and where these will connect to adjoining sites and (where relevant) neighbouring Sub-Areas and (where relevant) State Highway 6, including intersection layout and design; Open spaces, and their intended function(s), including those open spaces required by the Structure Plan, Indicative Parks as shown on the Structure Plan, and any additional open spaces necessary to serve the future needs of the site and the wider Sub-Area; Three waters infrastructure, including the retention and treatment of stormwater, and integration with the stormwater network<u>system</u> within the Zone. within Sub-Areas B and C, the impact of development on existing established trees identified on the Structure Plan; within Sub-Areas <u>A and K1, K2 and K3</u> the establishment of the "Landscape Buffer Area" shown on the Structure Plan, and the methods to ensure it is maintained in perpetuity; The information requirements for stormwater management specified by Rule 27.7.28.1 <p><u>Note: This Rule needs to be read with Rule 49.5.16.</u></p> <p>Note that this rule also applies to attached and semi-attached residential units within a site, or across more than one site.</p>	RD
49.4.4A	<p><u>More than 1,100 residential units dwellings in total within the Zone and including the Local Shopping Centre zones within the Te Pūhahi Ladies Mile Structure Plan area, prior to the operation of a high school within the Zone.</u></p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> <u>Alternative high school facilities being provided close to the Zone that are capable of providing convenient access for students without them having to cross the Shotover River.</u> 	RD

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	<p>b. Demonstration that provision of a high school cannot occur or will not be possible within the Zone.</p> <p>c. High school facilities having been committed to or designated (if public), but not operational at the time the additional residential units dwellings are proposed.</p> <p>For the purposes of this rule, "More than 1,100 residential units" means when the Council has issued Code Compliance Certificates for more than 1,100 residential units".</p>	
49.4.5	Residential Visitor Accommodation in the Low Density Residential (except as provided for in Sub-Area H2 in Rule 49.4.5A below), Medium Density Residential, Commercial Centre, Glenpanel and Open Space Precincts except as provided for in Sub-Area H2 where Rule 49.5.14A applies.	NC
49.4.5A	Residential Visitor Accommodation in the High Density Residential Precinct and Sub-Area H2 of the Lower Density Residential Precinct.	P
49.4.6	One residential unit per site within the Medium Density Residential Precinct and the High Density Residential Precinct, except that this rule shall not apply to a residential unit that is attached to residential units on other sites.	AG
49.4.6A	Any application under Rule 49.5.16.2(b) for a residential density of less than 40 residential units per hectare.	NC
49.4.7	Retirement Villages	D
	Non-residential activities	
49.4.8	Commercial Activities comprising no more than 100m ² of gross floor area per site in the High Density Residential Precinct	P
49.4.9	Office Activity in the Commercial Precinct	P
49.4.10	Education Activities in the Commercial Precinct	P
49.4.11	Retail activity in the Commercial Precinct and Glenpanel Precinct, except where provided for elsewhere in this table	P
49.4.12	Community Activities in the Commercial Precinct and Glenpanel Precinct	P
49.4.13	Commercial Activity in the Commercial Precinct, except where provided for elsewhere in this table	P
49.4.14	One Large Format Retail tenancy retailing grocery products within the Commercial Precinct	P

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49.4.15	Licensed Premises in the Glenpanel Precinct and the Commercial Precinct Premises licensed for the consumption of alcohol on the premises between the hours of 11pm and 8am, provided that this rule shall not apply to the sale of liquor: a. to any person who is residing (permanently or temporarily) on the premises; and/or b. to any person who is present on the premises for the purpose of dining up until 12am. Control is reserved to: a. the scale of the activity; b. effects on amenity (including that of adjacent residential precincts and reserves); c. noise and hours of operation.	C
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<p>49.4.16</p>	<p>Commercial Activities comprising no more than 100m² of gross floor area per site in the Low Density Suburban Residential Precinct or the Medium Density Residential Precinct.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. benefits of the commercial activity in servicing the day-to-day needs of local residents; b. hours of operation; c. parking, traffic and access; d. noise; <u>and</u> d. <u>any cumulative effects of commercial activities across multiple sites on the primary and viability of the Commercial Precinct or the Local Shopping Centre Zones within the Structure Plan (49.8.19).</u> 	<p>RD</p>
<p>49.4.17</p>	<p>Education Activities within the Low, Medium or High Density Precincts and within the Open Space Precinct for Ministry of Education (or equivalent) operations only.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Traffic generation, access and parking; b. Provision for walkways, cycleways and pedestrian linkages; c. Infrastructure and servicing; and d. Noise effects. 	<p>RD</p>

49.4.18	<p>Buildings for non-residential activities</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Scale, design and external appearance; b. Signage platforms; c. Lighting; d. Spatial layout of the development, including interrelationship with the street, surrounding buildings and open spaces; e. how the design promotes sustainability and accessibility, either through site layout, construction methods, design or function; f. In the Commercial Precinct, the opportunity to establish an anchor building on the corner with State Highway 6 <u>and otherwise create a high-quality built form interface along the State Highway 6 frontage.</u> g. Street activation; h. Parking and access layout: safety, sufficiency for emergency access, efficiency and impacts on on-street parking and travel management; i. Design and integration of landscaping, including existing vegetation; j. The spatial layout of the development, and its relationship to and integration with other sites and development, taking into account the location of: <ul style="list-style-type: none"> i. Roads, walkways and cycleways throughout the Sub-Area including Indicative Roads as shown on the Structure Plan and where these will connect to adjoining sites and (where relevant) neighbouring Sub- Areas and (where relevant) State Highway 6, including intersection layout and design; ii. Open spaces, and their intended function(s), including those open spaces required by the Structure Plan, Indicative Parks as shown on the Structure Plan, and any additional open spaces necessary to serve the future needs of the site and the wider Sub-Area; iii. Three waters infrastructure, including the retention and treatment of stormwater, and integration with the stormwater network <u>system</u> within the Zone. k. The information requirements for stormwater management specified by Rule 27.7.28.1 	RD
49.4.20	Commercial Recreation	D
49.4.21	Community Activities not otherwise listed	D
49.4.22	Activities not otherwise listed	NC
49.4.23	Restaurants with drive-through facilities	NC
49.4.24	Large Format Retail tenancy other than as provided for under Rule 49.4.14.	NC
49.4.25	Buildings within the Building Restriction Area on the Structure Plan planning maps	NC
49.4.26	Service Activity	NC
49.4.27	Industrial Activity	NC
49.4.28	Panel beating, spray painting, motor vehicle repair or dismantling, fibre glassing, sheet metal work, bottle or scrap storage, motor body building	NC
49.4.29	Bulk material storage (except temporary storage during construction of subdivision or buildings)	NC

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49.4.30	Factory farming	NC
49.4.31	Fish or meat processing (excluding that which is ancillary to a retail premises)	NC
49.4.32	Forestry	NC
49.4.33	Visitor Accommodation in the Glenpanel Precinct; and in the Commercial Precinct (above ground floor only)	D
49.4.34	Mining	PR
49.4.35	Airports	PR
49.4.36	Any activity requiring an Offensive Trade Licence under the Health Act 1956	PR
49.4.37	Cemeteries and Crematoria	PR
49.4.38	Service Stations not otherwise listed	PR
49.4.38A	One Service Stations in the Commercial Precinct	PNG
49.4.38B	Commercial storage facilities (including outdoor storage and buildings for the storage of commercial and residential goods) within the Storage Overlay shown on the Structure Plan. Control is reserved to: a. hours of operation; b. parking, traffic and access; c. noise; d. external visual appearance and form and scale of buildings and outdoor storage areas; e. fencing; f. building and landscape frontage, and activation to streets and public spaces g. landscaping; h. lighting	C
49.4.38C	Any built development on the southern escarpment of Sub-Area H2 or on an escarpment within Sub Areas K1 and K2 and K3 as shown on the Structure Plan, excluding the local road shown on the Structure Plan.	NC
49.4.38D	Buildings within the area marked A on the Building Heights Plan for the Glenpanel Precinct	NC/D
49.4.39	Building Restriction Areas adjoining State Highway 6 In any precinct adjoining State Highway 6, within the Building Restriction Area over the land within 10m from the State Highway 6 northern boundary, and over the land within 25m from the State Highway 6 southern boundary, the establishment of continuous, non-vehicular public access corridors. Discretion is restricted to: i. Integration and coordination across sites to achieve continuous, safe, and comfortable pedestrian and cycle facilities for use by the general public (including safety between pedestrians and cyclists); ii. integration with and access to adjacent development, roads or private ways having the function of a road, or State Highway crossing points; iii. Whether any existing facilities have already been provided on the	RD

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	<p>south side of State Highway 6 that sufficiently provide pedestrian and/or cycle access;</p> <p>iv. A variety of vegetative species and trees that complement but remain subordinate to views from State Highway 6 to landscape features and adjacent development;</p> <p>v. Lighting to allow safe night time use of footpaths and cycle facilities without contributing to lighting clutter or glare when viewed from the Highway;</p> <p>vi. If the Building Restriction Area remains in private ownership, the sufficiency of means to ensure unrestricted public access through it, and provide for ongoing care and maintenance of pedestrian and bicycle facilities, landscaping, lighting, signage, or furniture.</p>	
49.4.40	For any land affected by Rule 49.4.39 development of land outside of the Building Restriction Areas adjoining SH6 prior to completion of the works required under Rule 49.4.39 in respect of that land.	NC

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49.449.5 Rules – Standards

49.5.0.1 Notwithstanding the restrictions of discretion specifically listed for individual activities in the table below, all activities identified as RD shall be subject to the following additional general restrictions of discretion:

- (a) The maximisation of residential density, affordability, and (non-suburban) choice in the residential precincts, and above the ground floor level in the Commercial and Glenpanel Precincts;
- (b) Provision of positive effects including environmental benefits and the performance of infrastructure in all Precincts;
- (c) Maximisation of pedestrian-priority, high-amenity, and active frontages along streets, open spaces, and private ways having the function of a road in all Precincts, including the Open Space Precinct when and if buildings are proposed;

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49.5.0.2 Resource consents for development that infringe one or more development standards in the residential precincts or the Commercial Precinct, regardless of activity status, shall be assessed on the basis of the following general prioritisation, in the order stated:

- i. Maximising housing density, (non-suburban) choice and affordability within the residential precincts, and above the ground floor level in the Commercial Precinct; and then
- ii. Whether the infringement(s) allow for a higher-standard of ecological sustainability and stormwater management than the minimum requirements of the Zone would otherwise provide; and then
- iii. Achieving very high amenity and very high visual quality public space outcomes along streets, open spaces, and private ways having the function of a road; and then
- iv. The other relevant matters stated within the Plan.

Note: this rule applies only to the assessment of applications to infringe the standards set out in the Tables below but excluding the Glenpanel Precinct. Where consent is also required for other reasons including under other Chapters of the District Plan, this prioritisation rule shall not apply to those matters.

The Glenpanel Precinct has been excluded from this prioritisation rule because its specific historic heritage sensitivity justifies a more case-by-case approach to be taken.

49.5.0.3 Building Restriction Areas – State Highway 6

In any precinct adjoining State Highway 6, there shall be a Building Restriction setback of 10m from the State Highway 6 northern boundary, and 25m from the State Highway 6 southern boundary. These Building Restriction areas shall may be occupied only by pedestrian footpaths, cycle facilities, landscaping, and any accessory signage, lighting or furniture as follows:

- i. Footpaths shall be continuous along the entire width length of the State Highway frontage (except where it adjoins Sub-Area H2), and have a minimum width of 2m.
- ii. Cycle facilities shall be continuous along the entire width length of the State Highway frontage (except where it adjoins Sub-Area H2), be two-way, and have a minimum width of 3m.
- iii. Footpaths and cycle facilities shall not be located closer than 2m to either the front (State Highway 6) or rear boundary of the Building Restriction area, except for the purpose of tying into any adjoining footpath or cycle facility; providing access for pedestrians or cyclists to development; to or along a road or private way having the function of a road; or State Highway crossing point.

Compliance with this rule shall be a RD activity, with Discretion Restricted to:

- i. Integration and coordination across sites to achieve continuous, safe, and comfortable pedestrian and cycle facilities for use by the general public (including safety between pedestrians and cyclists).
- ii. Integration with and access to adjacent development, roads or private ways having the function of a road, or State Highway crossing points.
- iii. Whether any existing facilities have already been provided on the south side of State Highway 6 that sufficiently provide pedestrian and/or cycle access.
- iv. A variety of vegetative species and trees that complement but remain subordinate to views from State Highway 6 to landscape features and adjacent development.
- v. Lighting to allow safe night time use of footpaths and cycle facilities without contributing to lighting clutter or glare when viewed from the Highway.

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- vi. If the Building Restriction Area remains in private ownership, the sufficiency of means to ensure unrestricted public access through it, and provide for ongoing care and maintenance of pedestrian and bicycle facilities, landscaping, lighting, signage, or furniture.

Non compliance with this rule shall be a NC activity.

Commented [WW23]: QLDC propose to delete Rule 49.5.0.3 and replace with (new) rules 49.4.39, 49.4.40, and 49.5.58.

Table 1	Standards for activities located in the Low Density Residential Precinct	Non-compliance status
49.5.1	Residential Density Maximum residential density of one residential unit per 300m ² . <u>except as provided for in Sub-Area H2 where Rule 49.5.6.5 applies in which case it is 200m²</u>	NC
49.5.2	Building Height A maximum of 8m, <u>except that within 20m of the common boundary of Lot XXX [Corona Trust property] the maximum height shall be 5.5m</u>	NC
49.5.3	Building Coverage A maximum of 40%, <u>except for a development within Sub-Area H2 where Rule 49.5.14C applies.</u>	D
49.5.4	Landscape permeable surface coverage At least 30% of the site area shall comprise landscaped (permeable) Surface, <u>except for a development within Sub-Area H2 where Rule 49.5.14C applies</u>	NC
49.5.5	Recession plane The following recession planes apply to all buildings: a. Northern boundary: 2.5m and 55 degrees b. Western and eastern boundaries: 2.5m and 45 degrees c. Southern boundaries: 2.5m and 35 degrees. Except that: a. gable ends roofs may penetrate the building recession plane by no more than one third of the gable height. b. recession planes will not apply on boundaries with roads. c. recession planes will not apply to buildings sharing a common or party wall <u>except for a development where Rule 49.5.14C applies.</u>	RD Discretion is restricted to any sunlight, shading or privacy effects created by the proposal on adjacent sites.
49.5.6	Minimum Building Setbacks 49.5.6.1 Minimum setback from road boundary: 4.5m 49.5.6.2 Setback from waterbodies: 7m 49.5.6.3 All other boundaries: 2m 49.5.6.4 In Sub-Area H1: Minimum setback from boundary with Sub- Area H2: 6m 49.5.6.5 In Sub-Area H2: <u>Rule 49.5.6.3 does not apply along common boundaries of sites in contiguous ownership except for any buildings within 10m of the top of the southern escarpment edge</u> of Sub-Area H2, where Rule 49.5.6.5A applies 49.5.6.5A In Sub-Area H2, <u>accept except where Rule 49.5.14B applies, for any buildings within 10m of the top of the southern escarpment edge the minimum setbacks are:</u>	D

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Table 1	Standards for activities located in the Low Density Residential Precinct	Non-compliance status
	<p>(a) 6m from the top of the southern escarpment edge; (b) 2m from the southern site boundary; and (c) 2m from the side boundaries.</p> <p>49.5.6.6 In Sub-Area K1 and K3: Minimum setback from the top of an escarpment edge: 20m.</p> <p>49.5.6.7 49.5.6.7 Minimum setback from the southern (outer) side of the State Highway 6 Building Restriction Area: 0m</p> <p>Except that:</p> <p>a. eaves may be located up to 600mm into any boundary setback along eastern, western and southern boundaries and up to 1m into any boundary setback along northern boundaries.</p> <p>b. accessory buildings for residential activities may be located within the boundary setback distances (other than from road boundaries), or within setbacks from the top of an escarpment, where they do not exceed 7.5m in length, there are no windows or openings (other than for carports) along any walls within 1.5m of an internal boundary, and they comply with rules for Building Height and Recession Plane.</p> <p>c. within 4m of a boundary adjacent to the top of an escarpment the storage (temporary or otherwise) of any object greater than 1.5m high is not permitted.</p> <p>d. setbacks do not apply to site boundaries where a common or party wall proposed between two buildings on adjacent sites provided this does not apply where Rule 49.5.6.5A applies.</p> <p>The top of an escarpment is measured at its top edge as at 1 March 2024. Consent applications under this Rule must, where the location of an escarpment is relevant to an assessment, provide a survey plan clearly identifying the top of the escarpment with their consent application.</p>	
49.5.7	<p>Building length</p> <p>The length of any building elevation above the ground floor level shall not exceed 16m.</p>	<p>RD</p> <p>Discretion is restricted to the external appearance, location and visual dominance of the building(s) as viewed from the streets(s) and adjacent sites.</p>
49.5.8	<p>Waste and Recycling Storage Space</p> <p>49.5.8.1 Residential activities shall provide, sufficient space for waste, green waste and recycling bins per residential unit</p> <p>49.5.8.2 Waste, green waste and recycling bins shall be:</p> <p>a. located where it is easy to manoeuvre for kerbside collections and avoid impeding vehicle movements within and through the site; and</p> <p>b. not directly visible from adjacent sites, roads and public</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects on amenity values;</p> <p>b. Size, location and access of waste and recycling</p>

