

Queenstown Lakes District Council
Plan Change 6 – Access Widths
Planning Officer’s Report

Executive Summary

This Report has been commissioned by the Queenstown Lakes District Council (QLDC) in accordance with Section 42A of the Resource Management Act 1991 (RMA) to consider all submissions received following the public notification of Plan Change 6 and to make recommendations on those submissions.

The background information to this Plan Change is contained within the Section 32 evaluation prepared for the QLDC at the time this plan change was notified. For reference purposes, this evaluation is attached to this report as Appendix One.

In essence, Plan Change 6 seeks to ensure that the width of accessways to residential properties is appropriately designed for current and future use. This is sought through providing new rules relating to widths of accessways according to the number of residential units located on the accessway, both at the time of subdivision and at the time land is developed.

This report:

- outlines the statutory provisions relevant to the plan change process;
- discusses general issues
- discusses both the original and further submissions received following the public notification of this plan change;
- makes recommendations as to whether or not those submissions should be accepted or rejected; and
- concludes with an overall recommendation based on the preceding discussion in the report.

A total of 70 submissions and 56 further submissions were received on Plan Change 6. Submissions received seek a range of outcomes; from the adoption of the proposed change through to its withdrawal. Many submissions seek amendments to the content of the provisions within the District Plan.

In general it is concluded that there is a need to retain within the District Plan a provision for access widths for residential properties at the time of subdivision and development. Some changes are recommended to the provisions as notified, and these are contained within Part 5 of this report. A summary of all recommendations on submissions and further submissions is attached to this report as Appendix Four.

Introduction

This report deals with Plan Change 6 to the Partially Operative Queenstown Lakes District Plan.

This report has been prepared by Stephanie Styles. I hold a Bachelor of Planning degree with Honours, from the University of Auckland. I have been employed as a Senior Planner at Boffa Miskell Ltd since August 2004. I am a member of the New Zealand Planning Institute.

I have ten years experience in the resource management field, with a range of practice throughout the South Island. This work has included resource consent processing, transportation policy, district plan development, and preparation of resource consent applications.

The purpose of this report is to bring to the attention of the Hearings Panel the relevant information and issues regarding this plan change, along with recommendations on the submissions and further submissions. It must be emphasised that the conclusions and recommendations made in this report are my own, based on the information to hand at the time of writing this report, and are not binding upon the Council. It should not therefore be assumed that the Hearings Panel will make the same conclusion as myself having considered all the evidence brought before it at the hearing.

Plan Change 6 seeks to ensure that the width of accessways to residential properties is appropriately designed for current and future use. This is sought through providing new rules relating to widths of accessways according to the number of residential units located on the accessway, both at the time of subdivision and at the time land is developed.

The Plan Change was notified on 12 October 2005 with submissions closing on 9 December 2005 and further submissions closing on 26 June 2006. A copy of the Plan Change is attached as Appendix One.

A meeting for those who had lodged submissions and further submissions was held at the Queenstown Lakes District Council on 13 November 2006 and the matters discussed at that meeting have been considered in the preparation of this report.

A total of 70 submissions and 56 further submissions were received on Plan Change 6. Submissions received seek a range of outcomes; from the adoption of the proposed change through to its withdrawal. Many submissions seek amendments to the content of the provisions within the District Plan.

Reference is made throughout this report to the technical report prepared by Mr Paul Burden of Streets in Sync, which can be found in Appendix Three.

This report is structured as follows:

- Part 1:** Statutory Considerations
- Part 2:** Background
- Part 3:** General Issues
- Part 4:** Submission Discussion and Recommendations
- Part 5:** Overall Recommendation (recommended amendments to the rule)

Appendices attached to this report include:

- Appendix One:** Copy of Plan Change 6 as Notified
- Appendix Two:** Statutory Considerations summary
- Appendix Three:** Technical Report on Transportation Matters related to Access Widths
- Appendix Four:** Summary of all Recommendations on Submissions and Further Submissions

Part 1: Statutory Considerations

- 1.1 The following is a brief summary of the key statutory considerations, which must be noted as part of considering this plan change. Appendix Two contains the associated text from the Resource Management Act 1991 (RMA).
- 1.2 Section 74 of the Act sets out the matters that must be considered in preparing a change to the District Plan. Among other things, section 74 requires a local authority to comply with its functions under sections 31, 32, 75(2) and Part 2 of the Act in preparing a change to a district plan.
- 1.3 Section 31 of the Act sets out the functions of territorial authorities in giving effect to the purpose of the RMA and the provisions of Part 2 of the Act include:
 - the purpose of the Act as contained in Section 5;
 - Section 6 - Matters of National Importance;
 - Section 7 Other Matters that require particular regard in achieving the purpose of the Act; and
 - Section 8 Treaty of Waitangi.
- 1.4 In accordance with Section 32 of the Act, the Council has a duty to consider alternatives, benefits and costs of the proposed change. Section 32 was amended on 1 August 2003. This Plan Change was publicly notified since the amendment and thus the amended provisions of the Act are relevant.
- 1.5 In addition, Section 75(2) also requires the District Plan not to be inconsistent with the Regional Policy Statement or Regional Plan.
- 1.6 For completeness, it is noted that in making a decision on the plan change, the Council is guided by Clause 10 of the First Schedule to the RMA.

Part 2: Background

- 2.1 Plan Change 6 relates to the width of accessways serving residential units.
- 2.2 Access to residential units is usually provided for either directly from the public road or by way of a private accessway. Over time, as the main towns within the Queenstown Lakes District have developed and increased in density, increasing demand has been placed on these private accesses.

- 2.3 The District Plan (prior to Plan Change 6) required:

iv Parking Area and Access Design

All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with the standards contained in NZS4404: 1981. Off street parking spaces shall be separated from footpaths or adjoining roads by a physical barrier.

- 2.4 This requirement applied at the time of subdivision of all land, not at the time of residential development. Thus any subsequent development of land following the subdivision process did not lead to any re-evaluation or adjustment of the appropriate width of the access. The potential for development is controlled by the district plan provisions which in some zones provide for up to six residential units on a site without subdivision.

- 2.5 The Section 32 report prepared prior to notification of the plan change explains the key issues the Council has identified leading to the preparation of the plan change. These included:

- concerns over the redevelopment of land in a manner that has led to inadequate access width for the use of the full development. Where an existing access is used to service a redevelopment leading to an access that is inadequate for the needs of the larger number of units.
- concerns over accessways being too narrow for vehicles passing and sometimes parking requirements demanded by an increase in resident numbers.
- consideration of ownership of accessways, including matters relating to maintenance of accesses and the collection of rubbish from residential units served by a private access.

- 2.6 From these concerns, the plan change was developed with the goal of ensuring that the plan include provisions relating to minimum widths both at the time of subdivision and at the time of development of land, to ensure that accessways would have adequate width. This led to the proposed plan change which amended the plan as follows:

Add the following implementation method to 14.1.3, objective 1 – Efficiency, under Implementation methods,

Implementation Methods

(ii) *Other methods*

(c) *Encourage vestment of accesses to multiple properties in the Council*

Add the following to rule 14.2.4.1 iv:

iv Parking area and Access Design:

All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with standards contained in NZS4404: 1981, including amendments adopted by Council and subsequent amendments and updates of this standard.

In addition the minimum requirements for the widths of any vehicular access to residential units will be in accordance with the following:

The greater of <ul style="list-style-type: none"> the actual number of units serviced; or the maximum number of units possible as a permitted or controlled activity 	Minimum street width (m)	Carriageway width (m)
2-4 units Cul de Sac	4.5	3
5-20 units Cul de Sac	12	6
21-150 units Cul de Sac Note: The access shall be formed in accordance with Council standards for public streets to vest	18	6
0-50 units Through Road Traffic volume up to 400 vehicles (Annual Average Daily Traffic per day) Note: The access shall be formed in accordance with Council standards for public streets to vest	18	6
Any number of residential units Traffic volume 400-900 vehicles (Annual Average Daily Traffic per day) Note: The access shall be formed in accordance with Council standards for public streets to vest	18	6
Any number of residential units Greater than 900 vehicles (Annual Average Daily Traffic per day) Note: The access shall be formed in accordance with Council standards for public streets to vest	20	7

Off-street parking spaces shall be separated from footpaths or adjoining roads by a physical barrier unless aligned with an approved vehicle crossing.

Add the following Assessment Matter to 14.3.2v

(m) The extent to which the limited width of an access is mitigated by sufficient on site manoeuvring and parking space

(n) The likelihood of a further site(s) being created and/or the likelihood of the redevelopment of a site(s), where as a result, the site(s) is accessed to such an extent as to generate increased traffic.

2.7 The plan change also sought to encourage private accesses to be vested in the Council as public roads.

- 3.1 The plan change has raised a number of general issues, which are dealt with initially here as they relate to many of the submissions and further submissions.

Planning and Traffic Engineering Best Practice

- 3.2 It is essential that any district plan provisions are in accordance with the Resource Management Act provisions and demonstrate planning best practice. In the case of the access width provisions it is also essential that traffic engineering best practice is also demonstrated.
- 3.3 Planning best practice in the preparation of district plan provisions relates to providing certainty, clarity, and ease of use and administration. At present the notified access width rule could benefit from some improvement in relation particularly to these matters as it is not clear or certain and will lead to increased resources in its administration.
- 3.4 Mr Burden has considered best practice from a traffic engineering perspective in his assessment of the plan change and the submissions. Traffic engineering best practice involves ensuring safety and efficiency for the transportation network and its users. Mr Burden has concluded that the present rule does not demonstrate best practice and could benefit from some improvements as set out in his recommendations.

Scope of the Plan Change

- 3.5 The section 32 report states (in section 1.2) that:

“This plan change concerns the provisions for private access roads servicing residential properties in the Queenstown Lakes District in the Low and High Density Residential zones. In scope it is limited to considering ways of achieving appropriately dimensioned access for the property or properties to be serviced. Some consideration is also given to the issue of private versus public ownership of access ways to multiple properties.”

- 3.6 Thus the scope of the plan change is related to three issues:
- zones to which the plan change applies
 - scope of consideration of access dimensions
 - ownership of accesses.
- 3.7 A number of submissions have raised issues over the scope of the plan change, particularly in relation to which zones the rule should apply to and the implications for vesting of land.

Zones

- 3.8 In relation to the zones in which the plan change applies, unfortunately the statement made in the section 32 on the scope being limited to the Low and High Density Residential zones (outlined above) was not translated to the wording of the change to the plan. The wording of the change as it stands relates to

residential units without any limitation as to zone. Accordingly, the plan change applies to all residential units in all zones, including rural zones.

- 3.9 It is understood from reading the section 32 report and from discussion with Council staff that this was not intended, but that it was only intended that the rule apply to residential units in the Low and High Density Residential zones.
- 3.10 In order to resolve this inconsistency and to ensure that any plan change wording be in line with the intent of the plan change, it is recommended that all submissions seeking that the scope of the plan change be limited to the low and high density residential zones be accepted and the wording of the rule amended to state the zones applicable.

Consideration of access dimensions

- 3.11 The section 32 report specifically limited the scope of the plan change to considering ways of achieving appropriately dimensioned access. It is my understanding that the plan change was not intended to consider further issues related to management or maintenance of accesses or the private use of these spaces, except as a consequential effect of the vesting of land.

Ownership

- 3.12 While the section 32 report stated that the plan change would give some consideration to ownership of the land over which the access way is located, this matter has not been given effect to or encompassed in any rule. It has only been addressed through the introduction of an implementation method under Objective 1 which states "*Encourage vestment of accesses to multiple properties in the Council*".
- 3.13 Implementation methods have no power to require a change in ownership of land or to influence the process of vesting of land. While this implementation method can act as a signal for Council's preference it does not impose any legal requirement.
- 3.14 It is understood that the Council has a preference for accesses serving multiple residential properties to be vested in the Council, to avoid ongoing issues relating to management and maintenance of these accesses. This preference is further signalled by the Council recently adopting a policy of accepting responsibility for maintenance of all legal width access ways serving more than four houses. I am uncertain as to the status and enforceability of this policy under the Local Government Act. I understand that Council has received legal advice that while there could be an inconsistency between the plan rules and Council policy, there would not be any legal implications if the policy seeks to encourage a higher standard than that required by the rules of the plan.
- 3.15 The introduction of an implementation method however has very limited ability to influence this situation, but would act as some limited form of encouragement. Vesting of an access as a legal road is commonly carried out through the subdivision process and at the time of subdivision the Council is in a position to negotiate with a developer over the extent of any vesting of land. I understand that the Council is able to impose a condition requiring vesting on subdivisions, or if offered by an applicant on developments, or with respect to compliance with the Council's subdivision and development standards.
- 3.16 The provisions introduced through the plan change as notified require access widths at or around the level anticipated for public roads, even when few residential units are served by that access. The rule may encourage these

accesses to be vested as it requires such an extensive area of land to be set aside that developers and landowners are unlikely to want to retain private ownership. As Mr Burden discusses in his report, the access widths required are excessive and it is recommended that these widths be reduced for accesses serving up to 12 residential units. This reduction in width will in turn reduce the encouragement to vest these smaller accesses as public road.

- 3.17 Clarification of the situation in relation to vesting of accesses will also resolve the concerns raised in submissions in relation to the ability to implement vesting for existing unit title or cross lease situations.
- 3.18 On this basis I consider that to avoid any confusion in relation to this matter, any reference to encouragement of vesting of access should be avoided within the District Plan, and that all submissions seeking the deletion of the implementation method should be accepted.

The New Zealand Standard

- 3.19 The section 32 report discusses the changes that have occurred over time to the New Zealand Standard (NZS4404).
- 3.20 In 1994, the Council adopted NZS4404: 1981, together with some district specific amendments for use in consideration of subdivisions. That version of the standard was referred to in the previous rule within the district plan (prior to the plan change). In 2004 the standard was updated and in 2005 the Council adopted NZS4404: 2004 (with some amendments) as the subdivision standard for the district.
- 3.21 It would appear from the text of the section 32 report that the intention was that any new rule within the district plan be updated to relate to the new standard NZS4404: 2004, including the amendments adopted by the Council in 2005. However, this amendment was not incorporated into the plan change. Instead the reference continues to be:

“NZS4404: 1981, including amendments adopted by Council and subsequent amendments and updates of this Standard”

- 3.22 This raises a number of issues:
1. what standard should be referred to?
 2. can the amendments to the NZS adopted by Council be legally included as a rule in the District Plan?
 3. can any subsequent amendments and updates of this standard be included?

What standard?

- 3.23 It would appear that the intention of the section 32 report was that the most up to date standard (NZS4404: 2004) be referred to in the rule. This would be a logical conclusion as the plan change is an appropriate opportunity to update the plan to refer to changes in the national standard. It would also be appropriate to keep the district plan consistent with the more relevant national standard and to be aligned with a standard that has been developed by a technical committee with a wide range of highly qualified members.
- 3.24 Mr Burden has provided a consideration of the 2004 standard in his report (see Appendix Three) and concludes that the standard is reliable and practical. For

this reason it is appropriate that the rule should be updated to refer to the 2004 standard.

- 3.25 On this basis, it is recommended that all submissions, which seek that, the rule refer to NZS4404: 2004 be accepted.

Amendments?

- 3.26 It is understood that the Council amendments to NZS4404: 2004 went through a limited form of public consultation as a part of Council's Subdivision Standards Working Party consideration of changes to NZS4404: 2004. This involved the opportunity for local developers, surveyors, engineers and project managers to comment on the proposed local changes to the standard. These comments were considered by the Working Party prior to Council adopting the amendments.
- 3.27 This process was not however a public process and was not informed by the wider public. I also understand that the general public would not have been aware that this process occurred or that it would ultimately have the potential to influence the provisions within the District Plan. Therefore I consider that it is inappropriate for these amendments to be simply transferred to the district plan without the benefit of public consideration.
- 3.28 While public consideration of these amendments could be possible through the current plan change, the wording of these was not attached to the plan change making it more difficult for the public to obtain these. It would appear from the submissions received that many submitters did not obtain or have knowledge of these amendments. On this basis, I consider it would be unreasonable to introduce amendments to the standard within the rule that have not been adequately considered by the public.
- 3.29 I also note that the current wording would apply to any other amendments adopted by Council in the future, whether or not these proceed through a public consultation process. This too I consider to be inappropriate.
- 3.30 Mr Burden has considered the amendments made to the standard by the Council and has concluded that it would be unnecessary for these to apply to the district plan standards, with the un-amended standard being more appropriate.
- 3.31 On this basis, it is recommended that all submissions, which seek the removal of the wording "*including amendments adopted by Council*" be accepted. Should any future amendments by Council be made, these would need to undergo a further Plan Change in order to be incorporated into the District Plan and would need to be clearly referenced (e.g. date).

Updates?

- 3.32 Schedule 1, Part 3 of the RMA provides for the incorporation of documents by reference in a plan, including national standards. Clause 31 requires that an amendment to, or replacement of, material incorporated by reference in a plan has legal effect only if a variation or plan change has been carried out to accommodate the change.
- 3.33 Therefore, the plan must be formally varied or changed to accommodate future changes to any standard or external document referred to in a plan. This includes any changes to NZS4404 in the future.
- 3.34 On this basis, it is not appropriate to continue to include the wording "*and subsequent amendments and updates of this Standard*" within the rule, and this should not continue to be included within the plan. On this basis, it is

recommended that all submissions, which seek the removal of this wording, be accepted.