Table 1	Standards for activities located in the Low Density Residential Precinct	Non-compliance status				
	<p>spaces; or</p> <p>c. screened with materials that are in keeping with the design of the building.</p>	storage space.				
49.5.9	<p>Road noise – State Highway</p> <p>Any new residential building or buildings containing Activities Sensitive to Road Noise located within</p> <p>a. 80 metres of the boundary of a State Highway with a speed limit of 70km/h or greater; or</p> <p>b. 40 metres of the boundary of a State Highway with a speed limit less than 70 km/h</p> <p>Shall be designed, constructed and maintained to ensure that the internal noise levels do not exceed 40 dB LAeq(24h) for all habitable spaces including bedrooms.</p>	NC				
49.5.10	<p>Staging development to integrate with transport infrastructure</p> <p>Development (except for utilities, the specified transport infrastructural works and other physical infrastructure) within the Sub-Areas shown on the Structure Plan shall not occur prior to all the corresponding transport infrastructural works for the Sub-Area listed below being completed.</p> <p>For the purposes of this rule, “completed” means when the works are physically completed and are able to be used for the intended purpose.</p> <p>For the purposes of this rule, “development” means a building for which a Code Compliance Certificate has been issued by the Council. Any application under Rules 49.4.4, 49.4.18, and any other application involving a building shall include a condition requiring that a Code Compliance Certificate under s92 of the Building Act 2004 shall not be applied for in respect of that building before the corresponding transport infrastructural works for the Sub-Area are completed.</p>	NC				
	<table border="1"> <tr> <td data-bbox="250 1184 396 1255">H1, & H2 K1 and K3</td> <td data-bbox="401 1184 852 1255"> <p>a. Connection to State Highway 6 Active travel link to State Highway 6 busstops at Stalker Road intersection</p> </td> </tr> <tr> <td data-bbox="250 1262 396 1719">H2</td> <td data-bbox="401 1262 852 1719"> <p><u>Active travel link to SH6 bus stops at Stalker Road intersection</u></p> <p><u>If more than 108 residential units dwellings are built in Sub-Area H2, then:</u></p> <p>a. Dedicated westbound bus lane on SH6 (Howards Drive to Shotover Bridge (part of NZUP package))</p> <p>b. Bus stops on SH6 at west of Stalker Road intersection (one on each side of SH6)</p> <p>c. <u>Stalker Road northbound bus priority lane south of SH6</u></p> <p>d. <u>Signalisation of Stalker Road / SH6 intersection, including at-grade pedestrian and cycle crossings across both roads</u></p> <p>e. NZUP package west of Shotover Bridge <u>SH6 eastbound bus lane from SH6A to Hawthorne Drive and SH6 westbound bus lane from Hardware Lane to SH6A (part of NZUP package)</u></p> </td> </tr> </table>	H1, & H2 K1 and K3	<p>a. Connection to State Highway 6 Active travel link to State Highway 6 busstops at Stalker Road intersection</p>	H2	<p><u>Active travel link to SH6 bus stops at Stalker Road intersection</u></p> <p><u>If more than 108 residential units dwellings are built in Sub-Area H2, then:</u></p> <p>a. Dedicated westbound bus lane on SH6 (Howards Drive to Shotover Bridge (part of NZUP package))</p> <p>b. Bus stops on SH6 at west of Stalker Road intersection (one on each side of SH6)</p> <p>c. <u>Stalker Road northbound bus priority lane south of SH6</u></p> <p>d. <u>Signalisation of Stalker Road / SH6 intersection, including at-grade pedestrian and cycle crossings across both roads</u></p> <p>e. NZUP package west of Shotover Bridge <u>SH6 eastbound bus lane from SH6A to Hawthorne Drive and SH6 westbound bus lane from Hardware Lane to SH6A (part of NZUP package)</u></p>	
H1, & H2 K1 and K3	<p>a. Connection to State Highway 6 Active travel link to State Highway 6 busstops at Stalker Road intersection</p>					
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Table 1	Standards for activities located in the Low Density Residential Precinct		Non-compliance status								
	<p>K1 and K3</p>	<p>a. Dedicated westbound bus lane on SH6 from Howards Drive to Shotover Bridge (part of NZUP package)</p> <p>b. Signalisation of Stalker Road / SH6 intersection, including at-grade pedestrian and cycle crossings across both roads</p> <p>c. Stalker Road northbound bus priority lane south of SH6</p> <p>d. SH6 eastbound bus lane from SH6A to Hawthorne Drive and SH6 westbound bus lane from Hardware Lane to SH6A (part of NZUP package)</p> <p>e. Upgraded Lower Shotover Road / Spence Road intersection</p> <p>a-f. Bus stops on SH6 at Stalker Road intersection (one on each side of SH6)</p>									
	<p>K1</p>	<p>Access intersection from Lower Shotover Road</p>									
	<p>K3</p>	<p>Access intersection from Spence Road</p>									
<p>49.5.11</p>	<p>Maximum number of Residential Units</p> <p>The total number of residential units shall not exceed the maximums in the table below:</p> <table border="1" data-bbox="245 1178 852 1360"> <thead> <tr> <th data-bbox="245 1178 678 1255">Sub Area (as shown on the Structure Plan)</th> <th data-bbox="683 1178 852 1255">Maximum number of residential units</th> </tr> </thead> <tbody> <tr> <td data-bbox="245 1255 678 1297">Sub Area H1</td> <td data-bbox="683 1255 852 1297">38</td> </tr> <tr> <td data-bbox="245 1297 678 1339">Sub Area H2</td> <td data-bbox="683 1297 852 1339">140</td> </tr> <tr> <td data-bbox="245 1339 678 1360">Sub Area I</td> <td data-bbox="683 1339 852 1360">30</td> </tr> </tbody> </table>		Sub Area (as shown on the Structure Plan)	Maximum number of residential units	Sub Area H1	38	Sub Area H2	140	Sub Area I	30	<p>NC</p>
Sub Area (as shown on the Structure Plan)	Maximum number of residential units										
Sub Area H1	38										
Sub Area H2	140										
Sub Area I	30										
<p>49.5.12</p>	<p>Lighting and Glare</p> <p>49.5.12.1 All exterior lighting shall be directed downward and away from adjacent sites and roads.</p> <p>49.5.12.2 No activity on any site shall result in greater than a 3.0 lux spill (horizontal or vertical) of lights onto any other site measured at any point inside the boundary of the other site.</p>		<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects of lighting and glare on amenity values;</p> <p>b. Effects of lighting and glare on the transportation network; and</p> <p>c. Effects of lighting and glare on the night sky.</p> <p>Discretion is restricted</p>								

Table 1	Standards for activities located in the Low Density Residential Precinct	Non-compliance status
		to effects of light and glare on amenity values, the transportation network, ecological health, and the night sky
49.5.13	<p>Homestay</p> <p>49.5.13.1 Shall not exceed 5 paying guests on a site per night</p> <p>49.5.13.2 Shall not generate any vehicle movements by heavy vehicles, coaches or buses to or from the site.</p> <p>49.5.13.3 The Council shall be notified in writing prior to the commencement of the Homestay Activity</p> <p>49.5.13.4 Up to date records of the Homestay Activity shall be kept, including a record of the number of guests staying per night, and in a form that can be made available for inspection by the Council at 24 hours notice.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> a. The nature of the surrounding residential context, including its residential amenity values and character, and the effects of the activity on the neighbourhood; b. The cumulative effect of the activity, when added to the effects of other activities occurring in the neighbourhood; c. The scale and frequency of the activity, including the number of nights per year; d. The management of noise, use of outdoor areas, rubbish and recycling; and e. The location and screening of any parking and access.

Table 1	Standards for activities located in the Low Density Residential Precinct	Non-compliance status
49.5.14	Home Occupation 49.5.14.1 No more than 1 full time equivalent person from outside the household shall be employed in the home occupation activity. 49.5.14.2 The maximum number of two-way vehicle trips shall be: a. heavy vehicles: none permitted; b. other vehicles: 10 per day. 49.5.14.3 Maximum net floor area of 60m ² . 49.5.14.4 Activities and storage of materials shall be indoors.	D
49.5.14A	Residential Visitor Accommodation in Sub-Area H2 in Sub-Area H2 49.5.14A.1 The activity is on a lot greater than 2000m ² and in Sub-Area H2 only ; and 49.5.14A.2 The activity complies with the standards specified in 11.5.13 of the Large Lot Residential (A) Zone.	NC
49.5.14B	New residential units on sites greater than 2000m ² within the H2 Sub-Area shall be subject to the bulk and location controls specified in the Large Lot Residential (A) Zone provisions (11.5.1 – 11.5.14).	As required by Rules 11.5.1 – 11.5.4
49.5.14C	The following rules from Table 2 – Standards for activities located in the Medium Density Residential Precinct will apply to Sub-Area H2 if the provisions in Rule 49.5.6.5 for 0m internal boundary setbacks are utilised. 49.5.19 Landscaped permeable surface 49.5.21 Building coverage [45%] 49.5.23 Outlook space 49.5.24 Outdoor living space 49.5.28 Residential storage 49.5.30 Garages	As per listed Rule
49.5.14D	<u>Landscape buffer</u> <u>The Landscape Buffer shown on the Structure Plan within Sub Area K1 and K3 shall be no less than 10 metres wide along its full length and include:</u> <ul style="list-style-type: none"> • <u>a diverse range of 70% indigenous species with a minimum plant spacing of 1.5m to enhance biodiversity values.</u> • <u>no less than 30% of planting which will reach a mature height of over 10 meters.</u> • <u>no less than 30% of planting which shall reach a mature height of over 4 meters.</u> • <u>the balance of the species can be shrubs and small trees which contribute to biodiversity and amenity values.</u> • <u>No buildings or structures.</u> 	<u>RD</u> <u>Discretion is restricted to:</u> <ol style="list-style-type: none"> a. <u>Effects on, or contribution to, biodiversity and amenity</u> b. <u>Screening benefits or effects to adjacent properties</u>
49.5.14D	Resource consents for any building shall include a condition requiring that a Code Compliance Certificate under s95 of the Building Act 2004 shall not be applied for in respect of that building before the corresponding transport infrastructural works for the Sub-Area are completed.	NC

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Table 1	Standards for activities located in the Low Density Residential Precinct	Non-compliance status
49.5.14E	Fences on southern boundary of Sub Area H2 All fences on the southern boundary of Sub Area H2 shall not be a solid fence, or a wall, and greater less than a height of 1.2m.	RD Discretion is restricted to visual amenity and visual dominance effects of the fence on properties below the southern escarpment.

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Table 2	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct	Non-compliance status
49.5.15	Development shall be in accordance with the Structure Plan at 49.8, except that: a. The location where Collector Road Types A and B intersect with State Highway 6 or Lower Shotover Road may be varied by up to 10m where required to achieve integration with these intersections. b. The location of Collector Road Type C may be varied by up to 20m to integrate with the intersection with State Highway 6. c. The location of the Key Crossing shown on the Structure Plan may be varied by up to 30m. d. The location of items identified with a "*" on the Structure Plan shall be in general accordance with the Structure Plan.	NC
49.5.16	Residential Density 49.5.16.1 In the Medium Density Residential Precinct, residential development shall achieve a density of at least 40 residential units per hectare across the <u>net</u> developable area of the site. 49.5.16.2 In the High Density Residential Precinct, <u>residential development shall achieve a density of at least 40 residential units per hectare across the net developable area of the site.</u> residential development shall achieve: (a) a density of at least 50 residential units per hectare across the gross developable area of the site.; or (b) An average density of 50 residential units per hectare across the gross developable area of the land in the HDR Precinct in the same ownership or control of the applicant. For the purpose of this rule, net developable area of a site means the land within the site shown within the Structure Plan extent, excluding a. the following areas noted on the Structure Plan: i. Building Restriction Areas, Roads, Open Space, Landscape Buffers, Escarpments, and Stormwater Swales; b. the following areas not included on the Structure Plan: i. roads, reserves, accesses, walkways, and cycleways, and stormwater management areas. 49.5.16.3 <u>The calculation of net site area shall exclude any area identified for an alternative use, such as a park, on the structure plan.</u>	NC NC RD Discretion is restricted to a. the manner by which the average residential density of 50 residential units per hectare across the gross developable area of land will be achieved by future stages of development on land in the HDR Precinct in the same ownership or control of the

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	<p>For the purpose of this rule, gross developable area of a site means the land within the site shown on the Structure Plan, excluding the following:</p> <ul style="list-style-type: none">c. Building Restriction areas as shown on the Structure Plan and planning maps;d. Roads, Open Space, Amenity Access Areas and Landscape Buffer as shown on the Structure Plan;e. Stormwater management areas; <p>But including any roads, reserves, accesses and walkways not shown on the Structure Plan.</p> <p><i>Information requirements for applications under Rule 49.5.16.2(b):</i></p>	
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Table 2	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct	Non-compliance status
	<p>The applicant shall provide a statement (along with any plans and supporting information) demonstrating how future stages of residential development on the site of the application, or on other land in the HDR Precinct in the same ownership or control of the applicant, will attain the average residential density required by Rule 49.5.16.2(b); including the methods to ensure that land allocated for the future stage(s) will be protected for development so that the average residential density is attained across the current and future stages.</p> <p><i>Advice note: For the purposes of Rule 49.5.16.2(b), an example of an acceptable method to ensure that land allocated for the future stage(s) will be protected for development so that the average residential density is attained across the current and future stages is a covenant, to which the Council is a party, registered on the title that includes the land to be protected.</i></p>	<p>applicant.</p> <p>b. the mix of housing typologies proposed, and whether, and how, the mix contributes to maximising housing choice in the Zone including by the range of bedroom numbers, accessibility, and housing affordability for the owner / occupier rental markets.</p> <p>c. whether the applicant has any agreement in place with the Housing Trust or similar organisation for specific provision of community housing.</p>
49.5.16A	Any application under Rule 49.5.16.2(b) shall demonstrate how the average residential density shall be achieved by future stages of development on land in the HDR Precinct in the same ownership or control of the applicant.	NC
49.5.17	<p>Building Height</p> <p>a. 49.5.17.1 Buildings shall not exceed the maximum number of storeys shown on the Te Pūtahi Ladies Mile Building Heights Plan.</p> <p>49.5.17.2 Buildings shall achieve the minimum number of storeys where specified on the Te Pūtahi Ladies Mile Building Heights Plan.</p> <p>49.5.17.3 Building height shall not exceed the maximum <u>and/or minimum</u> heights shown on the Te Pūtahi Ladies Mile – Building Heights Plan.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Achieving, at least, a minimum residential density of 40 units per hectare (net) the effects on the ability to achieve the residential density required.</p> <p>b. Any sunlight, shading or privacy effects on adjacent private land;</p> <p>c. External appearance, location and visual dominance of the building;</p> <p>d. Provision of sustainable</p>

Table 2	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct	Non-compliance status
		<p>design responses including in terms of stormwater or other infrastructure.</p> <p>e. Achieving high-visual-quality development interface between building height requirements outlined in Schedule 49.8 Te Putahi Ladies Mile Structure Plan – Building Heights.</p> <p>f. Heritage values of the Glenpanel Homestead</p>
49.5.18	<p>Recession Plane</p> <p>Buildings shall not project beyond the following:</p> <p>49.5.18.1 In the Medium Density Residential Precinct, the following:</p> <ul style="list-style-type: none"> a. Northern boundary: A 55-degree recession plane measured 4m above the boundary; b. Western and Eastern boundaries: A 45-degree recession plane measured 4m above the boundary; c. Southern boundary: A 35-degree recession plane measured 4m above the boundary. <p>49.5.18.2 In the High Density Residential Precinct, a 45-degree recession plane measured 7m above the boundary, except on the northern boundary of the site a 55-degree recession plane measured 7m above the boundary applies.</p> <p>Exclusions:</p> <ul style="list-style-type: none"> a. Gable end roofs may penetrate the building recession plane by no more than one third of the gable height; b. Recession planes do not apply to site boundaries adjoining the Commercial Precinct, fronting a road, swale, or adjoining a park or reserve; c. Recession planes do not apply to site boundaries where a common or party wall is proposed between two buildings on adjacent sites. 	<p>RD</p> <p>Discretion is restricted to any visual dominance, sunlight, shading or privacy effects created by the proposal on adjacent sites, including effects on the heritage values of the Glenpanel Homestead.</p>
49.5.19	<p>Landscaped permeable surface</p> <p>49.5.19.1 In the Medium Density Residential Precinct, at least 25% of the site area shall comprise permeable surface.</p> <p>49.5.19.2 In the High Density Residential Precinct, at least 20% of the site area shall comprise permeable surface.</p> <p>49.5.19.3 Each residential unit located on the ground floor shall include a minimum of 1 specimen tree (45L) and 3m² of soft landscaping located between the road boundary and the front elevation of any</p>	<p>NC</p> <p>NC</p> <p>RD</p> <p>Discretion is restricted to</p>

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[Draft Decision](#)

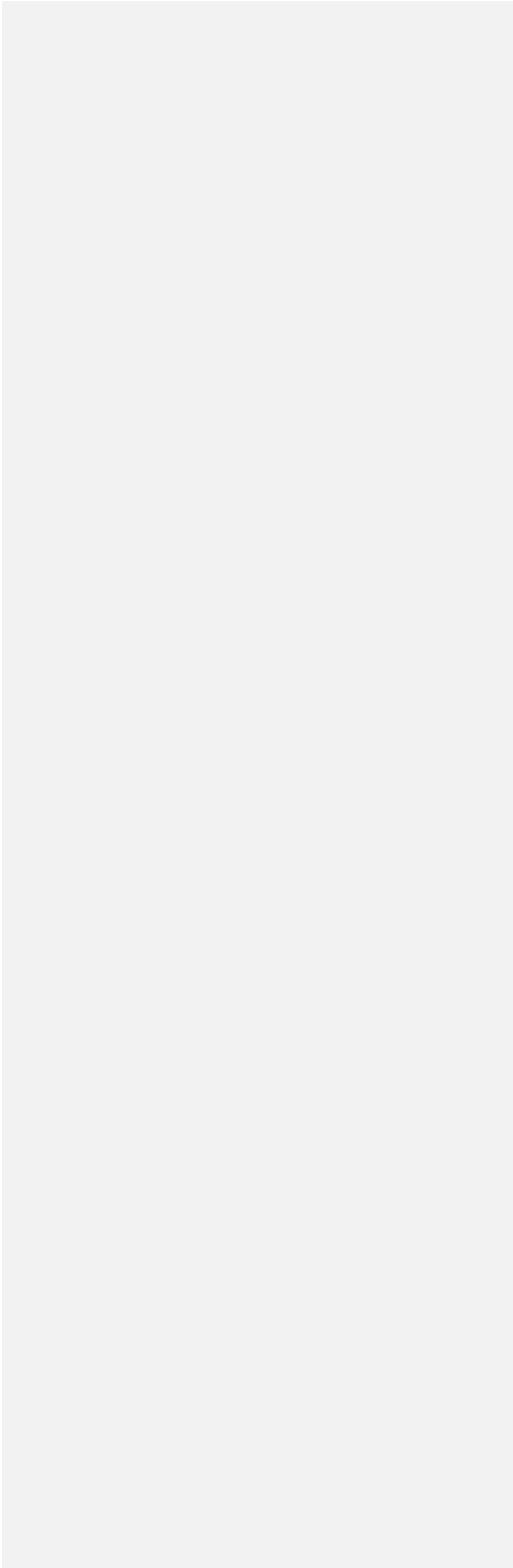
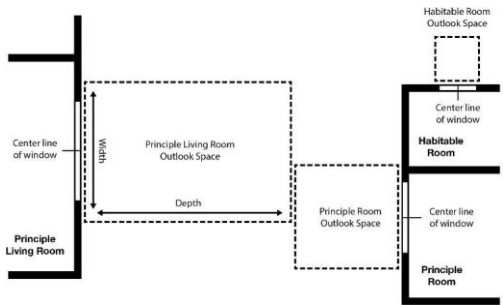


Table 2	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct	Non-compliance status
	building	external appearance and visual dominance of the building when viewed from the street.
49.5.20	<p>Roof colour</p> <p>The roof of any new building or any building alterations that result in a change in roofing material, shall be coloured within the range of browns, greens, greys blacks and blue greys with a Light Reflectance Value (LRV) of less than 30%.</p>	<p>RD</p> <p>Discretion is restricted to visual effects on Slope Hill when viewed from above</p>
49.5.21	<p>Building Coverage</p> <p>49.5.21.1 In the Medium Density Residential Precinct, a maximum of 45%.</p> <p>49.5.21.2 In the High Density Residential Precinct, a maximum of 70%.</p>	<p>RD</p> <p>Discretion is restricted to the following:</p> <ul style="list-style-type: none"> a. external appearance, location and visual dominance of the building(s) as viewed from the street(s) and adjacent sites; b. external amenity values for future occupants of buildings on the site. <p>NC</p>
49.5.22	<p>Minimum boundary setbacks for buildings</p> <ul style="list-style-type: none"> a. Road boundaries: 3m b. All other boundaries: 1.5m c. Garages shall be setback at least 6m from a road boundary. d. Building setbacks from a private-way having the function of a dedicated rear service lane, and which does not provide public access to any residential unit's front door or public pedestrian traffic generally: 0m e. Building setbacks from a private-way having the function of a road in terms of providing public access to any residential unit's front door and public pedestrian traffic: 3m <p>Note: For the purposes of clauses (d) and (e) above, private ways shall only be considered in their entirety (i.e., both sides together and for their full length) when identifying whether clause (d) or clause (e) applies. Refer also to the provisions of Chapter 27.</p> <ul style="list-style-type: none"> e.f. In Sub-Area K2: Minimum setback from the top of the escarpment edge: 20m. e.g. Minimum setback from the northern (outer) side of the State Highway 6 Building Restriction Area: 0m <p>Exclusions:</p> <ul style="list-style-type: none"> a. Setbacks do not apply to site boundaries where a common or party wall is proposed between two buildings on adjoining adjacent sites. b. Roof eaves, entrance awnings, window shading/screening devices and other building elements that provide shelter can extend into the road 	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Any privacy effects created by the proposal on adjacent sites; b. External appearance, location and visual dominance of the building as viewed from the street and adjacent sites; and c. Effects on the safety of the transportation network, including pedestrian safety. <p>e.d. Heritage values of the Glenpanel Homestead.</p>