Other methods of Council involvement

3.35 Throughout a number of submissions the concept of provision of information and other methods of Council involvement has arisen. I agree that it would be a good idea for the Council to be more proactive in assisting developers, landowners and property purchasers in understanding the difference between private and public access to land.

3.36 There are a range of methods through which information could be provided:

- Provision of information through brochures or information packs.
- Provision of information through notices at the time of subdivision consent.
- Provision of information to real estate agents.
- New media and publications.

3.37 Unfortunately non-statutory methods of information provision are outside the scope of this plan change, however I recommend that the Council consider these further.

Part 4: Submission Discussion and Recommendations

- 4.1 Part 4 will discuss the issues raised in the submissions and further submissions, make recommendations on whether those submissions / further submissions should be accepted or rejected, and give reasons for such recommendations.
- 4.2 The issues contained within the submissions and further submissions are divided into a number of groups below, with each group covering one or more submissions / further submissions. Due to the sheer number of submission / further submission points, this discussion does not contain specific recommendations on each submission point but instead discusses the issues. Specific recommendations on each submission / further submission point are contained in Appendix Four.

Section 32 analysis

- 4.3 Many of the submissions received express concern over the adequacy of the section 32 report prepared prior to the notification of the plan change and the extent of identification of a problem, research undertaken, and analysis provided.
- 4.4 Section 32 of the RMA sets out a process for Councils to test the appropriateness of any proposed provisions for district plans. The application of section 32 applies throughout plan preparation, from issue identification to decision release. Section 32 follows an iterative process that requires a regular review of earlier steps and conclusions when necessary. In this way it is important to note that the section 32 process did not end at the time the plan change was notified but continues through this planning report and through the decision making process.
- 4.5 A submitter can only challenge the section 32 process specifically under section 32A(1) by submission. None of the submissions received specifically make a challenge under Section 32A(1) but it is acknowledged that these submissions have the effect of calling into question the adequacy of the section 32 report produced prior to notification.
- 4.6 Since notification of the plan change, additional work has been undertaken to clarify:
 - Identification of a problem.
 - Research into national standards and other district plan provisions.
 - Analysis of the plan change, the alternatives, the suggestions within the submissions and other best practice.

This additional information has enabled both myself and Mr Burden to be better informed in writing our reports and assessing the submissions and further submissions received.

Identification of a problem

- 4.7 Having queried Queenstown Lakes District Council further on the identification of the problem, I have been informed of the following:
 - Council staff have clearly identified a problem arising from the previous District Plan rule wording in relation to residential development resulting in inadequate access widths. This has arisen both through public enquiries and through resource consent applications received. Some of the resource consent applications received have required legal advice to clarify the

situation regarding the access widths and have been costly and time consuming. This is a problem identified through experience, which is repeated, and which has been passed on verbally but unfortunately is not documented. The absence of documentation does not mean that a legitimate problem does not exist.

- Council's customer services department and other Council staff have verbally expressed that public complaints are regularly received in relation to maintenance, refuse collection, etc on private land. These complaints are not actioned by Council staff as they relate to private land and are therefore not recorded. Again this is a problem identified through repeated experience but again not documented as Council's records only relate to work actually undertaken.

4.8 While these sources of information are not documented they are clear and have been repeated sufficiently to satisfy Council's planning policy staff that there is an identifiable problem and a plan change was required.

Research

4.9 Since the plan change was notified, Mr Burden has undertaken research into factors surrounding the plan change and the issue of access widths. This research has included:

- Research into access width provisions used by a range of other local authorities.
- Research into road function and the factors influencing road and roadway width.
- Research into the national standard NZS4404:2004.
- Research into Queenstown Lakes District Council's subdivision policy and other related documentation.

The findings of this research are outlined in Mr Burden's report, which is attached as Appendix Three.

4.10 This research has enabled Mr Burden to better understand the alignment of the provisions contained within plan change 6 against the national standard and other District Plans. Mr Burden has found that the provisions within the plan change are more severe when compared to other standards, being stricter than most other District Plan provisions reviewed and more stringent than the national standard.

Analysis

4.11 Mr Burden's report goes on to analyse the findings of his research, the aspects of the submissions that relate to technical transportation matters and other associated matters. This process of research and analysis forms part of the ongoing section 32 process in relation to the plan change.

4.12 On this basis it is considered that the process envisaged under section 32 of the RMA is continuing and that the levels of research and analysis have been progressed since the time of notification of the plan change. Therefore it is hoped that submitters who raised this matter will now have access to sufficient information in this regard.

The plan change is unduly onerous and will lead to inefficient use of land

- 4.13 A number of the submissions received consider that the result of the amendments to the district plan rules, caused by the plan change, is unduly onerous on developers and will lead to inefficient use of land and will hinder development. It has also been questioned whether the topography of the Queenstown Lakes area should lead to a different range of access provisions.
- 4.14 The reasoning for these concerns is that the increased width required through the plan change will increase development costs and does not take into account factors including topography, as well as increasing the area of land necessary to be set aside for access. This in turn will reduce the development potential of some sites.
- 4.15 Consideration of whether a provision is unduly onerous must relate to more than just consequential cost. Rules within a district plan that incur a cost on developers may be appropriate if that rule is necessary to ultimately avoid, remedy or mitigate adverse effects on the environment. However, if a rule cannot be adequately linked to avoiding, remedying or mitigating adverse effects then it may be unduly onerous.
- 4.16 In this case, Mr Burden has considered the effect of the amended rule and has concluded that it is both onerous and inefficient because it requires excessive legal widths for accesses serving few residential properties. Mr Burden does not consider that topography alone causes the plan change to be onerous.
- 4.17 I agree with Mr Burden's conclusions and consider that it would appear that the access widths imposed by the plan change are greater than is necessary to avoid, remedy or mitigate any adverse effects and that they will unnecessarily hinder development potential and potentially lead to some land being rendered unusable. This is both inefficient and ineffective and therefore should not continue.
- 4.18 I do not however consider that it is unduly onerous to require consideration of development potential rather than actual development proposed. Accordingly, I support applying the provision both at the time of development of land as well as at subdivision. This process will ensure protection for the future by ensuring provision is made for adequate access for future development. This is efficient and effective and will avoid the potential for adverse effects on the environment, as well as meeting the needs of users.
- 4.19 It is the nature of District Plan rules that there will always be circumstances where application of a rule may not be justified to its full extent eg due to unusual topography or comprehensive design. In situations where there is a good reason for the minimum access widths not to be provided, this can be dealt with through the resource consent process.
- 4.20 This is an appropriate process as it is not possible to design rules that meet every circumstance. The resource consent process can deal with situations that are less common. Applications under this rule are a restricted discretionary activity, which is an appropriate level of control as it may be necessary for the Council to decline a resource consent application if the access width proposed is going to cause significant adverse effects on the environment.
- 4.21 I also note that clause 14.2.3 provides for a resource consent under the access width rule to be *"considered without the need to obtain a written approval of affected persons and need not be notified in accordance with Section 93 of the Resource Management Act 1991, unless the Council considers special circumstances"*

exist in relation to any such application". This provision would assist to simplify the processing of any resource consent necessary under the access with rule.

- 4.22 On this basis I consider that the submissions that raise concerns over the provisions being unduly onerous, leading to inefficient use of land and hindering development, should be accepted in part. This support is reflected through recommending that the plan provisions be amended to reduce the required minimum access widths for private accesses serving less than 12 residential units.

The plan change will not provide certainty

- 4.23 The submissions received raise a number of concerns over uncertainty caused by the plan change.
- 4.24 One of the reasons for uncertainty is the use of terminology not defined within the district plan, including:
- "street",
 - "carriageway",
 - "cul de sac", and
 - "annual average daily traffic".
- 4.25 Mr Burden has considered these issues and notes that commonly used terms relating to roads are "legal width" or "road reserve" rather than "street", and "formed width" or "roadway" rather than "carriageway". Mr Burden considers that these terms are both commonly used and commonly understood and the use of these would not cause uncertainty or ambiguity. Mr Burden has used the terms "legal width" and "formed width" throughout his report and has recommended that these be used in a revised rule in the district plan.
- 4.26 I agree with this approach and support Mr Burden's recommendation that these terms should be used within an amended rule. I consider that these terms are easily understandable by the general public, are commonly used in other District Plans and are consistent with the New Zealand Standard.
- 4.27 Mr Burden's revised rule package does not involve the use of either "cul de sac" or "annual average daily traffic", thus removing these from use in the rule and avoiding confusion for the public.
- 4.28 Other submissions raise uncertainty over the use of the terms "residential unit" and "unit". Both terms are defined within the district plan with "residential unit" meaning "*a residential activity which consists of a single self contained household unit, whether of one or more persons ...*" and "unit" meaning "*any residential unit, residential flat, or visitor accommodation unit of any type*".
- 4.29 The plan change as notified discussed the need to control access widths for residential units but the wording used in the rule refers only to units, having the effect of applying the rule to residential units as well as visitor accommodation. It is understood from the text of the plan change that this rule was only intended to apply to residential units and it would be impracticable for activities such as motels or hotels to meet the access requirements where they contain multiple units comprehensively developed on a site. For example a 21 unit motel would require an 18 metre wide road reserve for access, taking up a large portion of the site.

- 4.30 The recommended changes to the rule remove this confusion by only using the term “residential unit” which is defined in the plan and does not relate to visitor accommodation.
- 4.31 On this basis, I recommend that all submissions that seek clarification of terms and definitions should be accepted in part based on the proposed changes to the terminology within the rule.

The plan change is not practical

- 4.32 Some of the submissions received outline concerns over the practicality of access widths being revisited at the time of redevelopment. The concern is that it may be impractical or even impossible to increase the width of the access way to that required for the redevelopment of the land.
- 4.33 I acknowledge that there may be some historical situations where there is potential for redevelopment or further development of land but it is not possible to increase the access width. However I consider that these situations would be best dealt with through the resource consent process rather than by making them permitted under the rule. If the rule were changed to allow these situations to occur, then it is perpetuating the potential for adverse effects due to inadequate access situations. This is not an acceptable result for the environment.
- 4.34 Through a resource consent process any potential for improvement could be considered eg limited widening, or possibly a development may be declined or limited if it is shown that an inadequate access width would cause adverse effects. This protection for the residential environment is appropriate.
- 4.35 On this basis, I recommend that any submissions that seek that the plan change be amended or withdrawn because it is impractical be rejected.

Legal issues

- 4.36 Some of the submissions address legal issues related to the use of the national standard and subsequent amendments to this document. This issue has been discussed above in Part 3 of this report.
- 4.37 In summary, clause 31 of Schedule 1 to the RMA requires that updates to material and external documents referred to within a plan go through a formal variation or plan change process prior to having effect within a plan. Thus reference to “*and subsequent amendments and updates to this Standard*” is inappropriate wording to retain within the rule. On this basis, it is my recommendation that all submissions that seek this wording be removed be accepted.

Interaction with other plan changes

- 4.38 A number of submissions have raised concerns over the interaction of plan change 6 with other plan changes (namely plan changes 7, 8 and 10) and the potential for conflict with other plan changes.
- 4.39 One matter raised is the combination of requirements under plan change 6 with the requirements imposed by plan change 8 on carparking standards and plan change 10 on residential development. There is a view that the combination of

new provisions will mean a significant degree of impact on development potential.

- 4.40 This matter has been considered through the computer modelling undertaken primarily for plan change 10 (attached to the planning officer's report for plan change 10). That computer modelling has considered the combination of provisions from plan changes 6, 8 and 10 (as these plan changes are all being heard together) and concludes that in some areas there is a significant constraint to development. Of these provisions, the access width requirement has been acknowledged as having an identifiable impact in its own right.
- 4.41 From this computer modelling it can be seen that the constraint to development caused by the access widths will have an adverse effect on development potential and may lead to inefficient use of land (where areas are set aside for access but not used productively) and poor urban amenity. These matters are covered further in the officer's report for Plan Change 10.
- 4.42 Another matter identified that connects plan change 6 with plan change 8, is consideration of the appropriate location of carparking. While historically access ways have been used to a greater or lesser extent for overflow carparking, they are not primarily intended for this purpose. Plan change 8 seeks to ensure that all sites provide for their usual carparking needs to ensure that there is not inappropriate overflow carparking on streets and accesses.
- 4.43 Mr Burden considers that it is impracticable to increase the width of private accesses to provide for carparking demand that is not adequately provided for on private sites. He therefore supports submissions that seek that the plan change not provide additional width for carparking.
- 4.44 Issues related to carparking demand and provisions are being dealt with separately under plan change 8.
- 4.45 On this basis, I consider that submissions that raise concerns over the interaction of plan change 6 with other plan changes should be accepted in part.

Application of the plan change to zones

- 4.46 Some submissions raise concern that the plan change applies to all residential units in all zones but should only apply to the Low and High Density Residential zones. This matter has been discussed above in Part 3 of this report.
- 4.47 In summary, the conclusion is that the plan change is only intended to apply to Low and High Density Residential zones and that the rule should be amended accordingly to state this specifically. Therefore, it is my recommendation that all the submissions that seek this clarification should be accepted.

Vesting of accesses

- 4.48 A number of submissions raise concern over the references within the plan change to vesting of accessways in the Council as legal road, and raise issues with the coordination of the vesting process with the subdivision consent process. This issue has been discussed above in Part 3 of this report.
- 4.49 In summary, the conclusion is that vesting can occur through the subdivision consent process irrespective of the ineffective implementation method proposed

in the plan change. Therefore, it is my recommendation that all the submissions that seek the removal of this implementation method should be accepted.

- 4.50 Mr Burden has reassessed the threshold for when a private accessway should become a public road and has recommended changes to the rules accordingly. Should these recommendations be accepted, they would clarify the situation in relation to vesting of accesses as roads.

Reference to the New Zealand Standard

- 4.51 Some submissions consider that the rule should refer to NZS4404: 2004 rather than NZS4404: 1981. Other submissions raise concern over whether the amendments to the standard adopted by the Council should be referenced within the rule. These matters have been discussed above in Part 3 of this report.
- 4.52 In summary, it is concluded that the plan change intended to update the reference to the national standard to refer to NZS4404: 2004 and that this should occur. Therefore it is recommended that all submissions that sought this change to the rule should be accepted.
- 4.53 It is also concluded that the amendments to the standard adopted by the Council should not be referenced within the rule and thus it is recommended that all submissions that sought that this be removed from the rule should be accepted.

The plan change will encourage car use

- 4.54 Some of the submissions received consider that the increase in access widths provided for by the plan change would encourage greater use of private cars. I sympathise with the concerns expressed and agree that there is a general need to support the use of sustainable transportation modes.
- 4.55 Mr Burden has assessed this issue and considers that the effect of the plan change would neither dissuade private car use nor encourage it. Mr Burden notes there needs to be a balance between safety and efficiency and recommends a revised rule, which provides this balance.
- 4.56 On this basis, I recommend that submissions raising this issue be accepted in part.

Relationship to objectives and policies

- 4.57 A number of the submissions received express concern that the plan change is contrary to the objectives and policies of the district plan, particularly those in Section 14. Some of the submissions received are concerned that the plan change is contrary to objectives and policies relating to consolidation, safety and efficiency, intended function, and good design.
- 4.58 Section 14 (Transport) contains Issues, eight Objectives and a range of supporting policies. The key issues that this section seeks to address are:
- the efficient use of roads, transport infrastructure and fossil fuels,
 - safety and accessibility for all road users, and
 - control of the environmental effects of transport.

- 4.59 Under these issues, the objectives deal specifically with:
1. Efficiency
 2. Safety and Accessibility
 3. Environmental Effects of Transportation
 4. Town Centre Accessibility and Car Parking
 5. Parking and Loading – General
 6. Pedestrian and Cycle Transport
 7. Public and Visitor Transport
 8. Air Transport
- 4.60 The matter of access widths to private properties falls under Objective 1, Policies 1.2 and 1.10, Objective 2, Policy 2.1, and Objective 4, Policy 4.6 which state:
- “1.2 To promote the efficient use of all roads by adopting and applying a road hierarchy with associated access standards based on intended function.”*
- “1.10 To require access to property to be of a size, location and type to ensure safety and efficiency of road functioning.”*
- “2.1 To maintain and improve safety and accessibility by adopting and applying a road hierarchy with associated design, parking and access standards based on the intended function.”*
- “4.6 To require all vehicle accesses to properties and developments to be designed in accordance with a set of specified standards, which ensure vehicle manoeuvring has minimal impact on the safety and efficiency of roads and footpaths and the amenity of any particular area.”*
- 4.61 I agree with the submissions that it would appear that the plan change as notified would not support urban consolidation as it requires large areas of land to be set aside for access, reducing the area available for development. This matter is further discussed in sections 4.13 to 4.22, and 4.38 to 4.45.
- 4.62 I also agree that the plan change as notified does not appear to be closely linked to road/access function. This matter is discussed further in Mr Burden’s report.
- 4.63 I do not however agree that the plan change would require access that does not contribute to safety and efficiency or is well designed. If anything the plan change as notified is excessive in it’s requirements leading to more than adequate space for access, manoeuvring, etc. The recommended revised rule provides a balance between less access space for accesses serving fewer residential units and more space for those serving greater numbers. This links the rule more closely to road/access function. In this way it will ensure that there is still adequate space for access, manoeuvring and safety, while also being more closely aligned to supporting consolidation.
- 4.64 There are also a range of objectives and policies that look at support for transport modes away from the private car. I consider that there is the potential for a conflict between the objectives and policies that seek safety and efficiency of access, with those that seek to support and encourage use of public transport, walking, cycling, etc. It would be inappropriate for the objectives/policies/rules to discourage private car use at the cost of safety for those living on a private access. There is a need for balance, and I consider that the recommended revised rule provides this balance.