Table 2	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct	Non-compliance status
	<p>boundary setback by up to 1.5m on buildings up to a maximum of two storeys in height and up to 1m on all other boundaries.</p> <p><u>The top of an escarpment is measured at its top edge as at 1 March 2024. Consent applications under this Rule must, where the location of an escarpment is relevant to an assessment, provide a survey plan clearly identifying the top of the escarpment with their consent application.</u></p>	
49.5.23	<p>Outlook Space</p> <p>An outlook space that meets the following standards shall be provided from the face of a building containing windows to a habitable room in a residential unit:</p> <p>49.5.23.1 Principal living room: 1-2 storeys: 8m in depth and 4m wide 3 storeys: 10m in depth and 4m wide 4 storeys and above: 12m in depth and 4m wide</p> <p>49.5.23.2 Principal bedroom: 3m in depth and 3m wide</p> <p>49.5.23.3 All other habitable rooms: 1m in depth and 1m wide</p> <p>Notes:</p> <ol style="list-style-type: none"> Outlook spaces are to be the same height as the floor height of the building face to which it applies, with the depth to be measured at right angles from the window to which it applies. Outlook spaces from different rooms within the same residential unit or residential flat may overlap. Outlook spaces may be located within the site or over a public street, swale, or other public open space but not otherwise over another site. Outlook spaces shall be clear and unobstructed by buildings. 	<p>RD</p> <p>Discretion is restricted to effects on residential amenity.</p>

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<p>49.5.24</p>	<p>Outdoor living space</p> <p>Each residential unit shall have an outdoor living space that meets the following standards:</p> <p>49.5.24.1 At ground level: Minimum area of 20m², which can be comprised of ground floor and/or balcony/roof terrace space with a minimum dimension of 4m for ground level and 1.8m for above ground level.</p> <p>49.5.24.2 Above ground level: Minimum area of –</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. effects on residential amenity; b. The extent to which any common space is adequate for providing outdoor seating.
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Table 2	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct	Non-compliance status								
	<p>1 bedroom unit: 8m² 2 bedroom unit: 10m² 3 or more-bedroom unit: 12m² with a minimum dimension of 1.5m.</p> <p>49.5.24.3 All outdoor living space shall be directly accessible from the residential unit and shall be free from buildings, parking spaces, servicing and manoeuvring areas.</p> <p>49.5.24.4 Buildings with 4 or more residential units above ground level shall provide an additional 4m² of common space per bedroom of above ground level units. Common space shall be landscaped, free of vehicles and accessible to all units it is intended to serve.</p> <p>Exclusions: Rule 49.5.24.4 does not apply where the primary entrance of a building is within 100m walking distance of a public park.</p>	<p>landscaping, and informal play spaces and receives adequate sunlight access, and is accessible to all units it is intended to serve.</p>								
<p>49.5.25</p>	<p>Lighting and Glare</p> <p>49.5.25.1 All exterior lighting shall be directed downward and away from adjacent sites and roads.</p> <p>49.5.25.2 No activity on any site shall result in greater than a 3.0 lux spill (horizontal or vertical) of lights onto any other site measured at any point inside the boundary of the other site.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects of lighting and glare on amenity values;</p> <p>b. Effects of lighting and glare on the transportation network; and</p> <p>c. Effects of lighting and glare on the night sky.</p> <p>Discretion is restricted to effects of light and glare on amenity values, the transportation network and the night sky</p>								
<p>49.5.26</p>	<p>Building separation within sites</p> <p>The minimum separation distance between buildings containing residential units within the site shall comply with the following:</p> <p>49.5.26.1</p> <table border="0"> <tr> <td>Up to two storeys:</td> <td>2m</td> </tr> <tr> <td>3 storeys:</td> <td>4m</td> </tr> <tr> <td>4 storeys:</td> <td>6m</td> </tr> <tr> <td>5 or more storeys:</td> <td>8m</td> </tr> </table> <p>Except that this shall not apply to shared walls for terrace or other attached building typologies.</p> <p>49.5.26.2 Where there is a difference in the number of storeys of the two buildings, the larger separation distance shall apply.</p>	Up to two storeys:	2m	3 storeys:	4m	4 storeys:	6m	5 or more storeys:	8m	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. External appearance, location and visual dominance of the building; and</p> <p>b. Effects on residential amenity.</p>
Up to two storeys:	2m									
3 storeys:	4m									
4 storeys:	6m									
5 or more storeys:	8m									

Table 2	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct	Non-compliance status
49.5.27	<p>Fencing</p> <p>Any fencing located between any road boundary or boundary with a reserve or swale shall have a maximum height of 1.2m, except that fences may be up to 1.8m where they are visually permeable.</p>	<p>RD</p> <p>Discretion is restricted to effects on passive surveillance of the street.</p>
49.5.28	<p>Residential Storage</p> <p>Every residential unit shall have a storage space comprising at least 2m³ per one bedroom and an additional storage space of 1m³ for every bedroom thereafter.</p>	<p>RD</p> <p>Discretion is restricted to effects on residential amenity, including provision of alternative storage solutions.</p>
49.5.29	<p>Maximum building length</p> <p>49.5.29.1 In the Medium Density Residential Precinct, the length of any building elevation above the ground floor level shall not exceed 26m.</p> <p>49.5.29.2 In the High Density Residential Precinct, the length of any building elevation above the ground floor level shall not exceed 32m.</p>	<p>RD</p> <p>Discretion is restricted to external appearance, location and visual dominance of the building</p>
49.5.30	<p>Garages, car parking and vehicle access, and provision to store and collect wastes</p> <p>49.5.30.1 Garage doors and their supporting structures (measured parallel to the road) shall not exceed 50% of the width of the front elevation of the building which is visible from the street. Any residential unit dwelling with a frontage width of 10m or less shall be limited to a single-width garage, a single-width driveway, and a single-width vehicle crossing.</p> <p>49.5.30.2 Any residential unit dwelling with a frontage width of 6.5m or less shall have no garage, driveway, or vehicle crossing in front of the residential unit dwelling.</p> <p>49.5.30.1-49.5.30.2 49.5.30.3 For the purposes of 49.5.30.1 and 49.5.30.2, where a residential unit dwelling is on a corner site, the rules apply to each individual frontage.</p> <p>49.5.30.4 Garages shall be setback a minimum of 0.5m from the front elevation of the building which is visible from the street (note also Rule 49.5.22).</p> <p>49.5.30.5 Where a side yard allows, the day-to-day storage of bins shall not occur in front of a residential unit dwelling.</p> <p>49.5.30.6 In the case of attached housing where the residential unit(s) dwelling(s) have no side yard, and where a dedicated rear service lane is available, the storage and collection of bins shall occur from within the rear service lane.</p> <p>49.5.30.7 In the case of attached housing where the residential unit(s) dwelling(s) have no side yard, and where servicing from a dedicated rear service lane is not possible, the day-to-day storage of bins shall occur in an enclosure attached to the residential unit's dwelling's front wall. Such enclosure shall be excluded from any applicable setback or building coverage standards.</p> <p>Note: For the purposes of this rule, "frontage" means the elevation of a building that faces a road or a private way having the function of a road in terms of</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Avoidance of a proliferation of vehicle crossings, driveways, and reversing vehicles across footpaths.</p> <p>b. Ensuring well-landscaped front yards between residential units dwellings and roads or private ways that serve the function of a road.</p> <p>c. Avoiding a proliferation of, and otherwise minimising the adverse effects of permanently-placed bins detracting from the quality of frontages. Including in terms of visual quality, smells, spills, or pests at or adjacent to the road or relevant private way edge.</p> <p>d. Ensuring the efficient use of rear service lanes where these</p>

[providing public access to any residential unit's front door and public pedestrian traffic \(whether on one or both sides\). It does not apply to dedicated](#) [have been provided](#)

Table 2	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct	Non-compliance status
	rear service lanes.	or are available. a-e. External appearance, location and visual dominance of the building when viewed from the street; b-f. Effects on passive surveillance of the street;
49.5.31	Location of mechanical plant Externally mounted mechanical plant shall not be visible from the street or any public place.	RD Discretion is restricted to: a. External appearance, location and visual dominance of the building when viewed from the street; b. Effects on residential amenity.
49.5.32	Road noise – State Highway 6 Any new residential buildings or buildings containing Activities Sensitive to Road Noise, located within: a. 80m of the boundary of State Highway 6 where the speed limit is 70kmph or greater; or b. 40m of the boundary of State Highway 6 where the speed limit is less than 70kmph shall be designed and constructed to ensure that the internal noise levels do not exceed 40dB Laeq(24h) for habitable spaces.	NC
49.5.33	Staging development to integrate with transport infrastructure Development (except for utilities, the specified transport infrastructural works and other physical infrastructure) within the Te Pūtahi Ladies Mile Sub-Areas shown on the Structure Plan shall not occur prior to all the corresponding transport infrastructural works for the Sub-Area listed below being completed. For the purposes of this rule, “completed” means when the works are physically completed and are able to be used for the intended purpose. For the purposes of this rule, “development” means a building for which a Code Compliance Certificate has been issued by the Council. Any application under Rules 49.4.4, 49.4.18, and any other application involving a building shall include a condition requiring that a Code Compliance Certificate under s92 of the Building Act 2004 shall not be applied for in respect of that building before the corresponding transport infrastructural works for the Sub-Area are completed.	NC
Sub-Area	Transport infrastructural works	

Table 2	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct		Non-compliance status
	A	Access intersection from at least one of Lower Shotover Road / Spence Road or Collector Road A at Stalker Road	
	A, K2	Intersection on Lower Shotover Road at Spence Road Appropriately upgraded intersection on Lower Shotover Road at Spence Road intersection	
	K2	Active travel link between Lower Shotover Road, the bus stops on SH6 at Stalker Road, sub areas K1, K2 and K3 the Old Shotover Bridge	
	A, B, K2	Bus stops on State Highway SH 6 , west of the at Stalker Road intersection (one on each side of State Highway 6) Safe pedestrian cycle crossing of State Highway 6 / Stalker Road intersection Upgrades to signalise SH6 / Stalker Road intersection. Signalisation of Stalker Road / SH6 intersection, including at-grade pedestrian and cycle crossings across both roads Active Travel link to SH6 bus stops at Stalker Road Intersection Stalker Road bus priority	
	C, E	Upgrades to SH6 / Howards Drive intersection. Signalisation of the Howards Drive / SH6 intersection, including at-grade pedestrian and cycle crossings across both roads Bus stops on State Highway SH6 , west of at Howards Drive intersection (one on each side of the State Highway SH6) Safe pedestrian / cycle crossing of State Highway 6 Howards Drive intersection Stalker Road bus priority	
	F, G1 and G2	Eastern Roundabout on State Highway 6 Bus stops on State Highway S H 6 west of the Eastern Roundabout (one on each side of the State Highway SH6) Safe At grade signalised pedestrian / cycle crossing of State Highway 6 west of the Eastern Roundabout Dedicated westbound bus lane on SH6 (Howards Drive to Eastern roundabout (not included in NZUP package)) NZUP package west of Shotover Bridge SH6 eastbound bus lane from SH6A to Hawthorne Drive and SH6 westbound bus lane from Hardware Lane to SH6A (part of NZUP package)	Commented [WW35]: QLDC
	A, B, C, E, K2	Dedicated westbound bus lane on State Highway SH6 from (Howards Drive to Shotover Bridge (part of NZUP package))	Commented [WW36]: Glenpanel Developments Limited

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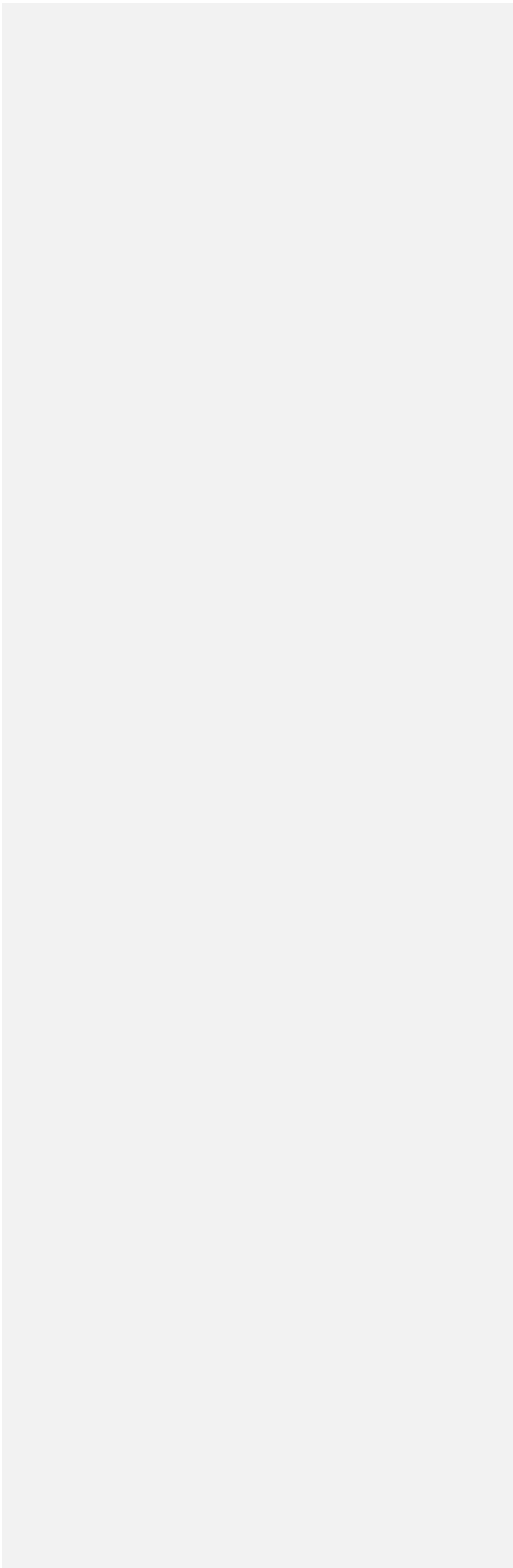


Table 2	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct	Non-compliance status
	<p>NZUP package west of Shotover Bridge SH6 eastbound bus lane from SH6A to Hawthorne Drive and SH6 westbound bus lane from Hardware Lane to SH6A (part of NZUP package)</p> <p>Stalker Road northbound bus priority lane south of SH6</p>	
<p>49.5.34</p>	<p>Homestay</p> <p>49.5.34.1 Shall not exceed 5 paying guests on a site per night</p> <p>49.5.34.2 Shall not generate any vehicle movements by heavy vehicles, coaches or buses to or from the site.</p> <p>49.5.34.3 The Council shall be notified in writing prior to the commencement of the Homestay Activity</p> <p>49.5.34.4 Up to date records of the Homestay Activity shall be kept, including a record of the number of guests staying per night, and in a form that can be made available for inspection by the Council at 24 hours notice.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> The nature of the surrounding residential context, including its residential amenity values and character, and the effects of the activity on the neighbourhood; The cumulative effect of the activity, when added to the effects of other activities occurring in the neighbourhood; The scale and frequency of the activity, including the number of nights per year; The management of noise, use of outdoor areas and rubbish and recycling; and The location and screening of any parking and access.
<p>49.5.35</p>	<p>Home Occupation</p> <p>49.5.35.1 No more than 1 full time equivalent person from outside the household shall be employed in the home occupation activity.</p> <p>49.5.35.2 The maximum number of two-way vehicle trips shall be:</p> <ol style="list-style-type: none"> heavy vehicles: none permitted; other vehicles: 10 per day. <p>49.5.35.3 Maximum net floor area of 60m².</p> <p>49.5.35.4 Activities and storage of materials shall be indoors.</p>	<p>D</p>
<p>49.5.36</p>	<p>Minimum size of residential units in the High Density Residential Precinct</p> <p>49.5.36.1 30m² for studio units</p> <p>49.5.36.2 45m² for one or more bedroom units</p>	<p>D</p>

Commented [WW37]: Glenpanel Development Limited

Table 2	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct	Non-compliance status
49.5.36A	<p>Residential Visitor Accommodation in the HDR Precinct:</p> <p>49.5.36A.1 For Residential Visitor Accommodation within a building of at least four storeys:</p> <ol style="list-style-type: none"> a. A maximum of 50% of the units within a building are allowed to be available for Residential Visitor Accommodation. b. The total nights of occupation by paying guests within a unit does not exceed a cumulative total of 90 nights per annum from the date of initial registration. c. The number of guests must not exceed two adults per bedroom and the total number of adults and children must not exceed: <ul style="list-style-type: none"> • 3 in a one-bedroom residential unit; • 6 in a two-bedroom residential unit; • 9 in a three-bedroom residential unit d. No vehicle movements by a passenger service vehicle capable of carrying more than 12 people are generated. <p>49.5.36A.2 For Residential Visitor Accommodation within a building of three storeys or less the total number of nights does not exceed 30 nights per annum from the initial date of registration.</p> <p>Notes:</p> <ol style="list-style-type: none"> (a) The activity is registered with Council prior to commencement. (b) Up to date records of the Residential Visitor Accommodation activity must be kept including a record of the date and duration of guest stays and the number of guests staying per night, and in a form that can be made available for inspection by Council with 24 hours' notice. (c) The Council may request that records are made available to the Council for inspection at 24 hours' notice, in order to monitor compliance with Rules 49.5.37.1 – 49.5.37.4 	NC
49.5.36B	<p>Landscape buffer</p> <p>The Landscape Buffer shown on the Structure Plan within Sub Area A shall be no less than 6 meters wide along its full length and the landscape buffer in Sub Area K2 shall be no less than 10m wide and both shall include:</p> <ul style="list-style-type: none"> • a diverse range of 70% native indigenous species with a minimum plant spacing of 1.5m to enhance biodiversity values. • no less than 30% of planting which will reach a mature height of over 10 meters. • no less than 30% of planting which shall reach a mature height of over 4 meters. • the balance of the species can be shrubs and small trees which contribute to biodiversity and amenity values. • No buildings or structures 	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> a. Effects on, or contribution to, biodiversity and amenity b. Screening benefits or effects to adjacent properties

Table 2	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct	Non-compliance status
49.5.36C	Resource consents for any building shall include a condition requiring that a Code Compliance Certificate under s95 of the Building Act 2004 shall not be applied for in respect of that building before the corresponding transport infrastructural works for the Sub-Area are completed.	NC

Table 3	Standards for activities located in the Commercial Precinct and the Glenpanel Precinct	Non-compliance status
49.5.37	Development shall be in accordance with the Structure Plan at 49.8, except that: <ul style="list-style-type: none"> a. The location where Collector Road Types A and B intersect with State Highway 6 or Lower Shotover Road may be varied by up to 10m where required to achieve integration with these intersections. b. The location where Collector Road Type C intersects with State Highway 6 may be varied by up to 20m to integrate with this intersection c. The location of the Key Crossing shown on the Structure Plan may be varied by up to 40m. d. The location of items identified with a * on the Structure Plan shall be in general accordance with the Structure Plan. 	NC
49.5.38	Retail activity <p>49.5.38.1 The maximum retail floor area of a single retail tenancy shall be 300m², except as provided for by 49.5.38.2 below.</p> <p>49.5.38.2 The maximum retail floor area of the single Large Format Retail tenancy retailing grocery products provided for in Rule 49.4.14 shall be 4000m².</p> <p>The single retail tenancy retailing grocery products provided for in Rule 49.4.14 shall not front the State Highway.</p>	NC
49.5.39	Office activity <p>The maximum gross floor area of a single office tenancy shall be 200m².</p> <p>Except that this rule shall not apply to tenancies operating as a commercial coworking space.</p>	NGD
49.5.40	Storage <p>Where a storage area does not form part of a building, the storage area shall be screened from view from all public places, adjoining sites and adjoining precincts.</p>	RD <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. the effects on visual amenity; b. consistency with the character of the locality; and c. whether the safety and efficiency of pedestrian and vehicle movement is compromised.