4.65 Overall I consider that the plan change as notified is not wholly consistent with some of the objectives and policies but I would not consider it to be contrary¹ to the objectives and policies as a whole. I consider that the recommended revised rule is more closely aligned to the objectives and policies.

Limited Access roads / State Highways

4.66 Two submissions were received that deal with concerns over the interaction of private accesses with limited access roads / state highways. The concerns expressed relate particularly to maintenance, the provision of carparking and the appropriate design of intersections on these key roads.

4.67 Mr Burden has considered these submissions and has recommended that the rule be amended to ensure that where an accessway intersects with a limited access road or state highway, it is wider to accommodate passing and mitigate the chances of vehicles queuing. Issues related to provision of carparking are discussed in section 4.42 above.

4.68 I agree with Mr Burden's approach to this issue and consider that it is appropriate to ensure adequate accessway width at key intersections. On this basis, I recommend that the submissions relating to limited access roads / state highways be accepted in part.

Access widths

4.69 Submitters both in opposition to the plan change and in support of it raised the issue of appropriate access widths. A range of suggestions for appropriate widths are provided through the submissions received, particularly focussing on thresholds at which widths should increase. Mr Burden has considered these suggestions in his analysis, along with the national standard and provisions in other district plans.

4.70 It is suggested in some submissions that the access width rule should not provide any minimum standard. Instead it is noted that where a development requires resource consent under the district plan, consideration can be given to imposing a condition requiring adequate access width. It is suggested that the one rule for all approach is crude and unsuitable.

4.71 However this is not efficient or effective where a development would otherwise be permitted (not needing a resource consent for any other reason) and so the access width could not be considered. I do not consider that it would be appropriate that the rule should require all applications for development to be considered through the resource consent process to enable conditions to be imposed requiring appropriate access widths. I also disagree with the absence of a minimum standard, as this would lead to high levels of uncertainty for developers and users of the plan, meaning that no person would be able to judge what minimum is generally considered acceptable. I do however agree that the resource consent process is appropriate to consider unusual situations where it may be appropriate to move away from the minimum standard set out in the Plan.

¹ "Contrary" has been defined by the Environment Court as meaning opposed to in nature, different, opposite to, or repugnant.

- 4.72 A matter of opposition to the minimum widths was raised by the New Zealand Fire Service who is seeking that access widths be increased to a 4 metre minimum carriageway. The reason for this is to ensure adequate space for emergency vehicle access and for fire fighters to work around the vehicle.
- 4.73 Mr Burden has assessed this matter and considers that it would be inappropriate to greatly increase the width of accessways to accommodate emergency vehicles in circumstances where persons are parking on an access, where parking is not provided for. Mr Burden notes that the conflict between parking and access is an issue best dealt with through ensuring onsite carparking is provided rather than increasing access widths. It is also noted that the Council can control on-street car parking on public roads to ensure adequate clearance for emergency vehicles. Mr Burden concludes that the widths proposed are sufficient to accommodate emergency vehicles.
- 4.74 I also note that were this submission to be accepted it would result in an increase in access widths, raising similar issues to those raised in other submissions (eg inefficient use of land, reducing development potential, etc).
- 4.75 On this basis, it is recommended that this submission be rejected.
- 4.76 A view raised by many submitters in support of the plan change is that many recently developed subdivisions do not provide accessways that are wide enough to cater for both access and car parking. Mr Burden notes that this is not the intention of the access standards and that carparking requirements are dealt with elsewhere through on-site parking standards (see also section 4.42).

Accessways serving more than 5 dwellings

- 4.77 Some of the submissions in support seek that access ways serving more than 5 dwellings should be dedicated as public streets on the basis that if an access looks like a street it should be a street. It is also thought that this would avoid confusion over maintenance and management.
- 4.78 Mr Burden has considered this issue as part of his consideration of where the threshold between a private access and a public street should lie. While Mr Burden is of the opinion that there needs to be a clear distinction between private accesses and public roads, he is of the view that a threshold of 5 residential units would be too low and that the rule should make the threshold 12 residential units.
- 4.79 I agree with Mr Burden's conclusion and consider that setting the threshold that rests between 4 and 5 residential units would be inefficient and ineffective at providing a balance between private and public and avoiding effects. On this basis I recommend that submissions seeking the threshold lie at 5 residential units should be accepted in part. Further discussion of these matters is also covered under sections dealing with ownership and thresholds above.

Support for the plan change

- 4.80 Submissions in support of the plan change range from those in qualified support with some changes sought to those in total support. Some submissions in support state that it is important to plan ahead and consider the suitability of access width based on potential future development and that there needs to be

clarity to ensure a reduction in confusion over matters of ownership, management, maintenance, etc.

- 4.81 In general I agree that it is important to plan for the future and the intention of District Plan rules should be to provide certainty for development while providing allowance for future activities to continue without causing adverse effects on the environment. Therefore I consider that it is important that future development is provided for by ensuring that potential is anticipated when development occurs. In this way I agree that the intent of the plan change is important.
- 4.82 I do not consider that it is possible for District Plan rules to entirely avoid confusion and conflict over matters of ownership, management and maintenance, as this will inevitably occur where areas of private access occur. However if this is carefully controlled through the rules and is made known to purchasers of properties accessed from a private accessway, then the potential for confusion and conflict should be reduced.
- 4.83 Based on the advice received from Mr Burden and the matters discussed elsewhere in this report, I do not consider that the plan change as notified should proceed and I consider that there are necessary changes that should be made to the Plan rules.
- 4.84 On this basis I recommend that the submissions in support of the plan change should be accepted in part, and that those that seek that the plan change be adopted immediately in its entirety be also accepted in part.

Conclusions

- 4.85 Overall I consider that the plan change has identified an issue which is appropriately dealt with through the provision of controls within the district plan, however the wording promoted through the plan change does not entirely bring about what the plan change sought to achieve. Therefore I consider there is a need to modify the changes to the district plan by way of a range of positive actions sought through the submissions as discussed above.

Part 5:	Overall Recommendation
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Based on the advice received from Mr Burden and following consideration of the requirements of section 32, submissions, further submissions, and recommendations outlined above, I recommend that the following changes be made to the District Plan:

Amend rule 14.2.4.1 iv to read as follows:

iv Parking area and Access Design:

All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with standards contained in NZS4404:2004, and

All shared vehicular access serving residential dwelling units in the High and Low Density Residential Zones shall be in accordance with the standards set out in the table below:

<i>The Greater of the Actual Number of Dwelling Units Serviced or; the Potential Number of Dwelling Units Possible as a Permitted or Controlled Activity</i>	<i>Formed Width (m)</i>	<i>Legal Width (m)</i>
<i>1 to 6</i>	<i>2.75</i>	<i>3.6</i>
<i>7-12</i>	<i>5</i>	<i>6</i>

Where the shared vehicle access adjoins a local distributor or higher road in the hierarchy, including a State Highway, it shall have a 5m formed width and a 6m legal width for a minimum of 6m measured from the legal road boundary.

No private way or private vehicle access or shared access shall serve sites with a potential to accommodate more than 12 dwelling units.

Add the following Assessment Matters to 14.3.2 v:

- (m) The extent to which the limited width of an access is mitigated by sufficient on site manoeuvring.*
- (n) The likelihood of future development which could result in increased traffic generation.*
- (o) The extent to which the reduced width of an access is mitigated by the provision of passing areas and/or turning heads.*

Delete implementation method 14.1.3 (ii) (c) “*encourage vestment of accesses to multiple properties in the Council*”.

Report Prepared by Stephanie Styles

Resource Management Planner

Boffa Miskell Ltd

November 2006

Appendix One:

Copy of Plan Change 6 as Notified

Section 32 Report

Proposed Plan Change No. 6 to the Queenstown Lakes District Partially Operative District Plan regarding the widths of private access in the residential zones.

Prepared by CivicCorp in conjunction with Ken Tremaine Consulting, Wasley Knell Consultants and Boffa Miskell.

For the Queenstown Lakes District Council
Dated 16 February 2005 and 5 October 2005

EXECUTIVE SUMMARY

Currently the Queenstown Lakes Partially Operative District Plan includes requirements for the widths of access ways at the time of subdivision. It does not contain any provisions determining the widths of private access to sites after subdivision has taken place.

At the time of subdivision the width required for a private access is determined by a combination of the length of the access and the number of units on the site.

However, any time after subdivision has taken place the use of the site may change, i.e. the number of units may be increased. At this time it would be logical for the rules that governed access widths at the time of subdivision to be revisited and reapplied based on the change of land use.

Given these issues, the purpose of this Plan Change is to ensure the width of access ways are appropriately designed for current and future use.

Through an analysis of alternatives for ensuring that adequate width is required for land use it has been recognised that a plan change is needed. The plan change proposed here will partially align the situations at the time of subdivision and at the time of development by enabling the widths of accesses to be reconsidered together with a development proposal.

The new rules will allow potential future development of the sites to be taken into account and they will also ensure the width of private roads accessing more than 5 dwellings is brought in line with the width of public roads. This ensures sufficient road reserve is maintained to allow the road to potentially be vested in the Council at a future stage.

Access ways servicing less than 5 dwellings are less likely to act like public roads, and for these situations it is considered reasonable to consider the efficient use of land as a priority, over and above attempting to maintain a maximum road reserve. Therefore, for these situations the only carriageway width is set. However if the sites being accessed have the potential for more intensive development, then the Council can require a larger road reserve to be established and maintained.

As a result of this Section 32 analysis, it has been found that the most efficient and effective mechanism is to require the following access widths as part of a zone standard for any resource consent application:

<i>The greater of</i>	<i>Minimum street width (m)</i>	<i>Carriage way width (m)</i>
<ul style="list-style-type: none"> • <i>the actual number of existing units serviced or</i> • <i>the maximum number of units possible as a permitted or controlled activity</i> 		
<i>2-4 units Cul de sac</i>	4.5	3
<i>5-20 units Cul de sac</i>	12	6
<i>21-50 units Cul de sac</i> <i>note: The access shall be formed in accordance with Council standards for public streets to vest</i>	18	6
<i>0-50 units Through Road</i> <i>Traffic volume up to 400 vehicles (Annual Average Daily Traffic per day)</i>	18	6

SECTION 32 REPORT FOR PROPOSED PLAN CHANGE 6 TO QUEENSTOWN LAKES DISTRICT PARTIALLY OPERATIVE DISTRICT PLAN REGARDING THE WIDTHS OF PRIVATE ACCESS

<i>note: The access shall be formed in accordance with Council standards for public streets to vest</i>		
<i>Any number of residential units Traffic volume 400-900 vehicles (Annual Average Daily Traffic per Day) note: The access shall be formed in accordance with Council standards for public streets to vest</i>	18	6
<i>Any number of residential units Greater than 900 vehicles (Annual Average Daily Traffic per Day) note: The access shall be formed in accordance with Council standards for public streets to vest</i>	20	7

SECTION 32 REPORT

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1.0 BACKGROUND

1.1 Introduction

The proposed Plan Change has resulted from a number of situations where multi unit developments have taken place on sites where the access width was designed for a single dwelling. The result is a narrow privately owned road, which is insufficient and inappropriate for the purpose of servicing the properties.

1.2 Scope of the Plan Change

This plan change concerns the provisions for private access roads servicing residential properties in the Queenstown Lakes District in the Low and High Density Residential zones. In scope it is limited to considering ways of achieving appropriately dimensioned access for the property or properties to be serviced. Some consideration is also given to the issue of private versus public ownership of access ways to multiple properties.

In researching this Plan Change, it has been established that the widths currently imposed at time of subdivision and contained in the subdivision standard currently utilised are appropriate. The focus has been on the balance between the current requirements for private and public roads and the temporal moments at which the widths of access ways need to be re-considered.

1.3 The issues

1.3.1 Width requirements of private access ways

Some sites that originally had one or a limited number of dwellings on them are being redeveloped to or over maximum capacity with a number of units on them. The original access would have been adequate for the original purpose, but is often retained and used for accessing a far larger number of units. The access way is then often too narrow for the passing and sometimes parking requirements demanded by an increase in resident numbers.

A related issue, which overlaps the width requirements, is a consideration of ownership of access. On a regular basis the Council receives requests or complaints from residents of dwellings serviced by private access ways concerning issues such as maintenance of the pavement or gravel and collection of rubbish. The explanation to the person contacting the Council that the Council is not responsible is often met with disbelief or dissatisfaction. Although this report does not go into further considerations of maintenance and servicing, it does consider the option of transferring ownership.

1.4 The purpose of the Plan Change

The purpose of the Plan Change can be summarised as follows:

To ensure the width of access ways is appropriately designed for current and future use.
--

1.5 The current situation

1.5.1 District Plan provisions

Within the District Plan the provisions for determining the appropriate width of an access to residential units are applicable only at the time of subdivision. There are no rules governing the widths at the development or redevelopment stage. In paragraph 2.5 of this report and in appendix A all the objectives, policies and rules relating to access in general have been collated.

The only rule with direct relevance to the widths of private accesses at present is Site Standard 14.2.4.1:

iv Parking Area and Access Design

All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with the standards contained in NZS4404: 1981. Off-street parking spaces shall be separated from footpaths or adjoining roads by a physical barrier.

NZS4404:1981 was adopted by the Queenstown Lakes District Council with some amendments on 1 June 1994. The issue of access widths is subject to one of these amendments (Part 3) that states as follows for secondary, local, residential streets:

Type of street	Area served	Design speed	Minimum street width	Recommended carriageway width (m)		
				Parking	Traffic	Total
Private way	2-3 du	-		-	3	4
Private way	4-6 du				4	5
Short cul-de-sac	<20 du <100 m	20	12	2 x 2.75		5.5
Long cul-de-sac	>20 du >100 m	20	15	2 x 3		6
Minor access	<100 du	20	15	2 x 3		6

(du = dwelling units)

2.0 THE CONTEXT AND NECESSITY OF THE PLAN CHANGE

2.1 The Resource Management Act (1991)

Section 32 of the Resource Management Act (the Act) states that an evaluation of the alternatives, benefits and costs of any plan change must be carried out before adopting any plan change. The evaluation should examine the extent to which each option or alternative is the most appropriate way to achieve the purpose of this Act; and having regard to their efficiency and effectiveness, whether the policies, rules or other methods are the most appropriate for achieving the objectives. This chapter of the report sets out provisions in various statutory documents that are achieved through this Plan Change.

32 (4) directs that for the purposes of this examination an evaluation must take into account -

(a) the benefits and costs of policies, rules or other methods; and

- (b) the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules or other methods.*

This plan change has been prepared as a means of achieving the purpose of the Act, which is expressed in Section 5 as follows:

- (1) The purpose of this Act is to promote the sustainable management of natural and physical resources.*
- (2) In this Act, “sustainable management” means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural wellbeing and for their health and safety while –*
- (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
- (c) Avoiding, remedying or mitigating any adverse effects of activities on the environment.*

The change will ensure that people can continue to provide for their wellbeing by accessing their properties in an appropriate way, while ensuring access ways are wide enough to cater for future needs and development. In addition it avoids and mitigates adverse effects on the access way by ensuring sufficient width is provided for parking, passing and pedestrians.

Section 7 lists “other matters” that the Council must have particular regard to. The following sub-sections are of particular relevance to this Plan Change.

- (b) The efficient use and development of natural and physical resources:*
- (c) The maintenance and enhancement of amenity values:*
- (f) Maintenance and enhancement of quality of the environment:*
- (g) Any finite characteristics of natural and physical resources:*

This Plan Change is instrumental in enhancing the amenity values of the residential zones by ensuring suitable access widths, and yet using the available land in the most efficient manner possible by retaining sufficient space for any future requirements.

Section 31 of the Act sets out the functions of territorial authorities. This Plan Change relates specifically to Council’s functions under 31 (a), which reads:

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

Section 74 of the Act requires that the plan change be in accordance with the Council’s functions under Section 31, the provisions of Part II, its duty under Section 32 and any regulations or bylaws.

Because of the current problems with inadequate access ways, it has been determined that this Plan Change is necessary for the Council to meet the requirements of the RMA.

2.2 Regional Policy Statement for Otago

Section 75 specifies that regard must be had to any Regional Policy Statement or Regional Plan. The Regional Policy Statement for Otago (14 September 1998) is of some relevance to this Plan Change and therefore the relevant parts of that document have been included:

Objective 9.4.1

To promote the sustainable management of Otago's built environment in order to:

- a) Meet the present and reasonably foreseeable needs of Otago's people and communities; and*
- b) Provide for amenity values; and*
- c) Conserve and enhance environmental and landscape quality; and*
- ...*

Policy 9.5.4

To minimise the adverse effects of urban development and settlement, including structures on Otago's environment through avoiding, remedying or mitigating:

- ...*
- (d) Significant irreversible effects on:*
 - (i) Otago community values*
 - (vi) Amenity values*

Policy 9.5.5

To maintain and, where practicable, enhance the quality of life for people and communities within Otago's built environment through:

- a) Promoting the identification and provision of a level of amenity which is acceptable to the community; and*

2.3 Other relevant documents

Section 75 specifies that regard must be had to any management plans and strategies prepared under other Acts; relevant planning documents recognised by an Iwi authority affected by the district plan; any relevant entry in the Historic Places register; and other regulations relating to fisheries resources.

With regards to this proposed Plan Change other relevant documents are:

- NZ Standard 4404 : 1981, 2004 and QLDC amendments and
- Regional Land Transport Strategy for Otago 2000 – 2005 : 9 February 2000

2.4 NZS4404:1981, NZS4404:2004 and amendments

On 1 June 1994 Queenstown Lakes District Council adopted NZS4404:1981 together with some district specific amendments. NZS4404:1981 prescribes the engineering standards at time of subdivision. The relevant part is quoted in paragraph 1.5 of this report.

It is noted that this standard has no bearing on any situation other than subdivision. It is also noted that this standard and the amendments thereto are considered to be appropriate and that in researching this plan change, no consideration has been given to amending them.

However, the Council adopted a new version of NZS4404, namely NZS4404:2004 and some new amendments, on 5 October 2005. This changed some of the requirements and it is deemed that this new version of the standard should replace the old version. The relevant part of the standard is contained in tables 3.1 and 3.2 and reads as contained in appendix A.

2.5 Regional Land Transport Strategy for Otago 2000 – 2005

This report documents the general transportation situation in Otago in the year 2000 and the predicted changes over the following 5 years. It establishes that car ownership and transportation by private vehicle will increase in Otago.

However, there is no general reference to access widths and none of the issues, objectives or strategies relate to this matter.

2.6 Partially Operative District Plan (2003)

Section 14 of the Partially Operative District Plan deals with Transport. Significant attention is paid to the provision of access to sites that is not directly related to the width of the access way.

Directly relating to the issue of appropriate access widths are the following:

In Section 14.1.3 Objectives and Policies, on pages 14-2 through 14-3, a number of objectives, policies and implementation methods are of direct relevance. This Plan Change will particularly ensure Policy 1.10 is met by enabling property access to be considered at the time of development as well as at the time of subdivision.

Objective 1 – Efficiency

Efficient use of the District's existing and future transportation resource and of fossil fuel.

Policy 1.10

To require access to property to be of a size, location and type to ensure safety and efficiency of road functioning.

Implementation Methods

(i) District Plan

(b) Set performance standards for property access, parking and loading.

Directly regulating the widths of access is Rule 14.2.4.1 as quoted in paragraph 1.5 of this report.

Within section 15 of the Partially Operative District Plan the following are of relevance and will be further achieved through this Plan Change:

15.1.3 Objectives and Policies

Objective 1 – Servicing

The provision of necessary services to subdivided lots and developments in anticipation of the likely effects of land use activities on those lots and within the developments.

Policy 1.2

To ensure safe and efficient vehicular access is provided to all lots created by subdivision and to all developments.

Policy 1.7

To ensure the design and provision of any necessary infrastructure at the time of subdivision takes into account the requirements of future development on land in the vicinity.

Generally a number of provisions regarding the amenity values of the residential zones should also be considered:

At the time of subdivision the following applies:

15.2.6.1 Controlled Subdivision Activities – Lot Sizes and Dimensions

Except where specified as Discretionary or Non-Complying Subdivision Activities in Rules 15.2.3.3 and 15.2.3.4, any subdivision of land in any zone, which complies with all of the Site and Zone Subdivision Standards, is a Controlled Subdivision Activity, with the Council reserving control in respect of the following:

- i Lot sizes and dimensions for subdivisions of land in the Town Centre, Corner Shopping Centre, Remarkables Park, Resort and Visitor Zones.*
- ii Sizes and dimensions of lots for access, utilities, reserves and roads*
- iii There will be no minimum lot sizes or areas for hydro development activities and subdivision*

15.2.8 Property Access

15.2.8.1 Controlled Subdivision Activities – Property Access

Except where specified as Discretionary or Non-Complying Subdivision Activities in Rules 15.2.3.3 and 15.2.3.4, any subdivision of land in any zone, which complies with all of the Site and Zone Subdivision Standards, is a Controlled Subdivision Activity, with the Council reserving control in respect of the following:

- The location, alignment, gradients and pattern of roading, service lanes, pedestrian accessways and cycle ways, their safety and efficiency.*
- The number, location, provision and gradients of access from roads to lots for vehicles, cycles and pedestrians, their safety and efficiency.*
- The standards of construction and formation of roads, private access, service lanes, pedestrian access, accessways and cycle ways.*
- The provision and vesting of corner splays or rounding at road intersections.*
- The naming of roads and private access.*
- The provision for and standard of street lighting.*
- Any provisions for tree planting within roads.*
- Any requirements for widening, formation or upgrading of existing roads.*
- Any provisions relating to access for future subdivision on adjoining land.*
- Any requirement for financial contributions in respect of property access.*

15.2.8.2 Site Subdivision Standards - Landscaping and Recreational Access

- (i) This Rule shall only apply to subdivision of land situated south of State Highway 6 (“Ladies Mile”) and southwest of Lake Hayes which is zoned Low Density Residential or Rural Residential as shown on Planning Map 30.*
- (ii) The landscaping of roads and public places is an important aspect of property access and subdivision design. No subdivision consent shall be granted without*

consideration of appropriate landscaping of roads and public places shown on the plan of subdivision.

- (iii) No separate residential lot shall be created unless provision is made for pedestrian access from that lot to public open spaces and recreation areas within the land subject to the application for subdivision consent and to public open spaces and rural areas adjoining the land subject to the application for subdivision consent.*

15.2.8.3 Assessment Matters for Resource Consents

In considering whether or not to grant consent or impose conditions in respect to property access, the Council shall have regard to, but not be limited by, the following assessment matters:

- (i) The need for and extent of any financial contributions to the provision of property access, as referred to in Rule 15.2.5.*
- (ii) The safety and efficiency of the roading network and the proposed roading pattern, having regard to the roading hierarchy, standards of design, construction for roads and private access.*
- (iii) The effect of any new intersections or accesses created by the subdivision on traffic safety and efficiency, including the availability of adequate, unobstructed sight distances from intersections and adequate spacing between intersections.*
- (iv) The provisions of the Council's Code of Practice for Subdivision in respect of the design and construction of roads and private access.*
- (v) The account taken of safe, pleasant and efficient pedestrian movement, provision of space for cyclists, amenity values of the street and opportunities for tree planting in the open space of the road way to enhance the character and amenity of the neighbourhood.*
- (vi) The need to provide pedestrian accessway facilities in circumstances where the roading network does not provide sufficient or direct access or easy walking access to facilities in the vicinity.*
- (vii) The need to provide cycle ways in circumstances where the roading network does not enable sufficient or direct cycle routes through the locality.*
- (viii) The need to provide alternative access for car parking and vehicle loading in the Business, Town Centre, Corner Shopping Centre or Industrial Zones by way of vested service lanes at the rear of properties.*
- (ix) Any impact of roading and access on lakes and rivers, ecosystems, drainage patterns and the amenities of adjoining properties.*
- (x) The need to provide for appropriate standards of street lighting or private access lighting having regard to the classification of the road or the access.*
- (xi) The need to provide distinctive names for roads and private vehicular access. The name to be agreed by the Council.*
- (xii) Any need to make provision for future roads to serve surrounding land or for road links that need to pass through the subdivision.*

3.0 RELEVANT NON-STATUTORY DOCUMENTS

3.1 Tomorrow's Queenstown: Vision, issues and directions – July 2002

The Tomorrow's Queenstown document was prepared following a public workshop held between 7 and 11 July 2002, with the purpose of providing a community vision, strategic goals and priorities for Queenstown for the next ten to twenty years.

The document does not make any specific reference to the widths of private access ways but does include comments on general amenity values in the built environment. It sets as a Strategic Goal : Creating quality urban environments. The principles of this goal include on page 48:

3. Intensification of existing urban areas will need to be carefully managed to ensure that new buildings do not negatively impact on important views or on the character/pleasantness of urban areas.

One of the methods for achieving this is listed on page 50 as:

3. Review the District Plan controls to ensure that the controls allow for and encourage quality intensive residential developments and prevent or discourage poor design.

3.2 Wanaka 2020 report – May 2002

The Wanaka 2020 document was prepared following a public workshop held between 24 and 28 May 2002, with the purpose of providing a community vision, strategic goals and priorities for Wanaka for the next ten to twenty years.

This report does not make any specific statements regarding access ways in the residential areas and does not make any general statements about amenity values in the residential areas that relate to the provision of access widths.

3.3 Rural Roding Corridors - Corridor Management Guideline

The Council adopted this policy on 19 December 2003. It is intended to provide a holistic approach to the management of rural roading corridors. It contains a number of statements with regards to access widths in the rural context that may be of relevance here:

Where vehicle numbers are low, and the road has historic or aesthetic characteristics a narrower width shall be considered. (pg 40)

9.10 Access lots and rights of way

Common access lots and rights of way shall be permitted to service no more than nine lots at any one location. Where access is required to more than 9 lots it shall be by means of a legal public road. Where further development or subdivision is likely the Council may require the applicant to create a legal public road.

Rural subdivision

- a) *Adequate levels of access, safety and convenience are provided for all road users while ensuring acceptable levels of amenity and protection of the environment from the impact of traffic.*

- c) *Roads are laid out to fit in with the general roading requirements of the District Plan. The roading layout must provide for access to adjoining land where deemed necessary by the Council. The roading layout and design must also consider the potential future development of the land if it is developed to it's maximum potential in accordance with the current zoning.*
- d)

4.0 CONSULTATION PROCESS

4.1 Options 2020 Workshops – March/April 2004

In both Queenstown and Wanaka workshops were held at the end of March and the beginning of April 2004. These aimed in part to inform the public of the work undertaken by the Council as a result of the community consultation in 2002 and to gain feedback from the community regarding the current issues. Feedback was predominantly obtained in the form of 'post-its' on various 'issue boards'. One statement was directly relevant to access ways:

- Aesthetic and other (access, parking, affordable staff accommodation etc) factors – developers should be held to a much higher standard than now.

4.2 Panel Display and Public Meetings - 14 & 15 June 2004

The outline of the proposed plan change was printed on a full colour A2 panel and displayed on 14 June in Wanaka and on 15 June in Queenstown from 10 am to 4 pm. During this time members of the consultant team working on this plan change were present to answer questions and gain feedback.

On the same days in the evening public meetings took place, and the proposal was presented to the attendants.

The feedback indicated the public was interested in the big picture, however, there was very little feedback regarding the actual dimensions proposed.

4.3 Statutory Bodies

Letters were written to the following informing them of the proposal and asking for comments:

Otago Regional Council
Otago Regional Council
Ministry for the Environment
Department of Conservation
Kai Tahu Ki Otago
Ngai Tahu

No comments were received.

4.4 Agendas, reports and minutes

All information presented to the Strategy Committee has been in the public domain. The agendas, reports and minutes have been made available through the QLDC website.

5.0 ISSUE

SECTION 32 REPORT FOR PROPOSED PLAN CHANGE 6 TO QUEENSTOWN LAKES DISTRICT PARTIALLY OPERATIVE DISTRICT PLAN REGARDING THE WIDTHS OF PRIVATE ACCESS

The key issue can be identified as follows:

The Partially Operative District Plan contains no provisions for requiring appropriate access widths at the time of development.

6.0 ASSESSMENT OF THE OPTIONS FOR ADDRESSING THE ISSUE

6.1 Broad Alternatives

Option	Advantages/ Benefits	Disadvantages/ Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
<p>1. Do nothing approach</p> <p>The do nothing approach would mean removing all existing regulation imposed on access way provisions.</p>			<p>This option is deemed to be ineffective at achieving the efficient and effective transportation and use of land.</p> <p>Access way design would be left to the market. This would most likely result in unsuitable and unusable access ways being developed.</p> <p>The amenity values of the built environment are likely to suffer as a result.</p> <p>It is therefore considered inappropriate and would not achieve the policies in section 14.1.3 of the District Plan.</p>
<p>2.Remove all regulation and rely on non-regulatory mechanisms</p> <p>As 1. Above, but rather than rely solely on the market, intervene in a non-regulatory manner through the provision of guidelines and or education.</p>		<ul style="list-style-type: none"> • Cost to Council of non-regulatory function and administering guidelines/education,. 	<p>This option is deemed to be ineffective at achieving the efficient and effective transportation and use of land.</p> <p>Access way design would be left to the market. This would most likely result in unsuitable and unusable access ways being developed.</p> <p>The amenity values of the built environment are likely to suffer as a result.</p> <p>It is therefore considered inappropriate and would not achieve the policies in section 14.1.3 of the District Plan</p>
<p>3.Status Quo – Retain the existing rules</p>	<ul style="list-style-type: none"> • Requires suitable access ways at the 	<ul style="list-style-type: none"> • No control over access way design, except 	<p>This option is deemed to be ineffective as it has been shown to result in inappropriate</p>

SECTION 32 REPORT FOR PROPOSED PLAN CHANGE 6 TO QUEENSTOWN LAKES DISTRICT PARTIALLY OPERATIVE DISTRICT PLAN REGARDING THE WIDTHS OF PRIVATE ACCESS

Option	Advantages/ Benefits	Disadvantages/ Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
	<p>time of subdivision</p> <ul style="list-style-type: none"> • Relies on provisions drafted nationally and updated nationally. This means any emergency services requirements or other nation-wide provisions would be covered. • Not having to process a plan change would be a cost saving to the Council and ratepayers. 	<p>vehicle crossings, at time of development.</p>	<p>access ways when redevelopment of sites takes place.</p> <p>As a result amenity values in the built environment are often reduced by redevelopment.</p> <p>Because of the inability to provide for future development this option is not effective in achieving the objectives and policies of section 14.1.3 of the District Plan and the purpose the Act.</p>
<p>4. Require the vestment of access ways in the Council if the development is larger than a certain number of units.</p>	<ul style="list-style-type: none"> • All vested access ways would need to be up to public road standards and widths. • Council would be able to maintain the access ways to an acceptable level • Services such as rubbish collection and road maintenance to community improved 	<ul style="list-style-type: none"> • Maintenance costs would transfer from individual property owners to the Council. • The Council would be required to provide services, this could impose costs on the ratepayers. 	<p>There is no legal mechanism to enable this, and it is therefore not considered a viable option.</p> <p>However it could be considered as a guideline for residential zones. It is noted that the guideline Rural Roding corridors already contains the recommendation that access for more than nine lots in the Rural Zone should be by means of a public legal road.</p> <p>This is considered necessary in order to achieve the purpose of the Act and the objectives of the Plan to require access ways, serviced to meet the needs of the residents.</p> <p>This is recommended and is further considered in paragraph 6.2.</p>

SECTION 32 REPORT FOR PROPOSED PLAN CHANGE 6 TO QUEENSTOWN LAKES DISTRICT PARTIALLY OPERATIVE DISTRICT PLAN REGARDING THE WIDTHS OF PRIVATE ACCESS

Option	Advantages/ Benefits	Disadvantages/ Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
<p>5. Amend the rules to include requirements for access ways that ensure appropriate widths and standards both at the time of subdivision and at the time of development.</p>	<ul style="list-style-type: none"> • The amenity value of the residential area would be increased, as the access way would be designed for the development taking place. • Matching the width of the access way with the number of dwellings it services should result in an efficient use of land 	<ul style="list-style-type: none"> • Would increase development costs for applicants because access ways may need to be redesigned and widened for a new development. • There are costs for Council involved in processing a Plan Change. 	<p>This option could result in appropriate widths of access ways when redevelopment of sites takes place, as well as at time of subdivision.</p> <p>This is considered necessary in order to achieve the purpose of the Act and the objectives and policies of the Plan to require appropriately dimensioned access ways.</p> <p>This option is recommended, and variations of it are considered further in detail in paragraph 6.2</p>

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6.2 Specific Alternative Rules