Table 3	Standards for activities located in the Commercial Precinct and the Glenpanel Precinct	Non-compliance status
49.5.41	<p data-bbox="245 470 370 491">Building Height</p> <p data-bbox="245 499 841 548">49.5.41.1 Buildings shall not exceed the maximum number of storeys shown on the Te Putahi Ladies Mile Building Heights Plan.</p> <p data-bbox="245 1010 841 1079">49.5.41.12 In the Glenpanel Precinct, within the area marked B on the Glenpanel Building Heights Plan, building height shall not exceed 813 and 17m.</p> <p data-bbox="245 1087 841 1157">49.5.41.3 In the Commercial Precinct, buildings shall achieve the minimum number of storeys where specified on the Te Putahi Ladies Mile Building Heights Plan.</p> <p data-bbox="245 1165 841 1255">49.5.41.24 Unless otherwise specified Except as provided for in rule 49.5.41.1, building height shall not exceed the maximum heights shown on the Te Putahi Ladies Mile Building Heights Plan</p>	<p data-bbox="862 470 894 491">RD</p> <p data-bbox="862 499 1062 520">Discretion is restricted to:</p> <ul style="list-style-type: none"> <li data-bbox="862 529 1062 598">a. Any sunlight, shading, or privacy effects; <li data-bbox="862 606 1062 718">b. External appearance, location, and visual dominance of the building; <li data-bbox="862 726 1062 795">c. Provision of sustainable design responses; <li data-bbox="862 804 1062 915">d. How the proposal aligns with the overall structure plan height strategy for the TPLM Zone. <li data-bbox="862 924 1062 993">e. Heritage values of the Glenpanel Precinct. <p data-bbox="862 1031 878 1052">D</p> <p data-bbox="862 1089 878 1110">D</p> <p data-bbox="862 1148 894 1169">RD</p> <p data-bbox="862 1178 1062 1199">Discretion is restricted to:</p> <ul style="list-style-type: none"> <li data-bbox="862 1207 1062 1549">a. the effects of additional height on the urban form of the Precinct and any adverse effects on any public or publicly accessible space, including the extent to which the building design responds sensitively to the area in terms of use of materials, façade articulation and roof forms; <li data-bbox="862 1558 1062 1711">b. the amenity of surrounding streets, lanes, footpaths and other public spaces, including the effect on sunlight access and the provision of

Commented [WW38]: Glenpanel Developments Limited

Table 3	Standards for activities located in the Commercial Precinct and the Glenpanel Precinct	Non-compliance status
		<p>public space shadowing, amenity, and overlooking (of private property) effects;</p> <p>c. the protection of public views of Slope Hill from roads within the Zone north of State Highway 6 and the Remarkables Range;</p> <p>d. effects on residential amenity, dominance and access to sunlight; and</p> <p>e. Heritage values of the Glenpanel Precinct.</p>
49.5.41A	<p>Recession Plane</p> <p>Where the Commercial Precinct boundary adjoins the MDR or HDR Precinct, the sunlight recession plane standard of the MDR or HDR Precinct, as applicable, shall apply to any building within the Commercial Precinct.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. the effects on residential amenity, dominance and access to sunlight;</p> <p>b. the effects on the amenity of, and sunlight access to, streets and other public areas.</p>
49.5.42	<p>Setbacks in the Glenpanel Precinct</p> <p>Buildings shall be setback at least 3m from a boundary with a residential precinct or a public open space.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. the visual effects of the height, scale, location and appearance of the building, in terms of</p> <p>i. dominance;</p> <p>ii. loss of privacy on adjoining sites; and</p> <p>iii. any resultant shading effects.</p>

Table 3	Standards for activities located in the Commercial Precinct and the Glenpanel Precinct	Non-compliance status
49.5.43	<p>Residential Activities</p> <p>49.5.43.1 Outlook Space</p> <p>An outlook space that meets the following standards shall be provided from the face of a building containing windows to a habitable room in a residential unit:</p> <p>a. Principal living room:</p> <p>Ground level (first storey) – N/A (see Rule 49.4.1)</p> <p>Second storey: 8m in depth and 4m wide</p> <p>Third storey: 10m in depth and 4m wide</p> <p>Fourth storeys and above: 12m in depth and 4m wide</p> <p>b. Principal bedroom: 3m in depth and 3m wide</p> <p>c. All other habitable rooms: 1m in depth and 1m wide</p> <p>Notes:</p> <p>i. Outlook spaces are to be the same height as the floor height of the building face to which it applies, with the depth to be measured at right angles from the window to which it applies.</p> <p>ii. Outlook spaces from different rooms within the same residential unit or residential flat may overlap.</p> <p>iii. Outlook spaces may be located within the site or over a public street, swale, or other public open space but not otherwise over another site.</p> <p>iv. Outlook spaces shall be clear and unobstructed by buildings.</p> <p>v. See diagram at Rule 49.5.23.</p> <p>49.5.43.2 Outdoor Living Space</p> <p>Each residential unit shall have an outdoor living space that meets the following standards:</p> <p>a. Ground level (first storey) – N/A (see Rule 49.4.1)</p> <p>b. Above ground level: Minimum area of –</p> <p>1 bedroom unit: 8m²</p> <p>2 bedroom unit: 10m²</p> <p>3 or more-bedroom unit: 12m²</p> <p>with a minimum dimension of 1.5m.</p> <p>c. All outdoor living space shall be directly accessible from the residential unit.</p> <p>49.5.43.1 In the Commercial Precinct, all residential activities shall be restricted to first floor level and above, with the exception of foyer and stairway spaces at ground level to facilitate access to upper levels.</p> <p>49.5.43.2 All residential units shall comply with the rules relating to Outlook Space and Outdoor Living Space in Table 1.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. For both rules, Effects on residential amenity.</p> <p>b. For Rule 49.5.43.2, whether any lack of individual-units' outdoor living space is offset by the provision of communal outdoor open space, or internal communal facilities where the unit is within 100m of a public open space.</p> <p>a,c. The maintenance of an active street frontage;</p> <p>effects on residential amenity.</p>

Table 3	Standards for activities located in the Commercial Precinct and the Glenpanel Precinct	Non-compliance status
49.5.44	<p>Education Activities</p> <p>The maximum gross floor area of a single Education Activity shall be 300m².</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. The scale of the activity, including effects on residential amenity; b. Effects on the transportation network; c. Effects on the vitality of the Commercial Precinct.
49.5.45	<p>Acoustic Insulation</p> <p>A mechanical ventilation system shall be installed for all critical listening environments in accordance with Table 5 in Chapter 36.</p> <p>All elements of the façade of any critical listening environment shall have an airborne sound insulation of at least 40 dB Rw + Ctr determined in accordance with ISO 10140 and ISO 717-1.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. The noise levels that will be received within the critical listening environments, with consideration including the nature and scale of the residential or visitor accommodation activity; b. The extent of insulation proposed; and c. Whether covenants exist or are being volunteered which limit noise emissions on adjacent site and/or impose no complaints covenants on the site.

Table 3	Standards for activities located in the Commercial Precinct and the Glenpanel Precinct	Non-compliance status
49.5.46	<p>Road noise – State Highway 6</p> <p>Any new buildings containing Activities Sensitive to Road Noise, located within:</p> <ul style="list-style-type: none"> a. 80m of the boundary of State Highway 6 where the speed limit is 70kmph or greater; or b. 40m of the boundary of State Highway 6 where the speed limit is less than 70kmph <p>shall be designed and constructed to ensure that the internal noise levels do not exceed 40dB LA_{eq(24h)} for habitable spaces.</p>	NC
49.5.47	<p>Lighting and Glare</p> <p>49.5.47.1 All exterior lighting, other than footpath or pedestrian link amenity lighting, installed on sites or buildings within the precincts shall be directed away from adjacent sites, roads and public places and directed downwards so as to limit the effects on views of the night sky.</p> <p>49.5.47.2 No activity in this zone shall result in a greater than 10 lux spill (horizontal or vertical) of light onto any property within the precincts, measured at any point inside the boundary of any adjoining property.</p> <p>49.5.47.3 No activity shall result in a greater than 3 lux spill (horizontal or vertical) of light onto any adjoining property which is zoned Residential measured at any point more than 2m inside the boundary of the adjoining property.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Effects of lighting and glare on amenity values; b. Effects of lighting and glare on the transportation network; and c. Effects of lighting and glare on the night sky. <p>Discretion is restricted to effects of light and glare on amenity values, the transportation network, ecological health, and the night sky.</p>
49.5.48	<p>Minimum floor to floor height in the Commercial Precinct</p> <p>The minimum floor to floor height of the ground floor of buildings shall be 4m.</p>	D
49.5.49	<p>Verandas in the Commercial Precinct</p> <p>Every new, reconstructed or altered building with frontage to the Collector Road Type C as shown on the Structure Plan area shall include a veranda or other means of weather protection that has a minimum depth of 2.5m and a height of 3.5m above the pavement.</p>	<p>RD</p> <p>Discretion is restricted to the effects on pedestrian amenity and the human scale of the built form</p>
49.5.50	<p>Staging development to integrate with transport infrastructure</p> <p>Development (except for utilities, the specified transport infrastructural works and other physical infrastructure) within the Sub-Areas shown on the Structure Plan shall not occur prior to all the corresponding transport infrastructural works for the Sub-Area listed below being completed.</p> <p>For the purposes of this rule, "completed" means when the works are physically completed and are able to be used for the intended purpose.</p> <p>For the purposes of this rule, "development" means a building for which a Code Compliance Certificate has been issued by the Council. Any application under Rules 49.4.4, 49.4.18, and any other application involving a building shall include a condition requiring that a Code Compliance</p>	NC

Table 3	Standards for activities located in the Commercial Precinct and the Glenpanel Precinct	Non-compliance status								
	<p>Certificate under s92 of the Building Act 2004 shall not be applied for in respect of that building before the corresponding transport infrastructural works for the Sub-Area are completed.</p> <table border="1" data-bbox="250 569 816 1444"> <thead> <tr> <th data-bbox="250 569 365 604">Sub-Area</th> <th data-bbox="365 569 816 604">Transport infrastructural works</th> </tr> </thead> <tbody> <tr> <td data-bbox="250 604 365 835">B</td> <td data-bbox="365 604 816 835"> <p>Bus stops on State Highway 6, west of the Stalker Road intersection (one on each side of the State Highway SH6)</p> <p>Safe pedestrian / cycle crossing of State Highway 6 west of Stalker Road intersection Signalisation of Stalker Road / SH6 intersection, including at-grade pedestrian and cycle crossings across both roads. Upgrade to signalise SH6 / Stalker Road intersection</p> </td> </tr> <tr> <td data-bbox="250 835 365 1192">D</td> <td data-bbox="365 835 816 1192"> <p>Upgrades to signalise SH6 / Howards Drive intersection. Signalisation of Howards Drive / SH6 intersection, including at-grade pedestrian and cycle crossings across both roads.</p> <p>Bus Stops on State Highway 6, west of at Howards Drive intersection (one on each side of the SH6)</p> <p>Safe pedestrian / cycle crossing of State Highway 6 Howards Drive intersection</p> <p>Except that in the case of the supermarket under Rule 49.4.14 the only transport infrastructural work that applies is:</p> <ul style="list-style-type: none"> Upgrades to the existing SH6 / Howards Drive intersection. </td> </tr> <tr> <td data-bbox="250 1192 365 1444">B, D</td> <td data-bbox="365 1192 816 1444"> <p>Dedicated westbound bus lane on State Highway SH6 from (Howards Drive to Shotover Bridge (part of NZUP package)).</p> <p>Stalker Road northbound bus priority lane south of SH6 NZUP package west of Shotover Bridge SH6 eastbound bus lane from SH6A to Hawthorne Drive and SH6 westbound bus lane from Hardware Lane to SH6A (part of NZUP package)</p> </td> </tr> </tbody> </table>	Sub-Area	Transport infrastructural works	B	<p>Bus stops on State Highway 6, west of the Stalker Road intersection (one on each side of the State Highway SH6)</p> <p>Safe pedestrian / cycle crossing of State Highway 6 west of Stalker Road intersection Signalisation of Stalker Road / SH6 intersection, including at-grade pedestrian and cycle crossings across both roads. Upgrade to signalise SH6 / Stalker Road intersection</p>	D	<p>Upgrades to signalise SH6 / Howards Drive intersection. Signalisation of Howards Drive / SH6 intersection, including at-grade pedestrian and cycle crossings across both roads.</p> <p>Bus Stops on State Highway 6, west of at Howards Drive intersection (one on each side of the SH6)</p> <p>Safe pedestrian / cycle crossing of State Highway 6 Howards Drive intersection</p> <p>Except that in the case of the supermarket under Rule 49.4.14 the only transport infrastructural work that applies is:</p> <ul style="list-style-type: none"> Upgrades to the existing SH6 / Howards Drive intersection. 	B, D	<p>Dedicated westbound bus lane on State Highway SH6 from (Howards Drive to Shotover Bridge (part of NZUP package)).</p> <p>Stalker Road northbound bus priority lane south of SH6 NZUP package west of Shotover Bridge SH6 eastbound bus lane from SH6A to Hawthorne Drive and SH6 westbound bus lane from Hardware Lane to SH6A (part of NZUP package)</p>	
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49.5.51	<p>Building Coverage Within the Glenpanel Precinct, the maximum building coverage shall be 50%.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> Building dominance; Design and integration of landscaping; The traffic effects associated with the additional building 								

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Table 3	Standards for activities located in the Commercial Precinct and the Glenpanel Precinct	Non-compliance status
		coverage.
49.5.52	Landscaped permeable surface At least 20% of the site shall comprise permeable surface.	NC
49.5.52A	Resource consents for any building shall include a condition requiring that a Code Compliance Certificate under s95 of the Building Act 2004 shall not be applied for in respect of that building before the corresponding transport infrastructural works for the Sub-Area are completed.	NC

Table 4	Standards for activities located in the Open Space Precinct	Non-compliance status				
49.5.53	Development shall be in accordance with the Structure Plan at 49.8, except the location of items identified with a * on the Structure Plan shall be in general accordance with the Structure Plan.	NC				
49.5.54	<u>Building Height</u> <u>Building height shall not exceed 12m, except that the maximum height of lighting shall be 23m.</u>	<u>D</u>				
49.5.55	Lighting and Glare <u>49.5.55.1 All exterior lighting, other than footpath or pedestrian link amenity lighting, installed on sites or buildings within the precincts shall be directed away from adjacent sites, roads and public places and directed downwards so as to limit the effects on views of the night sky.</u> <u>49.5.55.2 No activity in this zone shall result in a greater than 10 lux spill (horizontal or vertical) of light onto any property within the precincts, measured at any point inside the boundary of any adjoining property.</u> <u>49.5.55.3 No activity shall result in a greater than 3 lux spill (horizontal or vertical) of light onto any adjoining property which is zoned Residential measured at any point more than 2m inside the boundary of the adjoining property.</u>	RD Discretion is restricted to: a. Effects of lighting and glare on amenity values; b. Effects of lighting and glare on the transportation network; and c. Effects of lighting and glare on the night sky.				
49.5.56	Staging development to integrate with transport infrastructure Development (except for utilities, the specified transport infrastructural works and other physical infrastructure) within the Sub-Areas shown on the Structure Plan shall not occur prior to all the corresponding transport infrastructural works listed below being completed. For the purposes of this rule, "completed" means when the works are physically completed and are able to be used for the intended purpose. <table border="1" data-bbox="246 1472 815 1673"> <thead> <tr> <th>Sub-Area</th> <th>Transport infrastructural works</th> </tr> </thead> <tbody> <tr> <td><u>J1</u></td> <td><u>Upgrades to signalise SH6 / Howards Drive intersection. Signalisation of the Howards Drive / SH6 intersection, including at-grade pedestrian and cycle crossings across both roads</u> <u>Bus Stops on State Highway SH6, west of at Howards Drive intersection (one on each side of SH6)</u></td> </tr> </tbody> </table>	Sub-Area	Transport infrastructural works	<u>J1</u>	<u>Upgrades to signalise SH6 / Howards Drive intersection. Signalisation of the Howards Drive / SH6 intersection, including at-grade pedestrian and cycle crossings across both roads</u> <u>Bus Stops on State Highway SH6, west of at Howards Drive intersection (one on each side of SH6)</u>	NC
Sub-Area	Transport infrastructural works					
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Safe pedestrian / cycle crossing of State Highway 6
Howards Drive intersection

Dedicated westbound bus lane on SH6 [from](#)
(Howards Drive to Shotover Bridge (part of NZUP
package))

Stalker Road [northbound](#) bus priority [land south of](#)

	<p>SH6</p> <p>NZUP package west of Shotover BridgeSH6 eastbound bus lane from SH6A to Hawthorne Drive and SH6 westbound bus lane from Hardware Lane to SH6A (part of NZUP package)</p>	
49.5.57	<p>Building Coverage</p> <p>The total maximum ground floor area of all buildings in s 500m².</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> Building dominance; Design and integration of landscaping; The traffic effects associated with the additional building coverage.
49.5.52A	<p>Resource consents for any building shall include a condition requiring that a Code Compliance Certificate under s95 of the Building Act 2004 shall not be applied for in respect of that building before the corresponding transport infrastructural works for the Sub-Area are completed.</p>	<p>NC</p>

Table 5	Standards for the Building Restriction Areas on land in any Precinct adjoining State Highway 6	Non-compliance status
49.5.58	<p>Building Restriction Areas adjoining State Highway 6.</p> <p>The public access corridors within the Building Restriction Areas adjoining State Highway 6, as required by Rule 49.4.X shall be occupied only by pedestrian footpaths, cycle facilities, landscaping, and any accessory signage, lighting or furniture as follows:</p> <ol style="list-style-type: none"> Footpaths shall be continuous along the entire width of the State Highway frontage, and have a minimum width of 2m. Cycle facilities shall be continuous along the entire width of the State Highway frontage, be two-way, and have a minimum width of 3m. Footpaths and cycle facilities shall not be located closer than 2m to either the front (State Highway 6) or rear boundary of the Building Restriction Area, except for the purpose of tying into any adjoining footpath or cycle facility; providing access for pedestrians or cyclists to development; to or along a road or private way having the function of a road; or State Highway crossing point. 	<p>NC</p>

Commented [WW43]: QLDC

49.6 Rules – Non-notification of Applications

The following Restricted Discretionary activities shall not require the written approval of affected persons and shall not be notified or limited notified (except where the application involves any stormwater component):

49.6.1 Residential units pursuant to Rule 49.4.4, that comply with all standards.

49.6.2 Buildings for non-residential activities pursuant to Rule 49.4.17, that comply with all standards.

Note: any application [involving the establishment or direct works of the Zone wide extreme weather event overland stormwater conveyance infrastructure](#) shall [be limited notified to](#) Kāi Tahu and affected landowners in the catchment, [unless](#) written approval [is provided](#).

49.7 Assessment Matters for Site and Building Design

49.7.1 In considering whether or not to grant consent and/or impose conditions on a resource consent, regard shall be had to the assessment matters set out below. The relevance of the considerations will vary from site to site.

a. [Urban Form Character](#)

Whether the design of the development is in keeping with, or complements, the scale and character of development anticipated for the Te Pūtahi Ladies Mile Zone and relevant significant natural, heritage and cultural features, through consideration of the extent to which the development:

- (i) Includes, where relevant, reference to the patterns of development in and/or anticipated for the Te Pūtahi Ladies Mile Zone such as building dimensions, forms, setbacks and alignments, and secondary materials, design features and vegetation; and
- (ii) Retains or adapts features of the site that contribute significantly to local neighbourhood character, potentially including existing heritage items, site contours and mature trees and other vegetation.
- (iii) integrates with, protects and enhances the character and heritage values of the Glenpanel Homestead and wider setting with specific regard given to the Homestead, its grounds, and the existing driveway.

b. [Relationship to the street and public open spaces](#)

Whether the development engages with and contributes to the amenity, safety, attractiveness and vitality of adjacent streets and any other adjacent public open spaces, through consideration of the extent to which the development:

- (i) Orientates building frontages including entrances and windows to habitable rooms toward the street and adjacent public open spaces [or private ways having the function of a road](#);
- (ii) Designs buildings on corner sites to emphasise the prominence of these sites and the opportunity to create landmark buildings;
- (iii) Encourages 3-6 storey development fronting collector roads to respond to the larger scale of these streets, and to front open spaces to maximise access to recreation and nature;
- (iv) Avoids facades fronting streets and open spaces that are blank or dominated by garages; [and](#)
- (v) Ensure that buildings respond to the interface between adjoining sites, encouraging a soft transition between building heights.

c. [Residential amenity](#)

Whether the built form provides a high level of internal and external residential amenity for occupants and neighbours, through consideration of the extent to which the development:

- (i) Provides for outlook, sunlight and privacy through the site layout, and orientation and internal layout of residential units;
- (ii) Directly connects private outdoor spaces to the living spaces within the residential units;

- (iii) Ensures any communal private open spaces are accessible, usable and attractive for the residents of the residential units
- (iv) Ensures the typologies and layouts of buildings proposed enable a balance of passive surveillance and privacy, including surveillance from ground floor level [over roads, public or communal open spaces, and private ways having the function of a road](#);
- (v) Includes tree and garden planting particularly relating to the street frontage, outlook areas, boundaries, access ways, common spaces, and parking areas; [and](#) .
- (vi) Ensure that buildings respond to the interface between adjoining sites, encouraging a soft transition between building heights.

d. Access, parking and servicing

Whether the development provides for active transport and good access and integration of space for any parking and servicing, through consideration of the extent to which the development:

- (i) Integrates access in a way that is safe for all users, and offers convenient access for pedestrians to the street [or private way having the function of a road](#), any nearby parks or other public recreation spaces;
- (ii) Provides for any parking areas and garages in a way that does not dominate the development, Particularly when viewed from the street or other public open spaces, [or private ways having the function of a street](#); including a provision for underground or internal parking and storage of bikes, cars, and scooters where possible; [and](#)
- (iii) Provides for suitable storage and service spaces which are conveniently accessible, safe and/or secure, and located and/or designed to minimise adverse effects on occupants, neighbours and public spaces;
- (iv) Addresses three waters infrastructure, in particular stormwater management;-
- (v) Provides for appropriate emergency access onto the site that is clear, unobstructed, and visible; [and](#)
- ~~(vi)~~ [In the case of private ways or Joint Owned Access Lots, clearly demarcates those spaces that are intended for private or resident use only such as a rear service lane \(which subject to screening from public view only require functional standards of design\), and those that also accommodate visitor or public \(in particular pedestrian or cyclist\) access \(which require a high-quality design, and should demonstrate pedestrian-priority\).](#)

e. Safety

Whether the development incorporates Crime Prevention Through Environmental Design (CPTED) principles as required to achieve a safe, secure environment, through consideration of the extent to which the development:

- (i) Provides for views over, and passive surveillance of, adjacent public and publicly accessible private open spaces [and any communal spaces](#);
- (ii) Clearly demarcates boundaries of public and private space [\(in terms of both use and legal ownership\)](#);
- (iii) Makes pedestrian entrances and routes readily recognisable; and
- (iv) Provides for good visibility with clear sightlines and effective lighting.

f. Sustainability and resilience

Whether the development incorporates innovative design responses that are likely to create a benefit for the environment and contribute to the Kāi Tahu values set out in Policy 4.2.2.21.f, in the areas of carbon emission reductions, stormwater management and water quality, biodiversity, renewable energy, and energy efficiency, significantly beyond the minimum levels required by the Plan, through consideration of the extent to which the development:

- (i) Demonstrates design initiatives to reduce carbon emissions through reductions in:
 - embodied energy (e.g. materials and construction processes);
 - operational energy use (e.g. thermal performance, heating and cooling, waste minimisation including organics, transport emissions); and

- end of life emissions (e.g. design for end of life reuse-recovery-recycle).
- (ii) Supports indigenous biodiversity by providing a diversity of ~~native~~ [indigenous](#) vegetation species in the appropriate arrangement and location and considering the form and functioning of ecological corridors.
- (iii) Reduces operational water use through the inclusion of water efficient fixtures, and fittings, and onsite water retention and detention; and
- (iv) Includes the appropriate management of stormwater through water sensitive design and through the retention and treatment of stormwater, and integration with the stormwater ~~network~~ [system](#) within the Zone and gives effect to the Guiding Principles for Stormwater Management set out in Chapter 27 Assessment Matters at 27.9.8.

g. Accessibility

Whether the development incorporates design responses that support universal accessibility, through consideration of the extent to which the development:

- (i) Provides a diversity of accessible housing types and associated common spaces (internal and external).
- (ii) Provides universal access to all buildings, where [practicable](#) possible.
- (iii) Provides universal access to public open spaces.
- (iv) Provides universal access street design.
- (v) Provides universal access to transport infrastructure including active transport, public transport, and mobility parks.
- (vi) [Contributes to the provision of](#) residential units meeting universal design standards as set out in NZS 4121:2001.

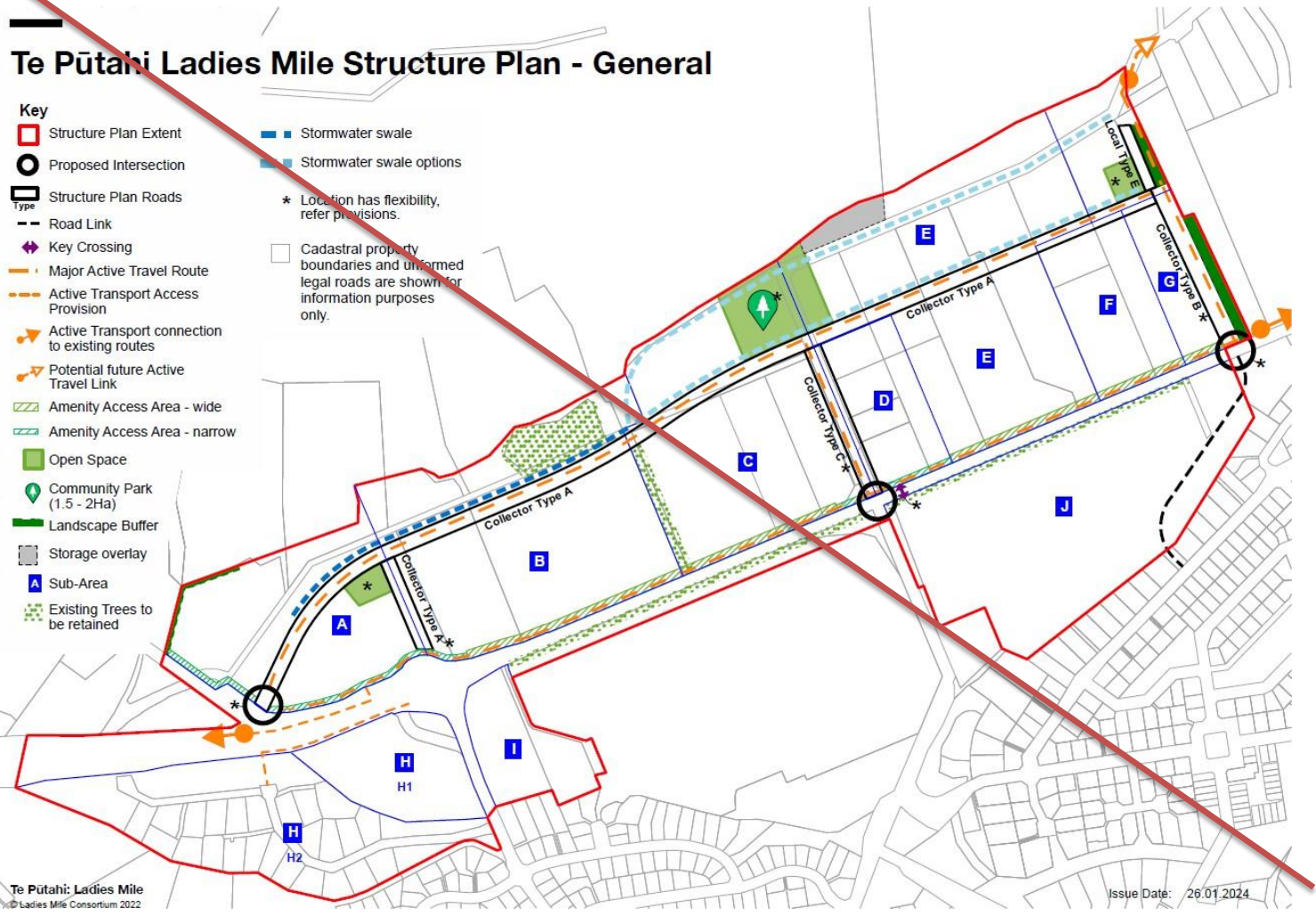
49.7.2 For any ~~residential building containing 10 or more residential units, or for any building containing commercial, retail or educational activities:~~

- a. A travel demand management plan (Residential, Workplace or School Travel Plan), is to be prepared in conjunction with the Council, that includes:
 - i. An assessment of actual mode share of travel and operational and management measures to be implemented to reduce private vehicle trips and to facilitate active and public transport, including to and from educational activities;
 - ii. Key performance targets; and
 - iii. Monitoring and reporting methods.

49.8 Structure Plan

Te Pūtahi Ladies Mile Structure Plan - General

- Key**
- Structure Plan Extent
 - Proposed Intersection
 - Type Structure Plan Roads
 - Road Link
 - Key Crossing
 - Major Active Travel Route
 - Active Transport Access Provision
 - Active Transport connection to existing routes
 - Potential future Active Travel Link
 - Amenity Access Area - wide
 - Amenity Access Area - narrow
 - Open Space
 - Community Park (1.5 - 2Ha)
 - Landscape Buffer
 - Storage overlay
 - Sub-Area
 - Existing Trees to be retained
 - Stormwater swale
 - Stormwater swale options
 - * Location has flexibility, refer provisions.
 - Cadastral property boundaries and unformed legal roads are shown for information purposes only.














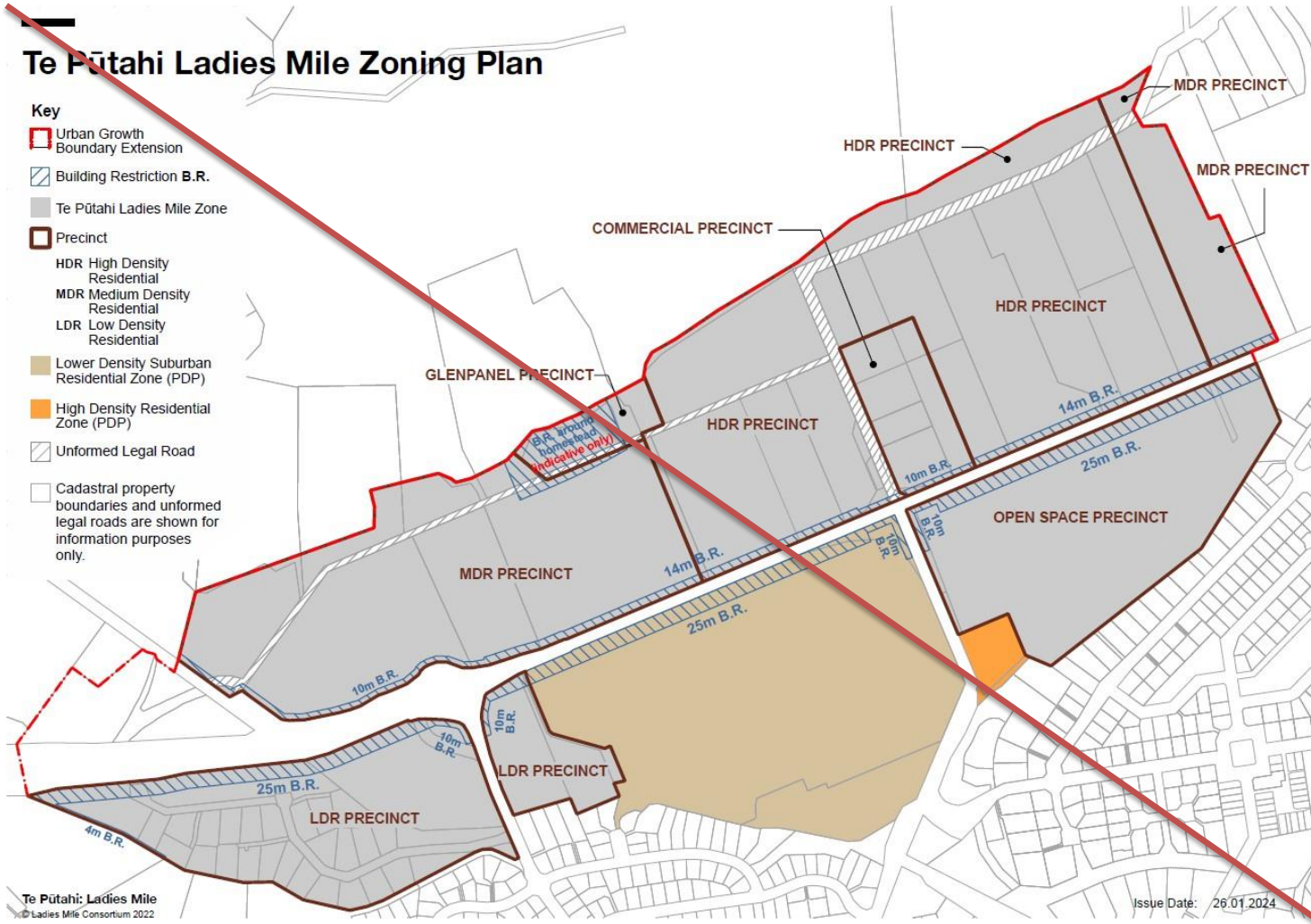
Te Pūtahi: Ladies Mile
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Issue Date: 26.01.2024

Te Pūtahi Ladies Mile Zoning Plan

Key

-  Urban Growth Boundary Extension
-  Building Restriction B.R.
-  Te Pūtahi Ladies Mile Zone
-  Precinct
-  HDR High Density Residential
-  MDR Medium Density Residential
-  LDR Low Density Residential
-  Lower Density Suburban Residential Zone (PDP)
-  High Density Residential Zone (PDP)
-  Unformed Legal Road
-  Cadastral property boundaries and unformed legal roads are shown for information purposes only.



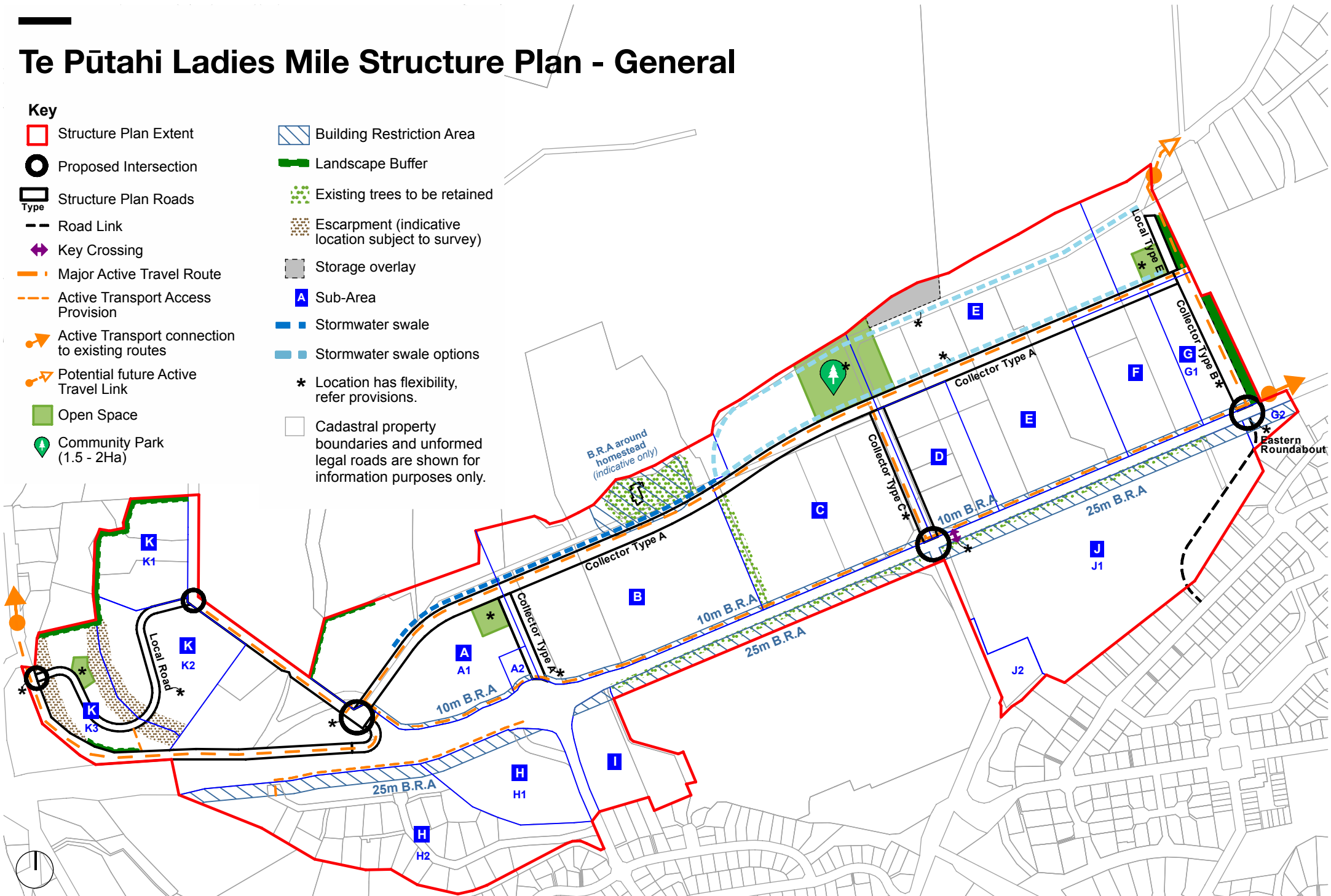
Te Pūtahi: Ladies Mile
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Issue Date: 26.01.2024

Te Pūtahi Ladies Mile Structure Plan - General


Key


- Structure Plan Extent
- Proposed Intersection
- Structure Plan Roads
- Road Link
- ↔ Key Crossing
- Major Active Travel Route
- Active Transport Access Provision
- Active Transport connection to existing routes
- Potential future Active Travel Link
- Open Space
- 🌳 Community Park (1.5 - 2Ha)
- Building Restriction Area
- Landscape Buffer
- Existing trees to be retained
- Escarpment (indicative location subject to survey)
- Storage overlay
- Sub-Area
- Stormwater swale
- Stormwater swale options
- * Location has flexibility, refer provisions.
- Cadastral property boundaries and unformed legal roads are shown for information purposes only.





Te Pūtahi Ladies Mile - Building Heights Plan


Key


 Structure Plan Extent


 8m max


 13m max

 min 8m overlay

 max 11m overlay

 17m max

 24.5m max






 Cadastral property boundaries and unformed legal roads are shown for information purposes only.

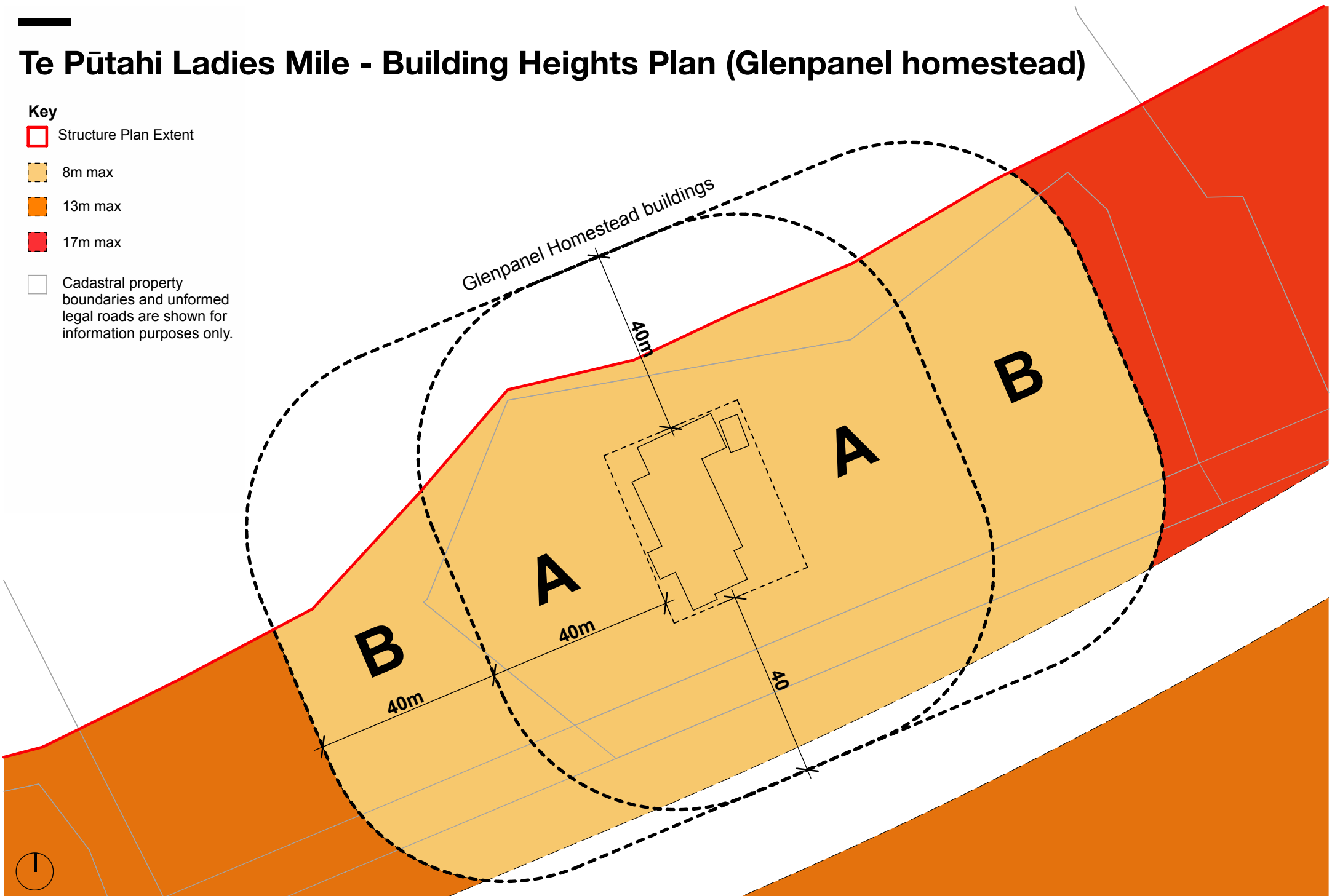
Refer to Building Heights Plan (Glenpanel Homestead)



Te Pūtahi Ladies Mile - Building Heights Plan (Glenpanel homestead)


Key


-  Structure Plan Extent
-  8m max
-  13m max
-  17m max
-  Cadastral property boundaries and unformed legal roads are shown for information purposes only.