Rule Options	Advantages/ Benefits	Disadvantages/ Costs	The effectiveness and efficiency of the option and the Planner's Recommendation															
<p>1. Amend the rules to include standard NZ 4404:2004 and amendments as a standard for access ways at the time of development, as follows:</p> <table border="1" data-bbox="193 553 543 764"> <thead> <tr> <th>Area served</th> <th>Minimum street width (m)</th> <th>Carriage way width (m)</th> </tr> </thead> <tbody> <tr> <td>2-4 units</td> <td>4.5</td> <td>3</td> </tr> <tr> <td>5-20 units</td> <td>12</td> <td>6</td> </tr> <tr> <td>21-50 units</td> <td>18</td> <td>6</td> </tr> <tr> <td>through road >900</td> <td>20</td> <td>7</td> </tr> </tbody> </table>	Area served	Minimum street width (m)	Carriage way width (m)	2-4 units	4.5	3	5-20 units	12	6	21-50 units	18	6	through road >900	20	7	<ul style="list-style-type: none"> The standard for private and public roads would be the same, making vesting roads in Council at a later stage easier. There would be considerable incentive to vest roads in Council as maintenance would be met by Council. Sufficient road reserve for safe pedestrian usage and occasional parking. 	<ul style="list-style-type: none"> Due to more roads being vested in Council, the Council would be faced with higher maintenance costs. The large amount of road reserve required for public roads could mean sites with difficult access would not be economically viable for development. Large amounts of potential residential land would be under utilised, as it would be retained as road reserve. In the case of more intensive development in the future there may be insufficient space to widen the access way. 	<p>Requiring 12 metre wide private access to less than 20 dwellings, where no other traffic is likely to use the access, is deemed to be an inefficient use of land resources.</p> <p>However, a private access for more than 5 dwellings is likely to function in a similar fashion to a public road. It is therefore reasonable that this should comply with the width requirements of a public road.</p> <p>This option is partially recommended and is revisited in option 4. below.</p>
Area served	Minimum street width (m)	Carriage way width (m)																
2-4 units	4.5	3																
5-20 units	12	6																
21-50 units	18	6																
through road >900	20	7																
<p>2. Amend the rules to include widths for private access ways at the time of development, which differ from the requirements for public roads:</p> <table border="1" data-bbox="210 1032 504 1365"> <thead> <tr> <th>Area served</th> <th>Minimum street width (m)</th> </tr> </thead> <tbody> <tr> <td>2-4 units</td> <td>4.5</td> </tr> <tr> <td>5-20 units</td> <td>12</td> </tr> <tr> <td>21-50 units</td> <td>18</td> </tr> <tr> <td>through road >900</td> <td>20</td> </tr> </tbody> </table>	Area served	Minimum street width (m)	2-4 units	4.5	5-20 units	12	21-50 units	18	through road >900	20	<ul style="list-style-type: none"> Minimum access widths would enable maximum development of sites, and avoid under utilisation of valuable residential land. 	<ul style="list-style-type: none"> Access ways would be narrow compared to public roads. Vesting of roads in the Council at a later date would not be an option, because the requirements for public roads could not be met. In case of more intense development at a future stage, there is likely to be insufficient space to widen the access. In the case of a large number of dwellings (>20) it is likely the access would be used in a similar fashion to a public road, including pedestrian usage and parking. 6 metres (and 12 for more than 150 dwellings) is too narrow to accommodate all these functions. 	<p>This option provides for an efficient use of land, and enables maximum development of sites. However, it does not provide for appropriate access widths where large numbers of dwellings are serviced.</p> <p>This option is partially revisited in option 4</p>					
Area served	Minimum street width (m)																	
2-4 units	4.5																	
5-20 units	12																	
21-50 units	18																	
through road >900	20																	

SECTION 32 REPORT FOR PROPOSED PLAN CHANGE 6 TO QUEENSTOWN LAKES DISTRICT PARTIALLY OPERATIVE DISTRICT PLAN REGARDING THE WIDTHS OF PRIVATE ACCESS

Rule Options	Advantages/ Benefits	Disadvantages/ Costs	The effectiveness and efficiency of the option and the Planner's Recommendation										
<p>3. Amend the rules as in 2. above, but taking into account the potential of the site area being serviced</p> <table border="1" data-bbox="178 472 562 792"> <tr> <td data-bbox="178 472 451 634"><i>The greater of - the actual number of units serviced or - the maximum number of units possible as a permitted or controlled activity</i></td> <td data-bbox="451 472 562 634"><i>Carriage way width (m)</i></td> </tr> <tr> <td data-bbox="178 634 451 678">2-4 units</td> <td data-bbox="451 634 562 678">4</td> </tr> <tr> <td data-bbox="178 678 451 722">5-20 units</td> <td data-bbox="451 678 562 722">6</td> </tr> <tr> <td data-bbox="178 722 451 766">21-50 units</td> <td data-bbox="451 722 562 766">6</td> </tr> <tr> <td data-bbox="178 766 451 792">through road >900</td> <td data-bbox="451 766 562 792">12</td> </tr> </table>	<i>The greater of - the actual number of units serviced or - the maximum number of units possible as a permitted or controlled activity</i>	<i>Carriage way width (m)</i>	2-4 units	4	5-20 units	6	21-50 units	6	through road >900	12	<p>As for 2. above, but also:</p> <ul style="list-style-type: none"> • Takes into account future development. 	<p>As for 2. above, but also:</p> <ul style="list-style-type: none"> • Requires valuable residential land to be set aside for access, which may never be needed. 	<p>This option is efficient insofar as safeguarding the uses of the land for the future. However has the same issues regarding pedestrian usage and parking as 2 above.</p> <p>This option not recommended as it does not give effect to the policies of the Plan.</p>
<i>The greater of - the actual number of units serviced or - the maximum number of units possible as a permitted or controlled activity</i>	<i>Carriage way width (m)</i>												
2-4 units	4												
5-20 units	6												
21-50 units	6												
through road >900	12												

SECTION 32 REPORT FOR PROPOSED PLAN CHANGE 6 TO QUEENSTOWN LAKES DISTRICT PARTIALLY OPERATIVE DISTRICT PLAN REGARDING THE WIDTHS OF PRIVATE ACCESS

4. a. Amend the rules to incorporate the positive features of 1 and 3 above as follows:

<i>The greater of - the actual number of units serviced or - the maximum number of units possible as a permitted or controlled activity</i>	<i>Minimum street width (m)</i>	<i>Carriage way width (m)</i>
2-4 units		4
5-20 units	12	6
21-150 units	15	6
150-450 units	20	7

b. Add the following alternative method, as considered in 4. of paragraph 6.1:

Encourage vestment of accesses to multiple properties in the Council.

c. Add assessment matters to be considered if accesses cannot meet the requirements, as follows:

The extent to which the limited width of an access is mitigated by sufficient on site manoeuvring and parking space.

The likelihood of further or re-development of sites accessed to a situation where more traffic is generated.

- The standard for private and public roads would be the same for roads accessing a large number of dwellings (>20), making vesting these roads in Council at a later stage easier.
- Minimum access widths for small numbers of dwellings would enable maximum development of sites, and avoid under utilisation of valuable residential land.
- Access roads servicing less than 20 dwellings would still be narrow compared to public roads.
- In the case of less intensive development, access ways could be up to 2.5 m wider than necessary.
- May encourage requests/attempts for vestment in the Council of unsuitable accesses

This option is deemed to be effective at achieving the efficient and effective transportation and use of land, whilst providing for future changes and safety.

Overall this option addresses the issues, and is an effective and efficient use of land.

This option is recommended.

7.0 CONCLUSION

This report has analysed the range of options for the requirements for access widths in the residential zones. In assessing each option, relevant statutory and non-statutory documents have been considered, in addition to the results of public consultation undertaken in the first half of 2004.

In this section 32 analysis the costs and benefits of each option have been assessed. The most effective and efficient way of achieving the policies and objectives of the Plan, the purpose of the plan change and the purpose of the Act is to insert a new rule for access requirements. This should ensure that for any new development the width of the vehicular access way is appropriate for the number of properties serviced or potentially serviced and is the same as what is required at the time of subdivision.

As a result of this analysis it has been decided to undertake a plan change as outlined in chapter 8.0.

8.0 PLAN CHANGE

(Additions are underlined)

Add the following implementation method to 14.1.3, Objective 1 – Efficiency, under Implementation Methods

Implementation Methods

(ii) *Other methods*

(c) Encourage vestment of accesses to multiple properties in the Council.

Add the following to rule 14.2.4.1 iv:

iv Parking area and Access Design:

All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with the standards contained in NZS4404: 1981, including amendments adopted by Council and subsequent amendments and updates of this Standard.

In addition the minimum requirements for the widths of any vehicular access to residential units will be in accordance with the following:

<i>The greater of</i>	<i>Minimum street width (m)</i>	<i>Carriage way width (m)</i>
<ul style="list-style-type: none"> • <i>the actual number of existing units serviced or</i> • <i>the maximum number of units possible as a permitted or controlled activity</i> 		
<i>2-4 units Cul de sac</i>	<i>4.5</i>	<i>3</i>
<i>5-20 units Cul de sac</i>	<i>12</i>	<i>6</i>
<i>21-50 units Cul de sac</i> <i>note: The access shall be formed in accordance with Council standards for public streets to vest</i>	<i>18</i>	<i>6</i>

SECTION 32 REPORT FOR PROPOSED PLAN CHANGE 6 TO QUEENSTOWN LAKES DISTRICT PARTIALLY OPERATIVE DISTRICT PLAN REGARDING THE WIDTHS OF PRIVATE ACCESS

<p>0-50 units Through Road Traffic volume up to 400 vehicles (Annual Average Daily Traffic per day) note: The access shall be formed in accordance with Council standards for public streets to vest</p>	18	6
<p>Any number of residential units Traffic volume 400-900 vehicles (Annual Average Daily Traffic per Day) note: The access shall be formed in accordance with Council standards for public streets to vest</p>	18	6
<p>Any number of residential units Greater than 900 vehicles (Annual Average Daily Traffic per Day) note: The access shall be formed in accordance with Council standards for public streets to vest</p>	20	7

Off-street parking spaces shall be separated from footpaths or adjoining roads by a physical barrier unless aligned with an approved vehicle crossing.

Add the following Assessment matter to 14.3.2 v

(m) The extent to which the limited width of an access is mitigated by sufficient on site manoeuvring and parking space.

(n) The likelihood of a further site(s) being created and/or the likelihood of the re-development of a site(s), where as a result, the site(s) is accessed to such an extent as to generate increased traffic.

Appendix Two:

Statutory Considerations

Section 74 states:

- (1) *A territorial authority shall prepare and change its district plan in accordance with its functions under section 31, the provisions of Part 2, its duty under section 32, and any regulations.*
- (2) *In addition to the requirements of section 75(2), when preparing or changing a district plan, a territorial authority shall have regard to—*
 - (a) *Any—*
 - (i) *Proposed regional policy statement; or*
 - (ii) *Proposed regional plan of its region in regard to any matter of regional significance or for which the regional council has primary responsibility under Part 4; and]*
 - (b) *Any –*
 - (i) *Management plans and strategies prepared under other Acts; and*
 - (ii) *Repealed*
 - (iii) *Relevant entry in the Historic Places Register; and*
 - (iv) *Regulations relating to ensuring sustainability, or the conservation, management, or sustainability of fisheries resources (including regulations or bylaws relating to taiapure, mahinga mataitai, or other non-commercial Maori customary fishing), to the extent that their content has a bearing on resource management issues of the district; and*
 - (c) *The extent to which the district plan needs to be consistent with the plans or proposed plans of adjacent territorial authorities.*
- (2A) *A territorial authority, when preparing or changing a district plan, must –*
 - (a) *take into account any relevant planning document recognised by an iwi authority and lodged with the territorial authority, to the extent that its content has a bearing on resource management issues of the district; and*
 - (b) *recognise and provide for the management plan for a foreshore and seabed reserve adjoining its district, once the management plan has been lodged with the territorial authority, to the extent that its contents have a bearing on the resource management issues of the district.*
- (3) *In preparing or changing any district plan, a territorial authority must not have regard to trade competition.*

Section 31 states:

- (1) *Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district:*
 - (a) *The establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district:*
 - (b) *the control of any actual or potential effects of the use, development, or protection of land, including for the purpose of—*
 - i) *the avoidance or mitigation of natural hazards; and*
 - ii) *the prevention or mitigation of any adverse effects of the storage, use, disposal, or transportation of hazardous substances; and*

- iii) *the maintenance of indigenous biological diversity:*
- (c) *Repealed*
- (d) *The control of the emission of noise and the mitigation of the effects of noise:*
- (e) *The control of any actual or potential effects of activities in relation to the surface of water in rivers and lakes:*
- (f) *Any other functions specified in this Act*
- (2) *The methods used to carry out any functions under subsection (1) may include the control of subdivision.*

Section 5(1) states that the purpose of the Act is to promote the sustainable management of natural and physical resources.

“Natural and physical resources” are defined in Section 2 of the Act as including “land, water, air, soil, minerals, and energy, all forms of plants and animals (whether native to New Zealand or introduced), and all structures.”

Under Section 5(2) “sustainable management” is interpreted to mean:

... managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well being and for their health and safety while:

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

Section 6 Matters of National Importance identifies the following matters of national importance in achieving the purpose of the Act:

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:

- a) *The preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:*
- b) *The protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:*
- c) *The protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:*
- d) *The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:*
- e) *The relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga.*
- f) *the protection of historic heritage from inappropriate subdivision, use, and development.*
- g) *the protection of recognised customary activities.*

Section 7 Other Matters identifies the following items that shall be had particular regard to in achieving the purpose of the Act :

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to—

- (a) *Kaitiakitanga;*

- (aa) *The ethic of stewardship*
- (b) *The efficient use and development of natural and physical resources*
- (ba) *the efficiency of the end use of energy*
- (c) *The maintenance and enhancement of amenity values*
- (d) *Intrinsic values of ecosystems*
- (e) *Repealed*
- (f) *Maintenance and enhancement of the quality of the environment*
- (g) *Any finite characteristics of natural and physical resources:*
- (h) *The protection of the habitat of trout and salmon*
- (i) *the effects of climate change*
- (j) *the benefits to be derived from the use and development of renewable energy.*

Section 8 Treaty of Waitangi states:

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).

Section 32 states:

- (1) *In achieving the purpose of this Act, before a proposed plan, proposed policy statement, change, or variation is publicly notified, a national policy statement or New Zealand coastal policy statement is notified under section 48, or a regulation is made, an evaluation must be carried out by—*
 - (a) *the Minister, for a national policy statement or regulations made under section 43; or*
 - (b) *the Minister of Conservation, for the New Zealand coastal policy statement; or*
 - (c) *the local authority, for a policy statement or a plan (except for plan changes that have been requested and the request accepted under clause 25(2)(b) of Part 2 of Schedule 1); or*
 - (d) *the person who made the request, for plan changes that have been requested and the request accepted under clause 25(2)(b) of Part 2 of the Schedule 1.*
- (2) *A further evaluation must also be made by—*
 - (a) *a local authority before making a decision under clause 10 or clause 29(4) of the Schedule 1; and*
 - (b) *the relevant Minister before issuing a national policy statement or New Zealand coastal policy statement.*
- (3) *An evaluation must examine—*
 - (a) *the extent to which each objective is the most appropriate way to achieve the purpose of this Act; and*
 - (b) *whether, having regard to their efficiency and effectiveness, the policies, rules, or other methods are the most appropriate for achieving the objectives.*
- (4) *For the purposes of this examination, an evaluation must take into account –*
 - (a) *the benefits and costs of policies, rules, or other methods; and*
 - (b) *the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods.*
- (5) *The person required to carry out an evaluation under subsection (1) must prepare a report summarising the evaluation and giving reasons for that evaluation.*
- (6) *The report must be available for public inspection at the same time as the document to which the report relates is publicly notified or the regulation is made.*

Clause 10 of the First Schedule to the RMA, states:

10. *Decision of local authority*

- (1) *Subject to clause 9, whether or not a hearing is held on a proposed policy statement or plan, the local authority shall give its decisions, which shall include the reasons for accepting or rejecting any submissions (grouped by subject-matter or individually).*
- (2) *The decisions of the local authority may include any consequential alterations arising out of submissions and any other relevant matters it considered relating to matters raised in submissions.*
- (3) *If a local authority publicly notifies a proposed policy statement or plan under clause 5, it must, not later than 2 years after giving that notice, make its decisions under subclause (1) and publicly notify that fact.*
- (4) *On and from the date of the public notice given under subclause (3), the proposed plan is amended in accordance with the decisions of the local authority given under subclause (1).*

Appendix Three:

Technical Report on Transportation Matters related to Access Widths

THE RESOURCE MANAGEMENT ACT 1991

BEFORE THE

Queenstown Lakes District Council

IN THE MATTER OF

Plan Change 6 – Accessway Widths

STATEMENT OF EVIDENCE PREPARED BY

P.R.BURDEN, NZCE (Civil),
CTPM&C (NSW), R.E.A

DATE

November 2006



INTRODUCTION

1. My name is Paul Robert Burden. I have been commissioned by Queenstown Lakes District Council through Boffa Miskell Limited to provide a statement of evidence examining proposed Change 6 to the partially operative District Plan. The statement of evidence considers the change having regard to the factors influencing road widths and the current standards used nationally and by other Territorial Local Authorities.
2. I hold the qualifications of New Zealand Certificate in Civil Engineering with Traffic Engineering Endorsement and a Certificate in Transport Planning Management and Control from the University of New South Wales, Sydney, Australia. I am a Registered Engineering Associate, and a member of the IPENZ Transport Group and the International Association of Public Participation. I am a Director of Streets In Sync Ltd a company specialising in traffic engineering, traffic planning and consultation. I have 20 years of experience working in the field of Traffic Engineering, Transportation Planning and Consultation.