Te Pūtahi Ladies Mile Zoning Plan


Key

 Urban Growth Boundary Extension

 Unformed Legal Road

 Te Pūtahi Ladies Mile Zone

 Cadastral property boundaries and unformed legal roads are shown for information purposes only.

 Precinct

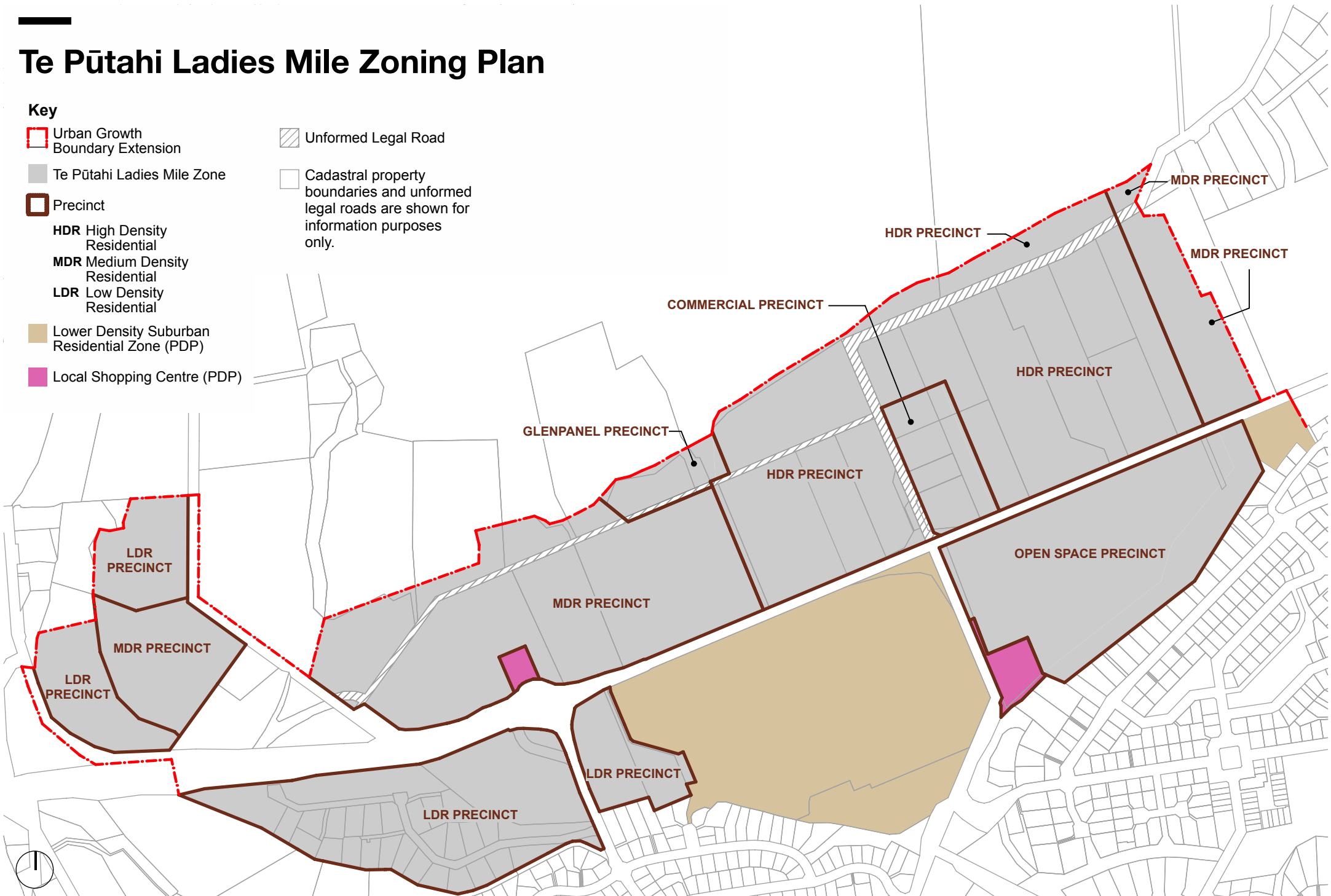
HDR High Density Residential

MDR Medium Density Residential

LDR Low Density Residential

 Lower Density Suburban Residential Zone (PDP)

 Local Shopping Centre (PDP)



Urban Development

...

4.2 Objectives and Policies

...

4.2.2.21 Ensure that development within the Te Pūtahi Ladies Mile Zone provides for:

- a. an urban development with a strong community identity and sense of place by enabling community activities, including education activities, a commercial centre that meets needs of local residents, and connections to the surrounding landscape and residential communities;
- b. high and medium density residential development to enable diversity of housing choice through different typologies to contribute to increased supply of housing and affordable homes;
- c. a landscaped gateway treatment:

- adjoining State Highway 6 to provide high quality amenity for both road users and adjoining residential areas; and
- adjoining the eastern end of the Zone north of State Highway 6 to provide a designed urban edge that contains urban development within the landscape by creating a clearly legible landscape buffer;

~~ca. as part of the landscaped gateway treatment required by Policy 4.2.2.21 c. above, require, on each of the northern and southern boundaries of the state highway corridor, a continuous, legible and uniformly designed walkway and cycleway linkage that integrates development with the bus services along the highway and enables active travel along the full length of the Zone;~~

- d. integration of key roading north of the State Highway with existing intersections serving development south of the State Highway to encourage connectivity, including walking and cycling trips, between the south and north sides of the State Highway;
- e. reduced reliance on travel by private vehicle through promotion of public and active transport; and
- f. Kāi Tahu values, including through:
 - i. Incorporating climate change mitigation and adaptation within design;
 - ii. Protecting the mauri of water with water sensitive design, incorporating on-site management of stormwater and requirement for permeable surfaces, utilising reticulated systems for potable supply and wastewater, incorporating onsite water retention and reducing operational water use;
 - iii. Preferring the use of indigenous vegetation that naturally occurs and/or previously occurred in the area as part of landscape design, including species preferred by indigenous birds; and
 - iv. Incorporating reference to Ngā Kāi Tahu values in design where appropriate.

4.2.2.22 ~~Avoid residential subdivision and development that does not achieve the residential density range required within the Medium and High Density Residential Precincts of the Te Pūtahi Ladies Mile Zone, to ensure a sufficient population to support viable public transport and social amenities.~~

7 Lower Density Suburban Residential

...

7.2 Objectives and Policies

Policies

...

7.2.1.8 A Within the Queenstown Country Club Village site, provide for:

- (a) retirement village housing within 75m of State Highway 6 and outside the Building Restriction Area adjacent to State Highway 6, where the layout, scale, form, and density of development retains a level of spaciousness, is consistent with the character of the Queenstown Country Club, maintains views to the wider ONLs, and addresses the public realm.

...

7.4 Rules – Activities

Rules – Activities		
...		
7.4.11	Retirement Villages Except this rule shall not apply to buildings that are Restricted Discretionary activities under Rule 7.4.23A24.	D
...		
7.4.23A	Queenstown Country Club (west of Howards Drive, Ladies Mile) 7.4.23A.1 Buildings within 75m of the boundary with the highway and outside the Building Restriction Area 7.4.23A.2 Buildings within 20m of the Howards Drive Road Boundary Discretion is restricted to: a. Location, external appearance, site layout and design of buildings and how the development addresses its context to contribute positively to the character of the area and the highway frontage; b. Scale, form, density and separation between buildings to maintain a sense of spaciousness when viewed from the highway and to maintain views to the wider ONLs from the highway; c. The activation of the highway frontage and avoidance of the rear of buildings facing the highway; d. Design and integration of landscaping and fencing; e. Infrastructure, access and parking design; including the avoidance of parking areas located between buildings and the highway; f. Stormwater management. Information requirements: a. Applications for resource consent shall contain a design statement describing how the proposed building location and appearance achieves the matters of discretion and is commensurate with existing buildings within the Queenstown Country Club.	RD

Commented [WW44]: QLDC and Queenstown Country Club

<p>7.4.X</p>	<p><u>Within the Te Pūtahi Ladies Mile Structure Plan area, staging development to integrate with transport infrastructure</u></p> <p><u>Development (except for utilities, the specified transport infrastructural works and other physical infrastructure) within the Te Pūtahi Ladies Mile Sub-Areas shown on the Structure Plan shall not occur prior to all the corresponding transport infrastructural works for the Sub-Area listed below being completed.</u></p> <p><u>For the purposes of this rule, "completed" means when the works are physically completed and are able to be used for the intended purpose.</u></p> <p><u>For the purposes of this rule, "development" means a building for which a Code Compliance Certificate has been issued by the Council. Any application involving a building shall include a condition requiring that a Code Compliance Certificate under s92 of the Building Act 2004 shall not be applied for in respect of that building before the corresponding transport infrastructural works for the Sub-Area are completed.</u></p> <table border="1" data-bbox="256 747 857 1157"> <thead> <tr> <th data-bbox="256 747 380 789"><u>Sub-Area</u></th> <th data-bbox="380 747 857 789"><u>Transport infrastructural works</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="256 789 380 1157"><u>G2</u></td> <td data-bbox="380 789 857 1157"> <u>Eastern Roundabout on State Highway 6</u> <u>Bus stops on S H 6 west of the Eastern Roundabout (one on each side of SH6)</u> <u>At grade signalised pedestrian / cycle crossing of State Highway 6 west of the Eastern Roundabout</u> <u>Dedicated westbound bus lane on SH6 (Howards Drive to Eastern roundabout (not included in NZUP package))</u> <u>SH6 eastbound bus lane from SH6A to Hawthorne Drive and SH6</u> <u>westbound bus lane from Hardware Lane to SH6A (part of NZUP package)</u> </td> </tr> </tbody> </table>	<u>Sub-Area</u>	<u>Transport infrastructural works</u>	<u>G2</u>	<u>Eastern Roundabout on State Highway 6</u> <u>Bus stops on S H 6 west of the Eastern Roundabout (one on each side of SH6)</u> <u>At grade signalised pedestrian / cycle crossing of State Highway 6 west of the Eastern Roundabout</u> <u>Dedicated westbound bus lane on SH6 (Howards Drive to Eastern roundabout (not included in NZUP package))</u> <u>SH6 eastbound bus lane from SH6A to Hawthorne Drive and SH6</u> <u>westbound bus lane from Hardware Lane to SH6A (part of NZUP package)</u>	<p>NC</p>
<u>Sub-Area</u>	<u>Transport infrastructural works</u>					
<u>G2</u>	<u>Eastern Roundabout on State Highway 6</u> <u>Bus stops on S H 6 west of the Eastern Roundabout (one on each side of SH6)</u> <u>At grade signalised pedestrian / cycle crossing of State Highway 6 west of the Eastern Roundabout</u> <u>Dedicated westbound bus lane on SH6 (Howards Drive to Eastern roundabout (not included in NZUP package))</u> <u>SH6 eastbound bus lane from SH6A to Hawthorne Drive and SH6</u> <u>westbound bus lane from Hardware Lane to SH6A (part of NZUP package)</u>					
<p>7.5 Rules – Standards</p>						

Commented [WW45]: QLDC

<p>7.5.1</p>	<p>Building Height (for flat sites)</p> <p>7.5.1.1 Wānaka and Hāwea: Maximum of 7 metres.</p> <p>7.5.1.2 Arrowtown: Maximum of 6.5 metres.</p> <p>7.5.1.3 Kawarau Heights: Maximum of 4.5m and 6m as identified on the Structure Plan in 27.13.15.</p> <p>7.5.1.4 All other locations except buildings within the Queenstown Country Club: Maximum of 8 metres.</p> <p>Queenstown Country Club</p> <p>7.5.1.4A Within 75m of the boundary with SH6: Maximum 6m</p> <p>7.5.1.4B Beyond 75m of the boundary with SH6: Maximum of 8m</p>	<p>NC</p>
<p>7.5.11</p>	<p>Density</p> <p>The maximum site density shall be:</p> <ul style="list-style-type: none"> i. one residential unit or dwelling per 300m² net site area, or ii. one residential unit or dwelling per 800m² net site area at Lake Hāwea South within Area B as identified in the Structure Plan in 27.13.19. <p>Except this rule does not apply to the Queenstown Country Club.</p>	<p>NC</p>
<p>7.5.11A</p>	<p>Maximum number of residential units</p> <p>7.5.11A.1 Queenstown Country Club within 75m of the boundary of SH6 – A maximum of 42 units.</p>	<p>NC</p>
<p>7.5.11B</p>	<p>Maximum Floor Area</p> <p>7.5.11B.1 Queenstown Country Club within 75m setback from the boundary with the highway – individual buildings shall have a maximum floor area of 310m².</p>	<p>D</p>

High Density Residential Zone

9.2 Objectives and Policies

9.2.10A Objective On Lot 2 DP 36321 and Lot 403 DP322452 (Doolittle site, 466 Howards Drive) provide for high density residential development that complements the lower density environment nearby, and ensure that development is integrated with timing of transport infrastructure upgrades.

9.2.10B.1 On Lot 2 DP 36321 and Lot 403 DP322452 (Doolittle site, 466 Howards Drive):

- restrict building height so that development is compatible with nearby land uses;
- promote more opportunity for permanent residents by restricting Residential Visitor Accommodation;
- require that development is preceded by transport infrastructural works, to avoid additional adverse effects of high density development on the roading network.

9.5 Rules – Standards

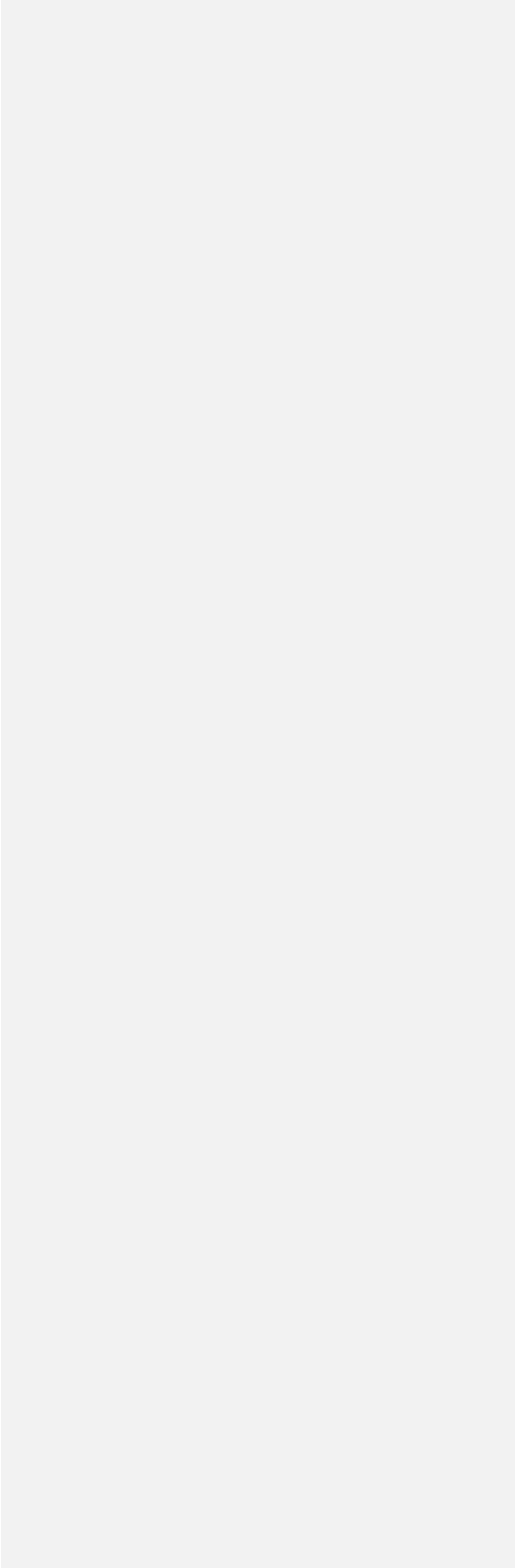
	Standards for activities located in the High Density Residential Zone	Activity Status

9.5.1	Building Height – Flat Sites in Queenstown ---	---
	9.5.1.5A On Lot 2 DP 36321 and Lot 403 DP322452 (Doolittle site, 466 Howards Drive), a maximum building height of 12m	NC

9.5.15	Residential Visitor Accommodation where: ---	---
	9.5.15.5A On Lot 2 DP 36321 and Lot 403 DP322452 (Doolittle site, 466 Howards Drive) no more than 50% of units in any building may be used for Residential Visitor Accommodation. Note: The Council may request that records are made available to the Council for inspection at 24 hours' notice, in order to monitor compliance with rules 9.5.15.1 to 9.5.15.6	NC

9.5.17A	Staging development to integrate with transport infrastructure Development (except for utilities, the specified transport infrastructural works, and other physical infrastructure) on Lot 2 DP 36321 and Lot 403 DP322452 (Doolittle site, 466 Howards Drive) shall not occur prior to all the corresponding transport infrastructure works listed below being completed: (a) QLDC engineering design standard compliant site access from Howards Drive; (b) Provision of sealed footpath on Howards Drive between the site access and SH6 to provide a safe walking route to the proposed bus stops on SH6; and	NC

	<p>(c) Provision of sealed footpath on Howards Drive between the site access and the Jones Avenue intersection to provide a safe walking route to the existing bus stops on Jones Avenue and to the Kawarau Park Centre.</p>	
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Local Shopping Centre Zone

...

15.2 Objectives and Policies

...

15.2.2.7 In the Te Pūtahi Ladies Mile Structure Plan area, require resource consents to also be considered in terms of the relevant policies of that Zone, and for development to be undertaken in a manner that is consistent with the Structure Plan.

15.4 Rules - Activities

...

15.4.0.1 In the Te Pūtahi Ladies Mile Structure Plan area, irrespective of the activity status identified in the activity table below, any application for resource consent shall also be subject to the following, which shall be treated as reservations of control (for controlled activities), restrictions of discretion (for restricted discretionary activities), or assessment matters (for others):

(a) Consistency with the Te Pūtahi Ladies Mile Structure Plan.

(b) Any relevant Te Pūtahi Ladies Mile zone ~~policies-objectives~~ listed at 49.2.1: 49.2.6: 49.2.7: or 49.2.8 and their allied policies.

(c) The maximisation of residential density, affordability, and (non suburban) choice above the ground floor level.

(d) Provision of positive effects including environmental benefits and the performance of infrastructure.

(e) Maximisation of pedestrian-priority, high-amenity, and active frontages along streets, open spaces, and private ways having the function of a road.

Commented [WW46]: QLDC

...
<u>15.4.17</u>	<u>Within the Te Pūtahi Ladies Mile Structure Plan area, Ssupermarkets, Ddepartment Stores, other Large Format Retail, or Service Stations</u>	<u>NC</u>

Commented [WW47]: QLDC

<p>15.4.18</p>	<p><u>Within the Te Pūtahi Ladies Mile Structure Plan area, staging development to integrate with transport infrastructure</u></p> <p><u>Development (except for utilities, the specified transport infrastructural works and other physical infrastructure) within the Te Pūtahi Ladies Mile Sub-Areas shown on the Structure Plan shall not occur prior to all the corresponding transport infrastructural works for the Sub-Area listed below being completed.</u></p> <p><u>For the purposes of this rule, "completed" means when the works are physically completed and are able to be used for the intended purpose.</u></p> <p><u>For the purposes of this rule, "development" means a building for which a Code Compliance Certificate has been issued by the Council. Any application under Rules 49.4.4, 49.4.18, and any other application involving a building shall</u></p>	<p><u>NC</u></p>
-----------------------	---	------------------

	include a condition requiring that a Code Compliance Certificate under s92 of the Building Act 2004 shall not be applied for in respect of that building before the corresponding transport infrastructural works for the Sub-Area are completed.	
	<u>Sub-Area</u>	<u>Transport infrastructural works</u>
	<u>J2</u>	Signalisation of the Howards Drive / SH6 intersection, including at-grade pedestrian and cycle crossings across both roads Bus Stops on SH6 at Howards Drive intersection (one on each side of SH6) Dedicated westbound bus lane on SH6 from (Howards Drive to Shotover Bridge (part of NZUP package)) Stalker Road northbound bus priority (and south of SH6 SH6 eastbound bus lane from SH6A to Hawthorne Drive and SH6 westbound bus lane from Hardware Lane to SH6A (part of NZUP package)) A sealed footpath along Howards Drive from SH6 to Jones Road
	<u>A2</u>	As for Sub Area A in Rule 49.5.33

...

15.5 Rules – Standards

	Standards for activities located in the Local Shopping Centre Zone	Non-compliance status
15.5.2	Setbacks and Sunlight Access – sites adjoining any Residential zone, Settlement Zone or public open space and in the Te Pūtahi Ladies Mile Structure Plan area, sites adjoining a State Highway 6 Building Restriction Area ... <u>c. In the Te Pūtahi Ladies Mile Structure Plan area:</u> i. Within the identified 10m-deep State Highway 6 Building Restriction Area: Rule 49.5.0.3 applies. ii. At the northern (outer) edge of the State Highway 6 Building Restriction Area: 0m.	RD

Earthworks

...

25.5 Rules - Standards

	Table 25.2 – Maximum Volume	Maximum Volume	Total
...	
25.5.5	Queenstown Town Centre Zone Wanaka Town Centre Zone Te Pūtahi Ladies Mile Zone Local Shopping Centre Zone ...	500m ³	

Subdivision and Development

...

27.3 Location-specific objectives and policies

...

Te Pūtahi Ladies Mile Zone [and the Local Shopping Centre Zone located within the Te Pūtahi Ladies Mile Structure Plan area](#)

- 27.3.24 Objective – Urban development comprising a mix of ~~medium and high density housing, commercial centres, schools, ecological corridors and areas for stormwater management, and open spaces for active and informal recreation, and a network of walkways and cycleways, that:~~
- a) ~~complements and integrates with existing urban development and the surrounding landscapes; and~~
 - b) ~~brings about a significant modal shift away from reliance on the private car to enhanced use of public and active transport; and~~
 - b)c) creates a community with a strong sense of place [and a unique built form character within the District.](#)**

Policies

- 27.3.24.1 Require that subdivision and development is undertaken in accordance with the Te Pūtahi Ladies Mile Structure Plan (Schedule 27.13.XX) to promote the integrated, efficient and co-ordinated location of activities, primary roading, key intersections, open spaces, green networks, stormwater management, and walkway / cycleway routes.
- 27.3.24.2 Enable flexibility of allotment sizes to ensure that scarce land resources are utilised efficiently for medium and higher density residential activities and, in the Commercial and Glenpanel Precincts, to enable a range of non-residential activities.
- 27.3.24.3 Require a range of open spaces and facilities including:
- a. Sports grounds (for active and informal recreation) and associated community activities;
 - b. Local parks for informal recreation;
 - c. A network of walkways and cycleways throughout the Structure Plan area integrating development with Lake Hayes, the Shotover River, the adjacent Ladies Mile suburban settlements, Frankton and the Wakatipu Trails network; ~~and~~
 - d. A coherent and consistent landscaped setback adjacent to State Highway 6 (Amenity Access Area) that maintains the key elements of the gateway experience including significant views; ~~and-~~
 - e. Areas that function as ecological corridors and stormwater management areas, as part of a wider blue-green network.
- 27.3.24.4 Require subdivision design to achieve a high quality of urban form by:
- a. Avoiding the creation of rear lots and cul-de-sacs unless walking and cycling links provide additional connections to streets;
 - b. Encouraging a predominantly north-south street layout to achieve residential amenity through solar gain and improved visual connections to surrounding landscapes;
 - c. ~~Promoting a visual connection of development with State Highway 6 through legible frontages with good passive surveillance over the Amenity Access Area;~~
 - d. [Providing](#) visual links, [predominantly by way of road placement](#), north to open spaces at the base of Slope Hill and the Slope Hill ONF when viewed from the intersections on State Highway 6 shown on the Structure Plan, ~~and views to The Remarkables from State Highway 6;~~
 - e. [Design allotments, blocks, and movement corridors so as to maximise the efficient and convenient](#)

[Draft Decision](#)

~~opportunity for subsequent development to integrate with, and provide passive surveillance of~~
~~Providing for integration with, and passive surveillance over, streets and public spaces, and any private~~
~~ways having the function of a road;~~

- ~~f. Within the Amenity Access Area shown on the Structure Plan, requiring continuous walkway and cycleway linkages and the passive surveillance of these, while avoiding continuous road access and parking; and~~
- g. Encouraging integrated applications for subdivision and land use for medium and high density residential development proposals; [and](#)
- h. [In the case of private ways or Joint Owned Access Lots, clearly demarcating those spaces that are intended for private or resident use only such as a rear service lane \(which subject to screening from public view only require functional standards of design\), and those that also accommodate visitor or public \(in particular pedestrian or cyclist\) access \(which require a high-quality design, and should demonstrate pedestrian-priority\).](#)

~~g.i.-~~

27.3.24.5 Provide for a safe and efficient transport network that:

- a. Avoids new access onto the State Highway other than the intersections shown on the Te Pūtahi Ladies Mile Structure Plan (Schedule 27.13.19~~XX~~);
- b. Ensures that public transport and waste collection can be efficiently and effectively provided within the roading network [or in the case of waste collection, private rear service lanes;](#)
- c. Integrates key roads north of the State Highway with existing and planned intersections serving development south of the State Highway, and provides safe pedestrian and cycleway crossings of the State Highway, to encourage connectivity between the south and north sides of the State Highway;
- d. Ensures that the standard and layout of internal road connections account for long-term traffic demand without the need for subsequent retrofitting or upgrade; and
- e. Prioritises the safe and efficient movement of walking, cycling, and public transport routes over private vehicular use.

27.3.24.6 [Manage subdivisions \(including in terms of staging and restrictions on subsequent development\) so as to support and complement the specific transport infrastructural works required for](#) ~~Avoid development where specific transport infrastructural works identified for Sub Areas A - I in Rules 49.5.10, 49.5.33, 49.5.50 and 49.5.56 (and as referenced in Rule 15.4.18) have not been completed for their respective Sub Area(s), unless it can be demonstrated that development will avoid future and cumulative adverse effects from additional traffic movements on State Highway 6.~~

27.3.24.7 Require the mauri and health of fresh water to be sustained and enhanced by subdivision design that avoids the adverse effects of stormwater on Waiwhakaata Lake Hayes, and requires:

- (a) An integrated stormwater management system for the entirety of the TPLM Zone [\(excluding Sub-Area K\) and Local Shopping Centre Zone](#) north of State Highway 6 and the contributing Slope Hill catchment; and
- (b) Soakage to ground of runoff generated by the 1% AEP event for development in the TPLM Zone [and the Local Shopping Centre Zone](#) north of State Highway 6; and
- (c) For the contributing Slope Hill catchment, soakage to ground of runoff generated by the 1% AEP event or as close as possible to the 1% AEP event; and
- (d) The design of stormwater management systems to avoid stormwater discharges (other than coordinated overland flow) to Waiwhakaata Lake Hayes.

27.3.24.7A Avoid the adverse effects of discharges to the Shotover and Kawarau Rivers, the State Highway network, groundwater resources, and to neighbouring sites.

27.3.24.7B Ensure staged subdivisions that create balance or bulk lots are designed with connections to a reticulated [Draft Decision](#)

water supply, stormwater disposal and/or sewage treatment and disposal system that are of sufficient capacity for the intended future urban development.

	Subdivision Activities – District Wide	
27.5.7	<p>...</p> <p>7. Local Shopping Centre excluding the Local Shopping Centre Zone located within the Te Pūtahi Ladies Mile Structure Plan area.</p> <p>...</p>	

...

27.6 Rules – Standards for Minimum Lot Areas

No lots to be created by subdivision, including balance lots, shall have a net site area or where specified, an average net site area less than the minimum specified.

Zone		Minimum Lot Area
...		
Local Shopping Centre excluding the Local Shopping Centre Zone located within the Te Pūtahi Ladies Mile Structure Plan area		No Minimum
...		
Te Pūtahi Ladies Mile Zone and the Local Shopping Centre Zone within the Te Pūtahi Ladies Mile Structure Plan area	Low Density Residential Precinct including any new sites adjacent to the southern boundary of Sub-Area H2	300m ²
	Low Density Residential Precinct sites that utilise Rule 49.5.6.5	200m ²
	All other Precincts and the Local Shopping Centre Zone	No minimum

...

27.7 Zone – Location Specific Rules

Zone		Activity Status
27.7.1	Subdivision consistent with a Structure Plan that is included in the District Plan (except that this rule does not apply to Structure Plan 27.13.7 Criffel Station, 27.3.9 at Frankton North, 27.13.13 Connell Terrace, 27.13.14 Ballantyne Road and 27.13.19 Te Pūtahi Ladies Mile Zone). ...	C
...
27.7.28	<p>Te Pūtahi Ladies Mile Zone and the Local Shopping Centre Zone within the Te Pūtahi Ladies Mile Structure Plan area</p> <p>27.7.28.2 Subdivision of land within the Te Pūtahi Ladies Mile Zone <u>or the Local Shopping Centre Zone within the Te Pūtahi Ladies Mile Structure Plan area</u></p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> a. the matters contained in Rule 27.5.7; b. the spatial layout of the subdivision, and its relationships to and integration with other sites and development, taking into account the location of: <ol style="list-style-type: none"> i. Roads, walkways and cycleways throughout the Sub-Area including Indicative Roads as shown on the Structure Plan and where these will connect to adjoining sites and (where relevant) neighbouring Sub-Areas and (where relevant) State Highway 6, including intersection layout and design <u>and in the case of Sub-Area Precinct K the effect of any road on the natural character of the escarpment and Shotover River;</u> ii. Open spaces and blue-green or ecological corridors, and their intended function(s), including those open spaces and blue-green corridors required by the Structure Plan, Indicative Parks as shown on the Structure Plan, and any additional open spaces necessary to serve the future needs of the site and the wider Sub-Area; iii. Three waters infrastructure, including the retention and treatment of stormwater, and integration with the stormwater network <u>system</u> within the Zone; iv. Heritage and archaeological values, specifically with regard to how the subdivision design integrates with and enhances the character of the Glenpanel Precinct and wider setting; iv. <u>v. The intended function of all private ways or Joint Owned Access Lanes (particularly in terms of whether the space is intended to accommodate public access to any residential units' dwellings front door or remain for fully private rear or servicing access only), and how the design, and visual appearance of the space is appropriate for that function including how future development will be accessed and serviced.</u> c. how the subdivision design will enable the achievement of the minimum residential density requirements set out in the relevant Zone provisions; ca. how the subdivision design will enable buildings and development that achieves the development standards for the relevant Precinct 	RD

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	<p>or Local Shopping Centre Zone.</p> <ul style="list-style-type: none"> d. the methods proposed for ensuring that building typologies provide for a diversity of housing choice (taking into account the zoning of the land). e. within Sub-Areas B and C, the impact of development on existing established trees identified on the Structure Plan; f. within Sub-Area A and K, the establishment of the "Landscape Buffer Area" shown on the Structure Plan, and the methods to ensure it is maintained in perpetuity; g. within Sub-Area H1, the impact on Sub-Area H2 of landscaping within the 6m setback from the boundary with Sub-Area H2 and methods to ensure that shading effects from landscaping are minimised; h. Ensuring the subdivision provides for supports and complements Transport infrastructural works to be established to support alternatives to private vehicle use, including the imposition of conditions requiring that the relevant transport infrastructural works as identified in Rules 49.5.10, 49.5.33, 49.5.50, and 49.5.56 and 15.4.18 be completed prior to certification under section 224(c). i. The integration of the subdivision layout and potential future development with the Key Crossing. ia. The design and ownership / management of the Amenity Access Area and the active travel link on the south side of State Highway 6. The preference is for the Amenity Access Area to be formed and vested in the Council as Local Purpose Reserve (Connection). ib. How the stormwater management proposed for the subdivision will be managed as part of an integrated stormwater managementsystem for the TPLM Zone and Local Shopping Centre Zone north of SH6 to achieve soakage to ground for the 1% AEP event, including management of overland flow paths and levels of ground surfaces to facilitate the system integration and any legal mechanisms required to achieve integration; ic. How a fully integrated stormwater management solution for Slope Hill is to be coordinated via swales for conveyance and soakage to capture and dispose of stormwater on the Slope Hill side of the collector road for the 1% AEP event, or as close as possible to the 1% AEP event, including coordinated overland flow paths to ensure no adverse effects on downstream properties and any legal mechanisms required to achieve integration. ie. For bulk lot or staged subdivision, the provision of infrastructure servicing (access and all utilities) to each lot that is of sufficient capacity and size to accommodate the zoned development potential, and allows connection of the services associated with the future development that the bulk lot provides for, including provision of legal access arrangements where relevant. <p>ig How the subdivision configures allotments and/or access spaces to integrate with and maximise the quality of the State Highway 6 Building Restriction Areas shown on the Zoning plan, including whether the Building Restriction Areas themselves remain in private ownership or are vested in Council.</p> <p>Information requirements:</p> <ul style="list-style-type: none"> a. A statement demonstrating how the subdivision layout will enable: <ul style="list-style-type: none"> i. the densities expected in the relevant Precinct; and 	
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	<p>ii. diversity of future building typologies on the sites created by the subdivision, to offer maximum choice for residential or business owners or tenants, and any methods (including by way of consent notices on the titles to be created, or other instrument) to ensure such diversity; and</p> <p>iii. buildings and development that will achieve the development standards for the relevant Precinct of Local Shopping Centre Zone.</p> <p>b. A statement, supporting plans, specifications (and modelling when required) with a level of detail as necessary to demonstrate how the stormwater management proposed will be managed as part of an integrated stormwater management system for the TPLM Zone and Local Shopping Centre Zone north of SH6, including:</p> <p><i>Catchment modelling and technical information</i></p> <p>i. A pre-development catchment-wide (encompassing Slope Hill and the full TPLM Zone and Local Shopping Centre Zone) hydraulic model for all critical design storms up to and including the 1% AEP event. The hydraulic model is to be produced in accordance with the QLDC Code of Practice Section 4.3.5 Design Criteria and the QLDC Stormwater Modelling Specification. Surface infiltration tests are necessary across the TPLM Zone and Local Shopping Centre Zone north of SH6 to calibrate the model for pre-development infiltration rates.</p> <p>ii. Predicted post-development hydraulic model update demonstrating how the stormwater management system(s) proposed in the application will:</p> <ul style="list-style-type: none"> • achieve or contribute to a fully integrated stormwater management system for the Zone; and • achieve soakage to ground of runoff generated for the 1% AEP event (or for the contributing Slope Hill catchment soakage to ground for the 1% AEP event or as close to possible to the 1% AEP, and no less than the 5% AEP event); <p>iii. how the stormwater management system(s) have been designed considering climate change adjusted rainfall (RCP 6.0 8.5 for the period 2081-2100);</p> <p><i>Integration</i></p> <p>iv. the manner by which the system within the land subject to the application will:</p> <ul style="list-style-type: none"> • contribute to a fully integrated stormwater management solution for the TPLM Zone and Local Shopping Centre Zone north of SH6 (including Slope Hill); • be coordinated across development blocks with reference to the Guiding Principles for Stormwater Management; • minimise the number of stormwater facilities (detention basins, and/or soakage devices and/or including underground chambers) across the TPLM Zone and Local Shopping Centre Zone north of SH6; • integrate with the system on adjoining or nearby land within the same catchment or sub-catchment, and where stormwater management devices can be shared for development across multiple properties; <p>v. the manner by which land owned by the Applicant along the toe of Slope Hill will be made available for stormwater management;</p> <p>vi. the easements to be provided as required for new stormwater trunks and swales crossing private property;</p> <p>vii. demonstration of meaningful consultation with affected landowners (being those upstream and downstream to the extent that the stormwater runoff from their land would influence or be influenced by the stormwater system</p>	
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	<p>being proposed) about stormwater management and the effects on those parties;</p> <p>27 How co-ordinated overland flow paths through the developments will be provided to ensure no adverse effects on upstream or downstream properties; and</p> <p><i>Treatment</i></p> <p>28 how pre-treatment of Slope Hill Runoff and treatment of first flush from roads, carparks etc will be provided to ensure longevity of soakage devices.</p> <p>ba. Applications for staged subdivisions involving the creation of larger balance or 'bulk' lots intended for future subdivision and/or development shall demonstrate (by way of technical assessments and Three Waters modelling) infrastructure servicing for access and all utilities that is sufficient to cater for the anticipated, zoned land use and density capacity that the lot provides for, including:</p> <p>29 Provision for access approvals or legal instruments necessary for the provision of infrastructure services to the bulk lots;</p> <p>30 Methods to integrate with existing or adjacent developments;</p> <p>31 Consideration and contribution to (where appropriate) infrastructure that is necessary to both service the development but may also benefit or service the wider community and future development on adjoining or nearby land where subdivision and/or development of that land would rely on the bulk lots for infrastructure.</p> <p><u>bb. Within Sub-Area K a landscape management plan that ensures that future residential units dwellings will integrate with the landscape of nearby zones, and the surrounding landscape:</u></p> <p>32 <u>Location of future buildings and the appropriateness of lot sizes along the escarpment edge;</u></p> <p>33 <u>The heritage setting of the Ferry Hotel, and the Old Shotover Bridge and how the development in Sub-Area K can be appropriately screened and softened and the location, spacing and type of planting to achieve that.</u></p> <p>34 <u>The location, spacing and type of planting to be located within Sub-Area K2 to achieve screening and softening of the development when viewed from State Highway 6 looking east.</u></p> <p>35 <u>The location, spacing and type of planting to be located on the escarpments within sub-area K.</u></p> <p>36 <u>The staged removal of wilding plant species within sub-area K and their replacement with non-wilding vegetation spacing and type.</u></p> <p>37 <u>The location, spacing and type of planting in the open space zone, along the local road, in stormwater flow paths, soakage areas and swales, and along any active transport link.</u></p> <p>27.7.28.3 Subdivision that is inconsistent with Structure Plan in 27.13.19, except as set out in Rule 27.7.28.3 and for the following:</p> <p>a. The location where Collector Road Types A and B intersect with State Highway 6 or Lower Shotover Road may be varied by up to 10m where required to achieve integration with these intersections.</p> <p>b. The location where Collector Road Type C intersects with State Highway 6 may be varied by up to 20m to integrate with this intersection</p>	
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	<p>c. The location of the Key Crossing shown on the Structure Plan maybe varied by up to 40m.</p> <p>27.7.28.3 Within the Amenity Access Area – Wide shown on the Structure Plan, development shall be consistent with the Amenity Access Area – Wide – Indicative Street Trees, Amenity Access Area – Wide – Part Plan, Amenity Access Area – Wide – Cross Section in the Structure Plan in 27.13.XX.</p> <p>27.7.28.4 A. Within the Amenity Access Area – Narrow shown on the Structure Plan, the Amenity Access Area shall comprise the following:</p> <ul style="list-style-type: none"> a. Minimum overall width of 10m; b. 2.4m minimum footpath; c. 0.6m minimum buffer; d. 3m minimum two-way cycleway; e. one row of trees between the road carriageway and cycleway, with spacings to be consistent with the AAA – Wide long section; f. space to accommodate a bus board and a lighting area. <p>27.7.28.5 27.7.28.3B Any driveway or other vehicle access within the AAA – Wide or AAA – Narrow</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Integration between, and passive surveillance of, walkway and cycleway linkages; b. Consistency of landscaping and pathway treatments throughout the Amenity Access Area; c. Connectivity of any access of road. <p>NC</p>
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27.9 Assessment Matters for Resource Consents