BACKGROUND

3. With reference to the Section 32 report and through discussions with Council Officers it is understood that Queenstown Lakes District Council (the Council) have concerns that residential developments are occurring with inadequate vehicle access widths. This is creating problems for users of the access in terms of safety and convenience. To address this issue the Council has made a change to the District Plan (Change 6). A report under Section 32 of The Resource Management Act has been prepared. The report identifies that there are currently no provisions in the Plan for determining the widths of private access to sites beyond those applicable to the subdivision of land. The subsequent development of land parcels to accommodate multiple dwelling units can give rise to unsuitable vehicle access widths. The Council is seeking (through the Plan change) the ability to require the width of access to be determined as a direct function of the maximum number of dwelling units capable of being accommodated on the land as a permitted or controlled activity i.e. the optimum number of units that could be built as of right or the actual number of units serviced; whichever is the greater.
4. The proposed change seeks to ensure that at the time of subdivision as well as at the time the land is developed consideration is given to the width of accessways. The intention is for the



Council to align the access width requirements for subdivision with the access width requirements for any land development.

5. It is noted that the focus of the plan change is on the “*balance between the current requirements for public and private roads and the temporal moments at which the widths of access ways need to be reconsidered*” (Section 32 report Section 1.2 page 4). This focus draws in the consideration of tenure, be it public or private, to address a related issue regarding public perceptions of where the responsibilities concerning road management issues rest. The report states that the Council receives requests and complaints from residents of dwellings serviced by private access ways concerning issues such as maintenance and rubbish collection. The proposed change seeks to introduce requirements concerning minimum access widths of a calibre that will encourage vesting of accessways in the Council as legal roads. The purpose of the Plan change has been succinctly defined in the section 32 report as: “*To ensure the width of access ways is appropriately designed for current and future use*”.

THE PROPOSED PLAN CHANGE

EXPLANATION

6. The Change reads as follows (additions are underlined):
Add the following implementation method to 14.1.3, objective 1 – Efficiency, under Implementation methods,
Implementation Methods
(ii) *Other methods*
(c) *Encourage vestment of accesses to multiple properties in the Council*
7. Add the following to rule 14.2.4.1 IV:
Parking and Access Design
All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with standards contained in NZS4404: 1981, including amendments adopted by Council and subsequent amendments and updates of this standard.
In addition the minimum requirements for the widths of any vehicular access to residential units will be in accordance with the following:



The greater of <ul style="list-style-type: none"> • the actual number of units serviced; or • the maximum number of units possible as a permitted or controlled activity 	Minimum street width (m)	Carriageway width (m)
2-4 units Cul de Sac	4.5	3
5-20 units Cul de Sac	12	6
21-150 units Cul de Sac Note: The access shall be formed in accordance with Council standards for public streets to vest	18	6
0-50 units Through Road Traffic volume up to 400 vehicles (Annual Average Daily Traffic per day) Note: The access shall be formed in accordance with Council standards for public streets to vest	18	6
Any number of residential units Traffic volume 400-900 vehicles (Annual Average Daily Traffic per day) Note: The access shall be formed in accordance with Council standards for public streets to vest	18	6
Any number of residential units Greater than 900 vehicles (Annual Average Daily Traffic per day) Note: The access shall be formed in accordance with Council standards for public streets to vest	20	7

Off-street parking spaces shall be separated from footpaths or adjoining roads by a physical barrier unless aligned with an approved vehicle crossing.

8. Add the following Assessment Matter to 14.3.2v

(m) the extent to which the limited width of an access is mitigated by sufficient on site manoeuvring and parking space

(n) the likelihood of a further site(s) being created and/or the likelihood of the redevelopment of a site(s), where as a result, the site(s) is accessed to such an extent as to generate increased traffic.

POINT OF CLARIFICATION

Zones in which the Change is applicable:

9. The effect of the change is that it is applicable to all zones. Currently site standard 14.2.4.1 requires all vehicle access to fee simple title lots, cross lease, unit title or leased premises to be in accordance with the standards contained in NZS4404: 1981, including amendments adopted by Council and subsequent amendments and updates of this standard. This rule is applicable to all zones. The point that requires clarification essentially relates to the additional wording included in the change which requires (in addition to the aforementioned requirement) minimum widths of any vehicular access to residential units to be in accordance with the accompanying table. It follows that the first requirement of the rule is and will continue to be applicable to all zones. Within the scope of the section 32 report it states that



the intent of the additional part of the rule (the change) is that it be applicable to urban residential zones only i.e. high and low density residential zones. This is reinforced by the fact that the change seeks to align the requirements for access width with table 3.1 of the Councils Subdivision Standards policy document. This table is applicable to urban areas. There is a separate table for rural areas contained in the Policy document which bears no resemblance to the widths proposed in the change or in any of the options considered in the Section 32 report. The rule wording does not limit application to high and low density residential zones.

THE RELATIONSHIP BETWEEN VARIABLES

THE RELATIONSHIP BETWEEN DEVELOPMENT AND ACCESS WIDTH:

10. The Change requires consideration of development potential which in turn determines the appropriate width. Thus, the appropriate width is a function of the potential number of dwelling units. The number of dwelling units is representative of a number of activities that are likely to influence the appropriate width of access. Primarily this is traffic volume, but can also include pedestrian volumes, car parking, amenity and service reticulation. In essence the Change requires consideration of a single variable (potential number of units) in determining an appropriate width. The change provides a relationship between development potential and access width. The relationship is such that an increase in potential number of dwelling units directly corresponds to an increase in the width of access. This implies that the greater the potential number of dwellings the greater the demand for access width due to greater vehicle and pedestrian volumes, greater demand for car parking and service and amenity requirements. These are logical and common associations. Where the relationship between the development potential and the width of access is unique or there are extenuating circumstances then the Resource Consent process can be utilised to resolve such situations.

WIDTH FOR VEHICLES AND WIDTH FOR NON-SPECIFIC PURPOSES:

11. To avoid any confusion it is important to define and use consistent terminology with respect to widths. The Street, Road, and Road Reserve all refer to the total width between the legal boundaries of the access and for the purposes of this report will be termed **“Legal Width”**. The roadway and carriageway width both refer to the width of formed area available for the passage of vehicles and for the purposes of this report will be termed **“Formed Width”**



12. In giving consideration to the components of appropriate width, the change separates the legal “*street*” width from the formed “*carriageway*” width. Thus the change specifically considers, and separates the width for vehicles and the balance of width for other non-specific purposes. These non-specific purposes may include footpaths, berms, planting and car parking. Again the relationship between both carriageway and street width is one that sees an increase in development potential correspond to an increase in width. The division of access width into a specific requirement for vehicles (Formed Width) and a requirement for the balance of space is also logical and common place.

WHY DEVELOPMENT POTENTIAL?

13. The proposed change addresses the issue of providing a rule based on the development potential rather than only being applicable to actual subdivision. With reference to the Section 32 report, the reason for this is that some existing sites with one or a limited number of units on them are being redeveloped with additional units resulting in the existing access being inadequate for passing and sometimes parking requirements. Often redevelopment involves some form of subdivision which would be required to comply with the access widths applicable to subdivision. However using development potential as a variable for determining access widths, rather than “*number of lots*” for example, is a reasonably common practice amongst other Local Authorities. But generally this only has relevance for private accessways serving up to 10 to 15 units over which the access is required to be legal road. This is discussed in greater detail later in this report. Prior to the Change rule 14.2.4.1 iv governed widths of vehicular access **to land parcels**. As well as land parcels, the rule now governs access widths **to any residential unit**. Such units could be contained on a single land parcel. Having a rule which includes “*maximum number of units*” as the variable ensures the access will be adequate to meet future demands regardless of actual subdivision undertaken.

THRESHOLDS

14. In deriving a scale of dimensions for access width, typically there are two defining points or “*thresholds*” in the scale. These are:
1. Where the formed width (carriageway) changes from one way to two way flow for vehicles.
 2. Where the access begins or has the ability to fulfil the function of a public road.



16. The change includes both thresholds which occur at a development potential greater than 4 units where the dimension for “*carriageway width*” increases from 3m to 6m (one way to two way flow) and the dimension for “*street*” width increase from 4.5m to 12m (4.5m is a minimum for access purposes to 12m being sufficient width to enable incorporation of vehicles as well as other activities).

17. In summary the change has given consideration to the development potential to be served by the access which in turn determines the appropriate width of the “*street*” which itself is comprised of an appropriate width for vehicles (carriageway) and a balance of width for non-specific uses. The change implies that when the development potential exceeds 4 units the access should provide for two-way flow for vehicles and the Legal Width shall be such that it has the ability to fulfil the function of a public road. The key factor is that the change does not actually require the accessway to be vested as legal road once it serves greater than 4 units, instead it is implied that by requiring accessways to meet dimensions more typical of legal roads then this will encourage the accessways to be vested in the Council as legal road. Encouraging vesting of accessways is specifically stated in the Change as an *implementation method*.

EXAMINATION OF THE CHANGE

18. It follows that the change can be succinctly examined in terms of the following:
 1. Whether to provide for development potential or the actual development at the time of application.
 2. Where the thresholds between one and two way flow for vehicles should rest.
 3. The need or otherwise to have a threshold between an access fulfilling or having the ability to fulfil the function of a public road or private road.
 4. If a threshold is required, where should it rest?

19. The consideration of the actual widths of access should follow the determination of points 2 through 4. There are many factors that contribute to an appropriate choice of access width. These are described in detail in Appendix 1. The consideration of points 1 through 3 is more subjective yet perhaps more critical in ensuring the change is viable and practicable.



COMPARISON TO OTHER DISTRICT PLANS AND NZS4044:2004

20. In giving consideration to the Change I have reviewed a number of other District Plans in other centres as well as the provisions within NZS4404:2004 “*Land Development and Subdivision Engineering*”. A detailed comparison to NZS4044:2004 is included in Appendix 2 of this report. In summary both NZS4044:2004 and Change 6 are closely aligned in terms of *Formed Widths* for the servicing of up to 20 dwelling units. In the same range there is general alignment for *Legal Width* except for the 4 to 12 unit range where the Plan Change requires considerably greater width than NZS4044:2004.
21. As mentioned, the proposed change addresses the issue of providing a rule based on the development potential rather than only being applicable to subdivision. The desirable access width will evolve in relation to the type and intensity of the land development. To this end the change seeks to protect the ability of an access way to accommodate both present and future demands. Perhaps the most contentious matter in this regard is just how much protection should be afforded. The change would see a 12m wide *Legal Width* being required for access ways servicing a maximum “*permitted*” potential of between 5 and 20 dwelling units. The requirements (particularly those for the minimum *Legal Widths*) are greater than other District Plans and NZS4044:2004. Figures 4 and 5 below illustrate the spread of *Legal* and *Formed* width requirements of the standards reviewed relative to the number of dwelling units being serviced.



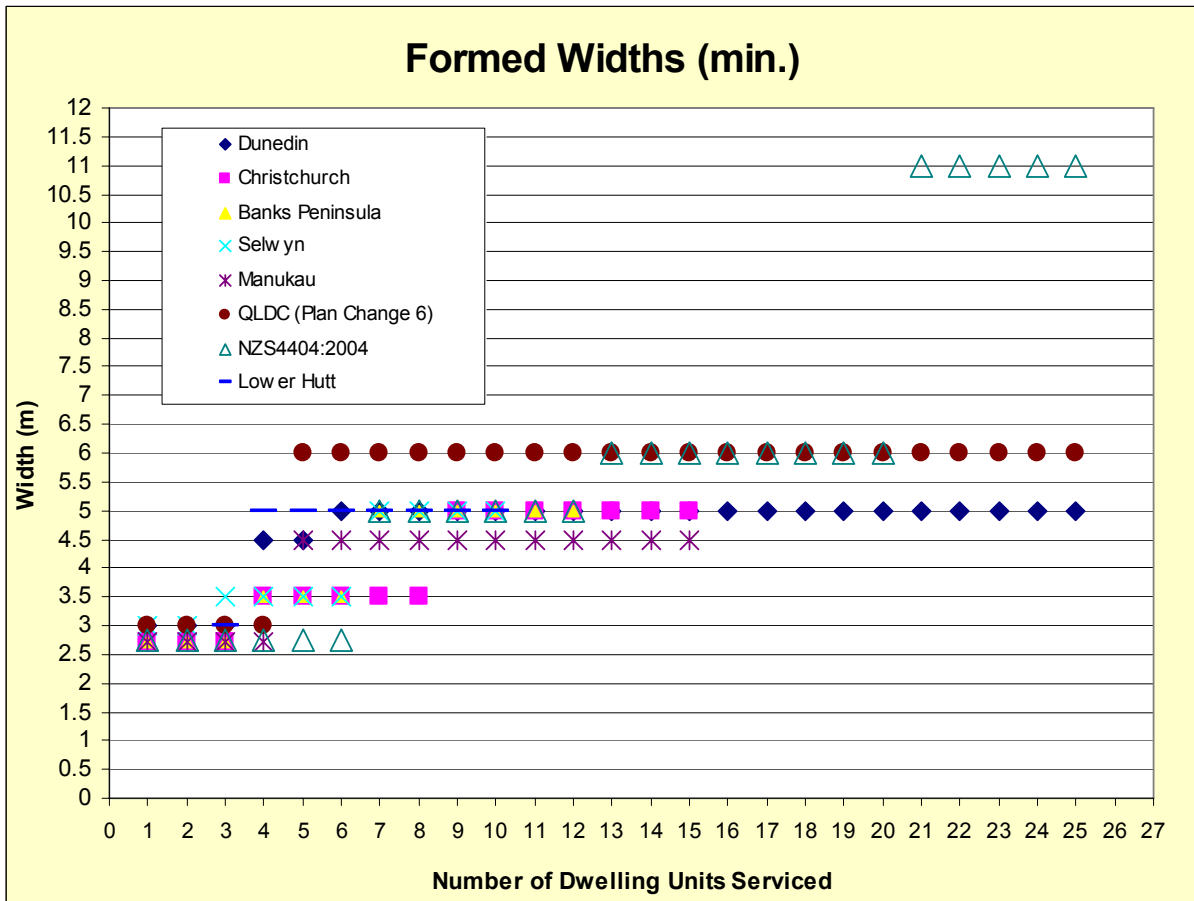


Figure 4: Minimum Formed Width Requirements

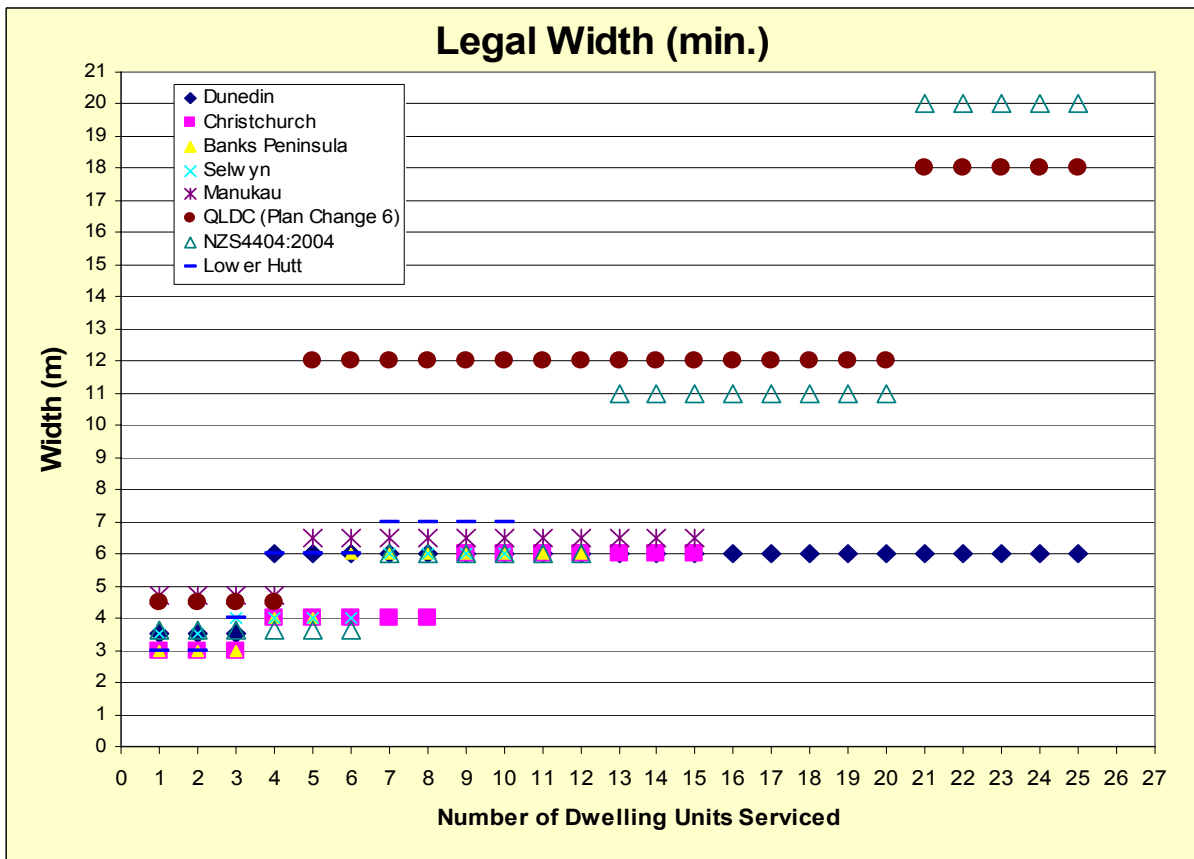


Figure 5: Minimum Legal Width Requirements



THE THRESHOLD BETWEEN ONE WAY AND TWO WAY FLOW:

22. Single or two way flow is characteristic of the level of service. The level of service is a term used to describe the level of convenience experienced by a motorist both in terms of safety and efficiency. Commonly two way flow becomes necessary once the frequency of opposing traffic reaches a level that would reduce the level of service or level of convenience below an anticipated level. For example if a motorist has typically been using an accessway without any delays or difficulties or without feeling vulnerable by the presence of other vehicles in the traffic stream then the level of service is high. If the motorist is delayed by either opposing vehicles or other vehicles in the traffic stream or is vulnerable in terms of road safety considerations then the level of service is low. Two way flow is therefore a physical mechanism for improving level of service. An examination of other District Plans and NZS4044:2004 reveals that the threshold between one and two way flow generally occurs between 4 and 8 units being serviced. Two way flow for motorcars is physically possible at approximately 4.5m of *Formed Width*, however to accommodate larger vehicles and allow for suitable clearances the minimum dimension for two way flow is between 5m and 6m of *Formed Width* (refer Appendix 1). The change places this threshold at 4 units. While at the conservative end of the range the change is not as stringent as Lower Hutt (3 units) but more stringent than any other District Plan reviewed and more stringent than NZS4044:2004 (6 units).

WHERE THE THRESHOLD BETWEEN AN ACCESS FULFILLING OR HAVING THE ABILITY TO FULFIL THE FUNCTION OF A PUBLIC ROAD OR PRIVATE ROAD SHOULD REST:

23. This issue is complicated in that the change does not specifically identify this threshold by requiring an access to be vested in the Council if it exceeds a certain number of units (or potential units) to be serviced. Instead it continues to increase the required width of “street” for an increasing number of potential units to be served right up to “*Any number of units*” and a traffic volume “*greater than 900 vehicles per day*”. The change generally aligns the required widths for accessways servicing greater than 4 units with the requirements one would normal expect and associate with legal roads. This is deliberate with a specific intention to “*Encourage vestment of accesses to multiple properties in the Council*”. No other examples of this approach have been found in the other District Plans reviewed.



24. A more common approach found is to place an upper threshold on the number of units served by a private accessway. Should the actual or development potential exceed the threshold then the accessway is required to be a legal road. This threshold is found to be in the range of 10 to 15 units served. Further complicating this issue is that the Queenstown Lakes District Council has adopted “*Development and Subdivision Engineering Standards*” (refer Appendix 2) as a policy document. Table 3.1 of this document sets out the minimum standards for road reserves and carriageways for urban areas (speed limit less than 70kph). The notes accompanying this table specifically state “*All roads that provide access to more than 4 Residential Units or Commercial/Industrial Lots shall vest in the Queenstown Lakes District Council as Legal Public Road*”. The Change is directly aligned to this table however I acknowledge that the Change and the Council policy are not legally bound.
25. It follows that while not specifically provided for; the intent of the change is to set the threshold between private and public access width standards at 4 units which is vastly lower than any other document reviewed including NZS4404:2004 which provides for private ways up to 12 units.

APPROPRIATE WIDTHS OF ACCESSWAYS

26. As mentioned, the factors contributing to road and roadway width are numerous and discussed in detail in Appendix 1. To summarise, the primary consideration of width is the “*traffic function*” that the road or access will serve. The traffic function is comprised of the intended or desirable traffic speed and volume and the balance between the property access and through movement considerations. The appropriate roadway or carriageway width is a function of these considerations and can only properly be determined by giving cognisance to them.
27. The road or street or legal width is comprised of the roadway width above and the width required to serve other functions such as car parking, landscaping and footpaths. It follows that the determination of appropriate road and roadway width cannot be accurately derived from the single variable of actual or potential units served without giving cognisance to the traffic function the access or road will perform. The change seeks one standard irrespective of public or private road ownership even though it is implied through the policy document (“*Development and Subdivision Engineering Standards*”) that accesses serving greater than 4 units shall be legal roads. The greatest danger in this approach is that the status of the road



as either public or private is one of the most significant considerations in determining the width of the road reserve or “street” width. The details concerning this are examined in depth in Appendix 1, however in summary public and private roads have quite different attributes dictated by, amongst other matters, public expectations, legal requirements, and management responsibility. There is a need for both a minimum formed and legal width when giving consideration to appropriate widths. While this is fundamental for public roads dictated by the attributes they must possess, it is less so for private roads. However for private roads there is still a need to have the legal width slightly wider than the formed width to allow for drainage, retention, amenity planting or perhaps a narrow footpath if desirable.

28. It is possible to develop a new standard for appropriate widths based on the consideration of traffic function and the elements described above; however there is no scope within any submissions to provide for this. There is scope to incorporate the recommendations contained within NZS4044:2004 and this standard adequately considers traffic function in the formulation of appropriate widths.

SUBMISSIONS

SUBMISSION IN OPPOSITION AND FURTHER SUBMISSIONS TO THE PLAN CHANGE

29. A number of submissions in opposition have been received. The thrust of many of those in opposition is that the Plan Change is onerous, inefficient and poorly conceived.
30. A summary of the main points in opposition are as follows:
- a) Onerous due to topographic considerations, onerous generally, inefficient use of a resource.
 - b) Unclear as to whether the change is intended for low and high density zones or all zones.
 - c) Vesting of private accessways into legal road is problematic as this can only occur as part of a subdivision process.
 - d) Proposed change “one rule for all” is crude and unsuitable.
 - e) References to NZS4404 and amendments may be unlawful as it could be amended without public submission.
 - f) Street/carriageway/cul de sac definitions not applicable to accessways due to legal definitions.
 - g) Change will lead to poor urban design.
 - h) Encourages use of motor vehicles as primary mode.



- i) Conflicts with other proposed Plan changes.
- j) Too prescriptive – good design is arrived at in a holistic sense.
- k) Incorrect references in documents for proposed change should refer to NZS4404: 2004 etc.
- l) An amendment that deals with rules relating to Limited Access Roads.
- m) Too narrow for emergency vehicles.
- n) Use of “*Annual Average Daily Traffic*” difficult to assess, unclear how this is defined.

The issues raised in these submissions are discussed as follows:

32. **Onerous due to topographic considerations, onerous generally, inefficient use of a resource.**

The change requires accessways serving greater than 4 units to meet width requirements that are normally associated with public roads. In my opinion this is both onerous and inefficient. However the rule is not, in my opinion, onerous due to topographic conditions. It is simply onerous. The fact that Queenstown is hilly may make achieving compliance more difficult hence the rule is more onerous but this is not the primary reason for the rule being onerous. The rule is onerous because it requires excessive *Legal Width*. The submissions raising the issue that the change is onerous are supported and this is reflected in my recommendation concerning a new rule which places the threshold between the width requirements for private and public roads at a greater number of dwelling units served (refer paragraph 88). The submissions that suggest the change is onerous due to topographic conditions are supported in part in that the change overall is considered onerous. Again, this is reflected in the new rule I am recommending (refer paragraph 88).

33. **Unclear as to whether the change is intended for low and high density zones or all zones.**

The rule was not intended for all zones as this is specifically mentioned in the scope of the Section 32 report. Also the change specifically seeks to align the access width requirements with the Council’s subdivision policy document Table 3.1 which is only applicable to urban areas. A separate standard within the Councils policy document is required for rural areas, however it is agreed that the change is not clear in this regard. The wording of rule makes it applicable to residential units in all zones. The submissions raising this issue are supported and this is reflected in my recommendation concerning a new rule which specifically states that the required widths of shared access are applicable to residential dwellings in the high and low density residential zones (refer paragraph 88).



34. **Vesting of private accessways into legal road is problematic as this can only occur as part of a subdivision process.**

The change does not require accessways to be vested in the Council as public roads. The change seeks to impose width requirements that one would normally associated with public roads in an attempt to “encourage” vesting of roads. However the Section 32 report does state that the change “...ensures sufficient road reserve is maintained to allow the road to potentially be vested in the Council at a future stage”. It is agreed that future vesting may be problematic but as noted the change itself does not specifically require this. The submissions raising this issue are supported in part. I am recommending that the proposed implementation “encourage vestment of accesses to multiple properties in the Council” be removed (refer paragraph 88).

35. **Proposed change “one rule for all” is crude and unsuitable.**

The change aligns subdivision with development standards. This is common and practicable. The change becomes impracticable, perhaps crude and unsuitable, when it suggests that at greater than 4 units served the road width requirements shall match that typically associated with public roads. The submissions raising this issue are supported in part in that the change is unsuitable but the intention to provide a rule applicable to both subdivision and development is not considered crude or unsuitable. This is reflected in the recommended rule that aligns the requirements of development and subdivision with NZS4044:2004 (refer paragraph 88).

36. **References to NZS4404 and amendments may be unlawful as it could be amended without public submission.**

The rule governing the required width of accessways to residential units is depicted in a table and is not subject to amendments to NZS4044. However the part of the rule relating to vehicular access to land parcels is subject to amendments to NZS4044. Clearly an amendment to this standard could occur without requiring a change to the Plan. It is my understanding that it is not legally possible or appropriate for the one rule to require compliance with two different standards. This is obviously ambiguous. The Plan would need to be changed or formally varied to accommodate future changes to NZS4044. Should the intent have been that the relevant provisions of the standard be incorporated into the rule then the rule should have referred to NZS4044:2004 together with the amendments adopted by the Council on 20 September 2004. It is not the intent of the recommended rule to have reference



to Council amendments to NZS4044:2004. The submissions raising this issue are supported and this is reflected in the recommended rule (refer paragraph 88).

37. **Street/carriageway/cul de sac definitions not applicable to accessways due to legal definitions.**

This is clearly problematic as these terms are not clearly defined. Other District Plans refer to “*legal width* or *road reserve*” being the width between property boundaries and “*formed*” width or “*roadway*” width as the width of formation for motor vehicles. As stated previously I have adopted the terminology of Legal Width and Formed Width which in my opinion, is unambiguous, reflects that used in other District Plans and is more easily defined. The submissions raising this issue are supported and this is reflected in that the recommended rule uses clear and unambiguous terminology (refer paragraph 88).

38. **Change will lead to poor urban design.**

The change may well lead to poor urban design as there is potential for large amounts of sealed accessway and residual areas. A simple example would be a 12m wide road reserve servicing 5 dwelling units. The submissions raising this issue are supported and this is reflected in that the recommended rule which is less onerous (refer paragraph 88).

39. **Encourages use of motor vehicles as primary mode.**

The change would certainly provide a high level of service for motor vehicles and does nothing to dissuade the use of this mode. Conversely I do not have any information that suggests that narrow accessways reduce the demand for motor vehicle use or that wider accessways encourage use. Ideally the rules in the District Plan should support sustainable travel modes and the change does not specifically achieve this. However equally it could be argued that for example “*there should be no capacity related improvements at intersections*”. In a practical sense road safety and efficiency can be equally as important as “*demand management*” measures e.g. if the access is too narrow this may result in vehicles having to reverse off the site or into oncoming traffic. There needs to be a balance between safety and efficiency. The submissions raising this issue are supported in part in that the proposed rule provides a balance between the minimum requirements for vehicular access and the requirements for other uses such as footpaths and berms (refer paragraph 88).



40. **Conflicts with other proposed Plan changes.**

Proposed Change 8 involves car parking requirements for residential units. Car parking is noted in the Section 32 report for this change as being one of reasons for requiring additional accessway widths. If there is an identified problem associated with car parking demand exceeding supply on private accessways then this should be addressed through the requirements for car parking. It is impracticable to increase access widths to meet this demand. The submissions raising this issue are supported. This is reflected in the recommended rule in that the widths for private accessways do not specifically accommodate car parking (refer paragraph 88).

41. **Too prescriptive – good design is arrived at in a holistic sense**

Unfortunately without a minimum standard ‘good design’ can become subjective. Vehicle access is, in my opinion, a reasonably critical design element and the specification of a minimum standard does not necessary prevent the design from being considered holistically it merely ensures it is functional and practicable. If a person has a concept for alternative access arrangements that do not comply with the minium standards but achieve at least the same outcome then the Resource Consent process should provide for this. However I suspect that the reality is that vehicle access will nearly always be required and it follows that the access should be sufficiently wide to accommodate the anticipated type and number of vehicles. The submission is not supported.

42. **Incorrect references in documents for proposed change should refer to NZS4404: 2004 etc.**

The reference in the Change is to NZS4404:1981 “*including amendments adopted by Council and subsequent amendments and updates of this standard*”. NZS4404:2004 is an update of NZS4404:1981 and the rule is therefore valid in this regard. However it would make more sense to refer to the most recent version of this standard. Furthermore for the reasons previously outlined any reference to an amendment or update of a standard is likely to be unlawful. The submissions raising this issue are supported in part and the recommended rule refers only to NZS4044:2004. (Refer paragraph 88).

43. **An amendment that deals with rules relating to Limited Access Roads.**

A submission from Lake House Consultants seeks an amendment to the Change that deals with rules relating to Limited Access Roads along the State Highway and elsewhere. The



submission suggests that the traffic function of a Limited access road should be afforded greater consideration over the development potential of the High Density residential Zone. The submission implies that even though sufficient car parking may be provided (presumably through greater accessway widths) the potential traffic generation of the proposal and the associated effects on the limited access road need to be considered.

The matters raised are important but cannot be addressed in entirety by the Change. The submission essentially seeks greater protection of the traffic function of limited Access Roads. The rule in the Change does not specifically consider the intersection of a private accessway with the legal road. Therefore the rule does not differentiate between the intersections of private accessways with minor roads or roads with strategic significance such as a State Highway. In my opinion this distinction ought to be made such that a higher design standard is met at critical locations. The submission is supported and this is reflected in the recommended rule which seeks to ensure that where the accessway intersects with significant roads it is wider for a minimum of 6m to accommodate passing and mitigate the chances of queuing on the road (refer paragraph 88).

44. **Too narrow for emergency vehicles.**

The access widths proposed are wider than most other District Plans and the New Zealand Standard. The requirements of the New Zealand Standard have been formulated with reference to a wide variety of technical documents and the technical committee comprised representatives from a number of road related organisations. Thus it is logical to assume that the requirements of emergency vehicle access have been considered in the preparation of the minimum requirements contained in the standard. As I have noted the access widths prescribed in the change are generally wider than the New Zealand Standard. The widths contained in the Plan Change allow for two-way flow at greater than 4 units serviced with a 3m carriageway being the minimum. Emergency vehicles do not exceed 2.5m in width so in theory should have no difficulty negotiating the prescribed widths. If some people chose to park on the accessways then this is a separate issue. As noted, in my view it is impracticable to increase the width of private accessways (through a Plan change) merely to accommodate parking. The submission seeks sufficient width to enable fire personnel to work around a stationary fire appliance. In my opinion this is not a function that a private access way should reasonably be expected to fulfil. Generally there will be additional width within manoeuvring areas adjacent onsite car parking and garaging for this to occur. Given the widths in the



Change are generally greater than the New Zealand Standard and are sufficient to accommodate the passage of emergency vehicles, the submission is not supported.

45. **Use of “*Annual Average Daily Traffic*” difficult to assess, unclear how this is defined.**

Clearly this will be difficult to define and will require traffic to be counted. In a greenfield’s development daily traffic volumes can only be estimated and the rule does not provide for this. In my opinion it is more practicable to use an approximation of traffic volume by using dwelling units be it actual or potential as the mechanism. The typical maximum number of vehicles movements per unit would then afford the ability to approximate total volume. The submissions raising this issue are supported and this is reflected by the recommended rule which makes no reference to “*Annual Average Daily Traffic*”.

SUBMISSIONS IN SUPPORT AND FURTHER SUBMISSIONS

46. A number of submissions in support of the Change have been received. A summary of the main points raised are as follows:

- a) New subdivision roads are too narrow.
- b) Encouraging greater control of intersections with State Highways.
- c) Accessways servicing 5 units or more should be legal roads removing confusion associated with maintenance, management, refuse collection etc.
- d) Need to plan well ahead and consider suitability of access width based on future potential.

47. **New subdivision roads are too narrow.**

The change will result in some wider roads within subdivisions. Any access serving more than 4 units will have at least a 12m wide *Legal Width* and at least a 6m wide *Formed Width*. The change may not necessarily see any significant increase in *Formed Width*. For example the required width in most cases will be 6m. The Council’s current and past Policy for subdivision has also been about the same at 5.5 to 6m *Formed Width* in most cases up to 100 dwelling units served. It follows that while the *Legal Widths* may be wider the *Formed Widths* may not change significantly at all. The change essentially relies on the developer vesting the access in the Council as public road to evoke the utilisation of the residual width beyond the carriageway for car parking, landscaping and footpaths. The change in itself does not specifically require the formation of these.



48. This is reinforced by the fact that Table 3.1 of the Council's policy document for subdivision reveals that the total carriageway width for local residential roads serving up to 50 units is 6m but no additional width is required to accommodate car parking (note 16 table 3.1 of the Policy document). It follows that an interesting situation arises where any access serving between 4 and 50 units (which is likely to be majority of developments) is required to have at least a 12m wide road reserve and a 6m wide carriageway but none of the residual width (6m minimum) is necessary for accommodating car parking in terms of the Council's policy . It follows that the change may not necessarily meet the expectations of some submitters. The submissions raising this issue are supported in part in that under the recommended rule no private way or private vehicle access shall serve greater than 12 units. At greater than 12 units served a decision as to the appropriate width can be made and this will reflect the standards contained in NZS4404:2004 (refer paragraph 88).