27.9.8 Restricted Discretionary Activity – Subdivision Activities within the Te Pūtahi Ladies Mile Zone [and the Local Shopping Centre Zone within the Te Pūtahi Ladies Mile Structure Plan area](#)

In considering whether or not to grant consent or impose conditions in respect to subdivision activities under Rule 27.7.28.1, the Council shall have regard to the following assessment matters:

27.9.8.1 Assessment Matters in relation to Rule 27.7.28.1

- a. The matters identified under Rule 27.9.3.1 as it applies to the Te Pūtahi Ladies Mile Zone [and Local Shopping Centre Zone within the Te Pūtahi Ladies Mile Structure Plan area](#);
- b. The extent to which a development provides logical integration of infrastructure, including roading (including walking and cycling networks), parks and open spaces within the Sub Area and, where relevant, adjoining Sub-Areas taking into account the relevant matters in (c) below.
- c. The extent to which:
 - i. the configuration of sites is suitable for future development:
 - (a) to accommodate development intended by the Zone, including the development standards for built development and the required residential densities in the relevant

Precinct;

- (b) that encourages integration with, and passive surveillance over, streets and public spaces;
 - (c) to enable sunlight access to future residential units;
 - (d) to ensure safe, legible and convenient pedestrian, cycling and vehicle access, including through limiting block lengths and provision for clear and unobstructed emergency access;
 - (e) that avoids the use of cul-de-sac roads or private ways unless these are short (less than 50m) or walking and cycling connections are provided to other streets;
 - (f) that encourages interaction with, and visual surveillance over, the State Highway through considering the future layout and orientation of adjacent sites and their likelihood to result in direct pedestrian link to the State Highway, or a road or private way, or the use of detailed façades and direct or gated access from a State Highway-fronting yard.
- ii. the subdivision design provides for:
- (a) development of reserves and public open spaces which are suitably located, sized and designed for the intended function;
 - (b) coordinated and appropriately designed and located infrastructure consistent with Council standards, including the provision of a contribution to the upgrade of existing infrastructure to accommodate future development where appropriate;
 - (c) the appropriate management of stormwater through an integrated management system for the TPLM Zone [and Local Shopping Centre Zone](#) land north of SH6, through water sensitive design and through the retention and treatment of stormwater, and integration with the stormwater ~~network~~[system](#) within the Zones, taking into account the Guiding Principles for stormwater management in the TPLM Zone [Local Shopping Centre zone within the Te Pūtahi Ladies Mile Structure Plan area](#), and the QLDC Engineering Code of Practice;
 - (ca) a stormwater management system which will achieve soakage to ground of runoff generated by the 1% AEP event, and for the contributing Slope Hill catchment the 1% AEP, or as close as possible to the 1% AEP event. ~~(and no less than 5% AEP).~~
 - (d) the retention of mature existing vegetation, including those identified as "Existing Trees to be retained" on the Structure Plan and other specimen trees where [this is practicable and does not compromise the efficient use of the land or achievement of required housing densities](#) possible, and the introduction of indigenous vegetation (preferably that naturally occurs and/or previously occurred in the area), to contribute to the character and amenity of the future development;
 - (e) existing natural and cultural features to be accessible to the public and, where appropriate, form prominent features within the overall design;
 - (f) A layout that will achieve the density [required](#) ~~expected~~ in the residential precincts as set out in Rules 49.5.12, taking into account the information requirements in Rule 27.7.28.1, including whether any design parameters are to be secured through an appropriate legal mechanism;
 - (g) Diversity of [\(non suburban\)](#) housing choice, including whether any parameters relating to building typologies are to be secured through an appropriate legal mechanism.
 - (h) A layout that protects, maintains or enhances indigenous biodiversity.
 - (i) Applications for staged subdivisions involving the creation of larger 'bulk' lots intended for further subdivision and/or development in the future demonstrate infrastructure servicing (access and all utilities) that is sufficient for the zoned

development potential of all of the "bulk" lots to be created, to ensure the land is able to be serviced and developed for the anticipated, zoned land use and density capacity, including:

- (i) Provision for access approvals or legal instruments necessary for the provision of infrastructure services to the bulk lots;
- (ii) Methods to integrate with existing or adjacent developments;
- (iii) Consideration and contribution to (where appropriate) infrastructure that is necessary to both service the development but may also benefit or service the wider community and future development on adjoining or nearby land where subdivision and/or development of that land would rely on the bulk lots for infrastructure.

Guiding Principles for stormwater management in the TPLM Zone [and Local Shopping Centre Zone within the Te Pūtahi Ladies Mile Structure Plan area](#):

In conjunction with the requirements in the Code of Practice, the following stormwater guidelines will be applied:

Water sensitive design

- a. Utilise stormwater management solutions that mimic the natural water cycle and enhance the water quality;
- b. Employ an integrated stormwater management approach that supports connectivity to the natural environment and gives effect to Te Mana o te Wai and the community wellbeing;
- c. Manage flooding and surface water flow to safeguard the community and infrastructure in a sustainable manner.
- d. [Replicate](#) ~~The hydrological regime in the area is replicated~~ such that the maximum rate of discharge and peak flood levels post development are no greater than pre-development;
- e. Align 'blue' stormwater solutions and the wider 'green' landscape and open space strategies wherever possible.

Design standards

- f. Ensure that there is a maximum 24-hour drain-down for any attenuation systems basis/soak pits for 1% AEP events;
- g. ~~That there are no~~ [Avoid](#) direct discharges from the development area into Lake Hayes (other than overland flow [in extreme weather events](#));
- h. ~~That runoff from all roads is managed~~ [road runoff](#) through appropriate treatment device(s);
- i. ~~Stormwater devices must be constructed~~ [stormwater devices](#) to capture, treat and discharge runoff ~~from~~ [from](#) the catchment of the device.

Integration

- j. Avoid a proliferation of multiple stormwater management systems and devices. Depending on location and land ownership structures this may necessitate co-operation of multiple landowners to ensure an acceptable approach;
- k. Any [Legal mechanisms](#) ~~proposed~~ to achieve an integrated stormwater system across legal boundaries;

Overland flow

- l. Land to the north of and adjacent to Collector Road A is used as [a](#) swale to collect, treat and discharge runoff from Slope Hill to ground and allow for overland flow in the Te Putahi Ladies Mile Zone [and Local Shopping Centre Zone within the Te Pūtahi Ladies Mile Structure Plan area](#) to be directed towards Lake Hayes in extreme rainfall events greater than 1% AEP;
- m. Additional overland flows may be required.

- n. That there are no overland flows across SH6 for 1% AEP events or less;
- o. That there are no overland flows from attenuation systems or soak pits for 1% AEP events or less unless there is a defined and acceptable overland flow path.
- p. Overland flow paths from Slope Hill are co-ordinated through the TPLM Variation Area.

27.10 Rules – Non-Notification of Applications

Applications for all controlled and restricted discretionary activities shall not require the written approval of other persons and shall not be notified or limited notified except:

...

- a. For applications within Te Pūtahi Ladies Mile Zone [and Local Shopping Centre zone within the Te Pūtahi Ladies Mile Structure Plan area.](#)

~~Note: any application for subdivision that involves any stormwater management component shall require the written approval of Kāi Tahu and affected landowners in the catchment, and limited notification to these parties is required to any of these parties who do not provide written approval. Any application involving the establishment or direct works of the Zone wide overland stormwater flow path infrastructure shall be limited notified to Kāi Tahu and affected landowners in the catchment, unless written approval is provided.~~

...

27.13 Structure Plans

...

27.13.19 Te Pūtahi Ladies Mile Structure Plan

[insert Structure Plan]

Transport

...

29.5 Rules – Standards for activities outside roads

	Table 29.3 – Standards for activities outside roads	Non-Compliance status
...
29.5.5	Dropoff/ pick up (set down) areas in all zones except in the Queenstown Town Centre Zone, the Wanaka Town Centre Zone, the Arrowtown Town Centre Zone, and within the Te Pūhahi Ladies Mile Zone ...	RD ...
...	...	
29.5.12A	<p>Maximum Parking Requirements</p> <p>On land located in the Te Pūhahi Ladies Mile Zone, the number of parking spaces shall not exceed the following rates:</p> <p>Residential Activity — Studio or 1 bedroom — 0.5 spaces 2 bedrooms — 1 space 3 or more bedrooms — 1.5 spaces 3 or more bedrooms in the LDR Precinct only — 2 spaces</p> <p>Offices – 1 per 50m² GFA Retail – 1 per 50m² GFA Education – 0.5 per FTE employee plus 1 visitor space per classroom Supermarket – 1 per 25m² GFA Activities not listed – no maximum</p> <p>Except that this rule will not apply to mobility spaces, For sites of 2000m² or more in the LDR Precinct (Sub-Area H2 only) — no maximum parking requirements.</p> <p>Note: Maximum parking rates are to be calculated cumulatively.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> The adequacy of parking for the activity; Effects on residential intensification and urban design; and Effects on the transportation network, including on the uptake of public and active transport modes.
...	...	

<p>29.5.24</p>	<p>Roading and access within the Te Pūtahi Ladies Mile Zone</p> <p>29.5.24.1 There shall be no direct property access for vehicles from the collector road Type A on the Structure Plan to land located north of the road except where such direct property access already exists as at 9 June 2023 for the purpose of access to the Navigational Aid on Slope Hill.</p> <p>29.5.24.2 New roads connecting collector road Type A identified on the Structure Plan to land located north of the road shall not exceed a frequency of more than one every 120m.</p> <p>29.5.24.3 New roads connecting collector road Type A identified on the Structure Plan to land located south of the road shall not exceed a frequency of more than one every 60m.</p> <p>29.5.24.4 The maximum number of access points from the collector road Type C identified on the Structure Plan to land located east of the road shall be two (2).</p> <p>29.5.24.5 The maximum number of access points from the collector road Type C identified on the Structure Plan to land located west of the road shall be one (1).</p>	<p>RD</p> <p>Discretion is restricted to effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>
<p>29.5.25</p>	<p>Carparking and vehicle crossings within the Te Pūtahi Ladies Mile Zone 29.5.25.1</p> <p>Within the Medium Density Residential and the High Density Residential Precincts, uncovered parking between the building and the road boundary of residential units shall be limited to a maximum of one car park per residential unit (provided that any such car park is not additional to the maximum parking requirements).</p> <p>29.5.25.2 Within the Medium Density Residential and the High Density Residential Precincts, there shall be a minimum separation distance of 8m between vehicle crossings on public streets, except that combined vehicle crossings will be excluded from this requirement where they service neighbouring parking areas no more than 1m apartthe Medium Density Residential and High Density Residential Precincts, subdivision applications shall specify vehicle crossing locations in compliance with Rule 49.5.30. Where two adjoining allotments each have a width of 8.5m or less, the single vehicle crossings each is entitled to under Rule 49.5.30 (a 6.5m residential unit dwelling + 2 x 1m side yards = 8.5m allotment width) shall be combined.</p> <p>29.5.25.3 Common parking areas (including open areas or areas within a building at ground-level) that comprise more than two spaces must:</p> <p>a. Not front a street or public open space</p> <p>b. Incorporate 2m wide landscape planting areas at an interval of every four angle parking spaces and between nose-to-nose angle parking, and every three parallel parking spaces.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment; and</p> <p>b. Effects on the amenity of the Zone when viewed from the street or private way that provides the function of a road.</p>

<p>29.5.25A X</p>	<p>a. All vehicular access to fee simple lots, cross lease, unit title or leased premises shall be in accordance with Table 3.2 (Road Design Standards) of the QLDC Land Development and Subdivision Code of Practice 2018, including the notes within Table 3.2 and Appendices E and F; except as provided for in 29.5.14b below.</p> <p>b. All shared private vehicular accesses in the Te Pūtahi Ladies Mile Zone, serving residential units in the High Density Residential Zone, Medium Density Residential Zone, Low Density Residential Zone shall comply with the following standards:</p> <p>(i)</p> <table border="1" data-bbox="256 655 844 1717"> <thead> <tr> <th data-bbox="256 655 483 808">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 data-bbox="483 655 636 808">Formed Width (m)</th> <th data-bbox="636 655 844 808">Minimum legal width (m)</th> </tr> </thead> <tbody> <tr> <td data-bbox="256 808 483 846">1 to 6</td> <td data-bbox="483 808 636 846">3.0</td> <td data-bbox="636 808 844 846">4.0</td> </tr> <tr> <td data-bbox="256 846 483 884">7 to 12</td> <td data-bbox="483 846 636 884">5.5 – 5.7</td> <td data-bbox="636 846 844 884">6.7</td> </tr> <tr> <td data-bbox="256 884 483 1037">Rear service lane (no pedestrian or public access including to any residential units'- dwellings' front door) serving up to 12 units</td> <td data-bbox="483 884 636 1037">7m</td> <td data-bbox="636 884 844 1037">7m</td> </tr> <tr> <td data-bbox="256 1037 483 1190">Rear service lane (no pedestrian or public access including to any residential units'- dwellings' front door) 13 or more units</td> <td data-bbox="483 1037 636 1190">7.5m</td> <td data-bbox="636 1037 844 1190">8.5m</td> </tr> </tbody> </table> <p>Information requirement: Proposals shall be accompanied by design information prepared by suitably qualified persons demonstrating that a vehicular speed environment of 30km/h or less will be achieved within the lane; that sufficient provision and space has been made to allow waste storage and collection (where this is to be provided from within the lane); and how the lane will not attract rat-running or similar inappropriate</p>	The greater of the actual number of units proposed to be serviced or the potential number of units able to be serviced by the permitted density	Formed Width (m)	Minimum legal width (m)	1 to 6	3.0	4.0	7 to 12	5.5 – 5.7	6.7	Rear service lane (no pedestrian or public access including to any residential units'- dwellings' front door) serving up to 12 units	7m	7m	Rear service lane (no pedestrian or public access including to any residential units'- dwellings' front door) 13 or more units	7.5m	8.5m	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects, including positive urban design effects, on the safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment and provision for sufficient emergency access.</p> <p>b. The design of the access, including the width of the formed and legal width.</p> <p>c. The on-going management and maintenance of the access.</p> <p>d. The purpose and function of the private way, and if intended to be a means of public or pedestrian access to any residential unit- dwellings' front doors, the provision of sufficient visual quality, landscape amenity and pedestrian-priority.</p> <p>e. Urban design outcomes, including any positive effects on urban design quality.</p>
The greater of the actual number of units proposed to be serviced or the potential number of units able to be serviced by the permitted density	Formed Width (m)	Minimum legal width (m)															
1 to 6	3.0	4.0															
7 to 12	5.5 – 5.7	6.7															
Rear service lane (no pedestrian or public access including to any residential units'- dwellings' front door) serving up to 12 units	7m	7m															
Rear service lane (no pedestrian or public access including to any residential units'- dwellings' front door) 13 or more units	7.5m	8.5m															

[travel behaviour.](#)

[e.f.](#) The vesting of

	<p>(ii) Except;</p> <ul style="list-style-type: none"> i. where a shared vehicle access for 1 to 6 units adjoins a State Highway, arterial, or collector road, it shall have a formed width of 5.5m - 5.7m and a legal width of at least 6.7m for a minimum length of 6m, as measured from the legal road boundary. ii. To allow vehicles to pass, formed access widths for 1 to 6 units shall include widening to not less than 5.5 m over a 15m length at no more than 50 m spacing (measured from the end of one passing bay to the beginning of the next). iii. The above access width rules do not apply at the time of subdivision to any developments authorised and given effect to by a land -use consent as at the date these provisions are made operative. <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. <u>except as provided in this Rule.</u></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>the access in Council.</p> <p>g. Any positive effects on achieving planned intensification and compact urban form.</p>
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Thresholds for new high traffic generating activities, including changes of use

Table 29.5			
	Activity	Development type	Threshold
...			
29.9.10	Development in the Te Pūtahi Ladies Mile Zone	Any building containing residential, commercial, retail, or educational facilities	For any residential development 10 residential units. Any other building containing commercial, retail, or educational facilities.

29.10 Minimum requirements for cycle parking, lockers and showers

Table 29.6				
	Activity	Customer/Visitor Short-Term Bicycle Parking	Private Long-Term Bicycle Parking. This is for the use of staff, students, and residents	End of trip facilities

...
29.10.7	Educational Facility – primary and secondary	1 visitor space per 50 students (capacity)	For Students, 1 per 5 pupils Year 5 and above (capacity) for primary and secondary schools. In addition, within the Te Pūtahi Ladies Mile Zone, for staff 1 bicycle space per 10 on-site workers	Nil, except that within the Te Pūtahi Ladies Mile Zone the following shall be provided: For students 1 locker per every space required. For staff, where 11-100 long-term bicycle parking spaces are required: 1 locker for every space required and 1 shower per every 10 spaces required. Where >100 long-term bicycle parking spaces required: 10 showers for the first 100 spaces required plus two showers for each additional 50 spaces required.
...				
29.10.13	Residential activity within the Te Pūtahi Ladies Mile Zone	1 per 20 residential units	1 per residential unit	Nil

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

29.10.15 In calculating the requirement, all development floor areas cited in the above table shall be rounded down. For example, an office space development of 150m² would require one Private Long-Term Bicycle Parking space and an office of 510m² would require four spaces.

29.10.16 Private Long Term Bicycle parking shall be secure and positioned within the site in order to be accessible from the street.

29.10.17 Cycle parking for residential activity in the Te Pūtahi Ladies Mile Zone can be located in a communal area, including within garaging or cycle storage sheds.

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

...

Signs

...

31.14 Rules – Activity Status of Signs in Special Zones

Table 31.14 – Activity Status of Signs in Special Zones		Jacks Point Zone outside of Village Activity Areas and residential Activity Areas	...	Te Pitahi Ladies Mile Zone
31.14.1	Signs for commercial activities and community activities and Visitor Accommodation in the Commercial Precinct. Control is reserved to the matters set out in Rule 31.18.	C	...	C
31.14.2	Identification of a signage platform for a commercial activity or community activity Control is reserved to the matters set out in Rule 31.18.	C	...	C
31.14.3	Signs for visitor accommodation	D	...	D
31.14.4	Signs not associated with commercial activities, community activities or visitor accommodation	P	...	P
31.14.5	Any sign activity which is not listed in Table 31.4 or Rules 31.14.1 to 31.14.4 inclusive.	D	...	D

...

36 Noise

...

36.5 Rules – Standards

Table 2: General Standards

Rule Number	General Standards				Non-Compliance Status
	Zone sound is received in	Assessment location	Time	Noise Limits	
36.5.2	Any point within any site	0800h to 2000 h	50 dB LAeq (15 min)	NC
	Te Pūtahi Ladies Mile Zone – Low, Medium and High Density Residential Precincts		2000h to 0800 h	40 dB LAeq (15 min)	
36.5.6	Te Pūtahi Ladies Mile Zone – Commercial and Glenpanel Precincts	Any point within any other site in the Commercial and Glenpanel Precincts	0800h to 2000 h	60 dB LAeq(15 min)	NC
	Note: Sound from activities which is received in another zone or Precinct shall comply with the noise limits for that zone or Precinct.		2000h to 0800 h	50 dB LAeq(15 min)	
			<u>2000h to 0800 h</u>	<u>75 dB LAFmax</u>	