49. **Encouraging safer and more efficient functioning of Intersections with State Highways.**

This is raised in the submission by Transit New Zealand. Transit supports the location of the threshold between private and public road standards at 5 dwelling units. Transit consider that wider access ways will enable possible future vesting as road without alteration and that there will be less parking on State Highways resulting in overall improvements to road safety and efficiency. Transit is also seeking the new rule to be applicable to access lanes over the designated State Highway road reserve and that these sections of access should be maintained by the same person(s) responsible for maintaining the privately owned section of the access. As stated the rule in the Change does not specifically require the vesting of accessways it only encourages vesting through the application of width requirements more typical of legal roads. Similarly the rule in the Change does not specifically require car parking to be provided. The rule only requires widths that would be sufficient to form car parking if the need, desire or physical conditions existed. Transit New Zealand typically adopt the maintenance responsibilities of the section of private access ways between the property boundary/road reserve boundary and the formed section of State Highway subject to the access way being formed to Transit's requirements. Application must be made to Transit for any access onto a State Highway. My discussions with Transit suggest that it would be uncommon for Transit to transfer the maintenance responsibilities of the section of access way to private owner(s). Given the ability of Transit to require specific construction standards I do not consider that is necessary for the Plan Change to address this issue. I support the need for careful design



consideration where an accessway intersects with a significant road such as a State Highway. However in my opinion this can be achieved without the imposition of increased widths over the length of an accessway. Clearly the safe and efficient operation of the intersections is important and greater width in such locations is supported. The submissions raising this issue are supported in part and this is reflected in the recommended rule which seeks to ensure that where the accessway intersects with significant roads it is wider for a minimum of 6m to accommodate passing and mitigate the chances of queuing on the road (refer paragraph 88).

50. **Accessways Servicing 5 Units or more should be Legal Roads removing confusion associated with maintenance, management, refuse collection etc.**

I agree that if the road is a public road then this removes confusion associated with maintenance, management, refuse collection etc. However I do not support the threshold for public and private road standards for access width resting at greater than 4 units. The submissions raising this issue are supported in part. This is reflected in the recommended rule which seeks to place the threshold of the maximum number of units served by a private accessway at 12 units.

51. **Need to plan well ahead and consider suitability of access width based on future potential.**

This is supported and is reflected in the recommended rule which prescribes the assessment of width based on the greater of the actual dwelling units served or the potential possible as a Permitted or Controlled activity.

52. **OBJECTIVES AND POLICIES OF THE DISTRICT PLAN.**

The District Plan contains eight Transport Objectives each supported by a number of policies. Not all of the objectives are particularly relevant to the Plan Change. Generally the objectives seek a safe and efficient transport system while mitigating the adverse effects of traffic. There are specific objectives that seek to reduce congestion by reducing vehicle trips and ensuring provision is made for adequate off street parking and loading as well as seeking the safe and efficient operation of property access and intersections. There is a policy seeking to promote and provide higher density accommodation. This, together with its location can make alternative transport modes to private cars more viable, thus potentially reducing congestion.



The application of a road hierarchy based on the intended road function forms the basis of the policies surrounding both the safety and the efficiency of the transport resource. The hierarchy together with sound design, parking and access standards are the primary factors contributing to the safe and efficient functioning of the road network. The importance of giving consideration to road function when determining appropriate access widths is paramount. This is explained in detail in Appendix 1.

53. The intended road function forms the basis of the road hierarchy. Thus consideration must be given to road function as the mechanism for determining appropriate design including *Legal* and *Formed* widths. In my opinion the change does not give proper consideration to road function as the proposed rule prescribes requirements for private roads which are more applicable to public roads.
54. The change is applicable to the High Density Residential Zone. In my opinion the change does not support higher density development as it imposes onerous requirements for the “*street*” (*Legal*) widths of accessways. The most pertinent example of this is that an accessway serving 5 units is required to have a “*street*” (*Legal*) width of 12m. This is 6m of additional width above that required for vehicular access to be used for non specific purposes. This land could be utilised to support higher density developments.
55. One of the reasons for the change is to make the width of private accessways capable of accommodating car parking. Paragraph 1.3 of the Section 32 report states: The existing accessway is “*often too narrow for the passing and sometimes parking requirements demanded by an increase in resident numbers*”. Through the policies, the Plan supports the provision for car parking for activities to be supplied “*off road*” and does not necessarily support the use of road space to fulfil this requirement.
56. The Plan seeks to ensure that sufficient parking is provided to cater for anticipated demands of the activity. In my opinion, while in some cases the parking provision for residential units may not always be met on the site, all private accessways serving greater than 4 units should not be encumbered with providing additional width. The problem of demand exceeding on site supply is best addressed through the rules relating to minimum parking requirements for activities. In any event the problem is likely to be intermittent, is likely to fluctuate through



out zones and may be representative of “*peak parking periods*” which there is a policy that specifically states that peak periods should not necessarily be provided for.

57. It is noted that the change will result in wider accessways but wider is not necessarily safer or more efficient. Again the important factor is that of road function and the change does not properly consider this.
58. The Change does not build in any specific consideration of the intersections of accessways with legal roads or other accessways. It is noted that both NZS4404:2004 and the Council’s Subdivision Policy document requires specific widening provisions where an accessway intersects with a “*collector road or higher*” to mitigate any queuing or reversing onto the road yet this is not replicated in the Change.
59. The change is likely to result in both wider areas of asphalt as well as areas of residual land which could encumber residents with onerous maintenance responsibilities leading to poor visual amenity. This is inconsistent with the policy that seeks to “*ensure that new roads and vehicle accessways are designed to visually complement the surrounding area and to mitigate visual impact on the landscape.*”
60. The District Plan contains five objectives within the Subdivisions, Development and Financial Contributions Chapter. These are also supported by a number of policies. Again not all of the objectives and policies are particularly relevant to Change 6. The focus of these objectives and policies is on safety and efficiency and the need to consider the anticipated traffic levels the road or access will carry. The efficient integration of roads created by subdivision into the existing road network is also sought.
61. The change seeks to align the width requirements of private roads with that of public roads therefore the integration of subdivision roads with the existing road network would be possible but it is unlikely that this process would be efficient. The decision concerning whether the new access is public or private would need to be made at the time of subdivision otherwise it would be difficult to vest at a later date. Vesting at a later date would require agreement of all residents “*sharing*” the access and may well necessitate further subdivision to create a new lot for the potential road.



62. The wider *Legal Widths* brought about by the Change will not necessarily support the anticipated traffic volumes as this is a component of the *Formed Width* which will not vary to any significant degree irrespective of volume i.e. from 6-7m for volumes ranging from 50 to 900 vehicles per day.

DISCUSSION

63. Given that prior to the Change there were no rules relating to the width of access ways for dwelling units not involving a subdivision then it could be argued that the change at the very least provides a mechanism for giving consideration to such width at the time of land development. This is considered appropriate and is an approach taken by many Territorial Authorities. However the proposed rule goes much further than merely providing this mechanism. It essentially seeks to bring the requirements for vehicle accessways (servicing greater than 4 units), irrespective of tenure, into alignment with subdivision standards. The advantages in doing this are stated in the Section 32 report as being:

- *“The standard for public and private roads would be the same for roads accessing a large number of dwellings (>20), making vesting these roads in Council at a later stage easier”*;
- *“Minimum access widths for small numbers of dwellings would enable maximum development of sites and avoid under-utilisation of valuable residential land”*.

64. The disadvantages are listed as being:

- *“Access roads servicing less than 20 dwellings would still be narrow compared to public roads”*;
- *“In the case of less intensive development, access ways could be up to 2.5m wider than necessary”*;
- *“May encourage requests/attempts for vestment in the Council of unsuitable accesses”*.

65. Many of these statements do not bear a close relationship to the new rule brought about by the Change.

66. I note that in Section 6.2 *“Specific Alternative Rules”* of the Section 32 report under Rule Options 1 it is noted that *“requiring 12 metre wide private access to less than 20 dwellings where no other traffic is likely to use the access, is considered to be an inefficient use of the*



land resource". However this has actually ended up in the recommended option where it is stated "*this option is deemed to be effective at achieving the efficient and effective transportation and use of land, whilst providing for future changes and safety*".

67. The proposed change does not adequately consider the function of the road particularly no exit roads. For example a no exit private road with an access way width determined by the maximum development potential is unlikely to require it's width to be determined by future changes as none could occur as of right.
68. The proposed change cannot be considered efficient as it would place onerous requirements on access ways that need only serve an access function. It seeks to provide sufficient space for all the functions of road space that occur beyond the carriageway even though these functions may not be warranted i.e. it seeks to resolve potential parking demand within the road space which is only considered to be a function of public road space. Space for footpaths is provided for even though in some instances pedestrians may not be vulnerable walking within the roadway.
69. The rule will succeed in providing generous *Legal* widths yet the *Formed* widths do not seem to adhere to the same generosity. To look at the extremes of what the rule is saying, there is no difference in the roadway width for an access servicing 5 units and an access carrying 900 vehicles per day. Clearly the traffic function of each is likely to be contrasting. The access servicing 5 units will most likely be "*no exit*" and will carry low traffic volumes. The access carrying up to 900 vehicles per day is likely to have some connectivity to other roads within the network and is much more likely to be a road that will or should be vested as public road. It will therefore need to provide for the road functions anticipated for a public road.
70. The plan change will certainly be effective at ensuring access ways are wide enough for "*current and future needs*" but in my opinion the critical issue is the "*appropriateness*" of the change. In fact the word "*appropriate*" precedes the words "*current and future needs*" in the Section 32 report (page 4 paragraph 1.4). In my opinion the change is not appropriate as it does not fully appreciate or consider a number of critical factors influencing the decisions concerning road and roadway width and would impose requirements that are significantly more stringent than any other document reviewed.



71. I have examined NZS4404:2004 and compared this standard to the change. As mentioned this examination is discussed in detail in Appendix 2. I have also considered the submissions that support the use of this standard. Importantly, it is my opinion that the unamended standards for access at the time of subdivision (those contained in NZS4404:2004) are acceptable for use at the development stage and could provide the way forward with the change. Reflecting NZS4404:2004 as well as other District Plans, a rule governing the width of access ways would only be applicable up to a maximum number of dwelling units over which the access would be required to be a public road. NZS4404:2004 infers that this threshold is 12 units and the threshold varies between 10 and 15 dwelling units in some of the other District Plans reviewed.

CONCLUSION

72. The Change seeks “*To ensure the width of access ways is appropriately designed for current and future use*”. The mechanism to attempt to achieve this is to retain the requirement for all vehicular access to comply with the Council amendments to the New Zealand Standard and in addition introduce a rule that requires minimum access widths to residential units. Accessways serving greater than 4 residential units are to be aligned to the widths required and associated with public roads. The change is somewhat unique in that it assigns widths based solely on the potential number of units to be served and traffic volume with no threshold beyond which the access is required to be made a public road.
73. Minimum *Legal* and *Formed* widths should be examined with regard to the traffic function the road is expected or anticipated to perform. Traffic function is determined by the relative weight afforded to the desired access and movement functions. Traffic speed and volume are intrinsic to these considerations. *Legal Width* is distinct from *Formed Width* and comprises the *Formed Width* plus the width afforded to footpaths, car parking and landscape planting. These functions are considered to occur outside the considerations of minimum roadway width and are viewed as secondary functions associated with public roads and driven by factors such as public expectation, legal requirements and management responsibility. That said there is still a need in the case of private access ways to have the legal width slightly wider than the formed width to allow for drainage, retention, amenity planting and perhaps a narrow footpath if desirable.
74. While strategically important roads within the network should be planned for substantial increases in traffic volume over time, local roads, in particular no exit roads, have finite



development potential and margins for increases above the maximum permitted potential need not be built into design considerations and can be adequately determined at the time of subdivision.

75. Giving consideration to road and roadway width irrespective of whether or not the road is in public or private ownership is likely to be problematic as it will encumber private access ways with the incorporation of elements one would not normally anticipate which is likely to be inefficient.
76. Other District Plans examined have access way rules that are applicable at the time of development which are independent of, but aligned to, subdivision standards. The minimum widths specified in these rules are much less than those in the Plan Change and there is a marked distinction between widths for public and private roads.
77. There is a range in the requirements for the width of private access ways both in other District Plans and in other standards however the range is reasonably limited with the requirements generally “*clustered*”. Through the consideration of the elements that comprise road space it is possible to develop a range of roadway and road reserve widths While this may differ from NZS 4404:2004 the differences would not be considered vast and given the general acceptance of NZS4404 (being the national standard) I favour the use of this standard rather than recommending a new standard entirely. In any event there is no scope for introducing a new standard derived from my considerations of traffic function.
78. The intent of the proposed Plan Change is estimable however the rules being recommended are considered inappropriate as they are onerous for private roads, (particularly those servicing land with a finite development potential hence traffic volume) and they fail to acknowledge the difference associated with public and private ownership of road space.

RECOMMENDATIONS (refer Appendix 3 for submissions which provide the scope to make these recommendations)

79. In my opinion there are two primary issues at the core of the change. Firstly prior to the change there was no requirement regarding a minimum accessway width at the development stage and secondly, what the minimum standards for the width of accessways should be. Importantly there is a New Zealand Standard which includes appropriate widths of



accessways and roads. The Council has chosen to amend this standard and has adopted a policy document which matches the widths contained in the Change. The amendments are significant in that the threshold between public and private roads occurs above 4 units being served. Irrespective of this, with respect to access to residential units, the change does not make the distinction between public and private ownership but applies a continually increasing scale of widths relative to units served and to traffic volume in the higher ranges. It is apparent to me that the way forward is to utilise what limited scope there is to at least provide the ability for Council to give consideration to access widths based on development potential but at the same time acknowledge that public roads have different attributes to private roads and a decision as to which is applicable is most practicable at the time of subdivision. At this point due consideration must be given to the intended traffic function that the road or access will perform. A rule governing the width of accessways should only be applicable up to a maximum number of dwelling units beyond which a decision should be made whether the access is public or private. As discussed this is implied in NZS4404:2004 which sets a threshold of 12 units and the threshold varies between 10 and 15 units in most other District Plans reviewed.

80. The terminology in the rule should be adjusted to avoid confusion and legal issues and references must refer to the correct Table in NZS4404:2004 and cannot include reference to future amendments or updates. Alternatively the rule could include the table from NZS4404:2004.
81. The provision of localised widening at the intersection of the accessway and any road with a collector classification or higher will mitigate queuing delay and reverse manoeuvring onto the road in accordance with the Transport Policy 2.6 of the District Plan and the Transit New Zealand and Lake House Consultants submissions.
82. It is therefore recommended that rule 14.2.4.1 iv be amended to read as follows:

Parking and Access Design

All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with standards contained in NZS4404:2004

All shared vehicular access serving residential units in the High and Low Density Residential Zones shall be in accordance with the standards set out in the table below:



The Greater of the Actual Number of Residential Units Serviced or; the Potential Number of Residential Units Possible as a Permitted or Controlled Activity	Formed Width (m)	Legal Width (m)
1 to 6	2.75	3.6
7 to 12	5	6

Table 6

Where the shared vehicle access adjoins a local distributor or higher road in the hierarchy including a State Highway, it shall have a 5m formed width and a 6m legal width for a minimum of 6m measured from the legal road boundary.

“No private way or private vehicle access or shared access shall serve sites with a potential to accommodate more than 12 residential units”.

83. It is also recommended that the following Assessment matters be added to 14.3.2 v:
- *“(m) The extent to which the limited width of an access is mitigated by sufficient on site manoeuvring.*
 - *“(n) The likelihood of future development which could result in increased traffic generation.”*
 - *“(o) The extent to which the reduced width of an access is mitigated by the provision of passing areas and/or turning heads”*

Delete the proposed implementation method 14.1.3 *“(c) encourage vestment of accesses to multiple properties in the Council”*

84. Note that no reference is made to the supply of off street parking as an assessment matter as the recommended width requirements for up to 12 dwelling units does not provide for car parking as a component of the dimensions.
85. Note that for sites with a development potential of 12 units or less the table is directly aligned to NZS4044:2004. Any access servicing land with a development potential of greater than 12 dwelling units must be a public road and would be required to comply with NZS4044:2004.

Paul Burden

TRAFFIC PLANNER

STREETS IN SYNC

October 2006



APPENDIX 1

ROAD FUNCTION AND THE FACTORS INFLUENCING ROAD AND ROADWAY WIDTH



ROAD FUNCTION AND THE FACTORS INFLUENCING ROAD AND ROADWAY WIDTH

1. Any examination of road and/or roadway widths must be made in the context of the function that roads provide within our communities. To this end consideration will be given to these functions and how they interact such that an understanding of the actual and potential effects of road and roadway width can be properly contemplated.

ROAD FUNCTION

2. The primary function of roads is to provide for access and the movement of traffic. The weight given to either can be determined by the road's strategic significance in the overall road network. A hierarchy of roads will typically form the foundation of traffic planning in both rural and urban environments. The relationship between the intended access and movement functions will reflect the roads status in the hierarchy and its intended "*Traffic Function*".
3. The relationship between the "*access*" and "*movement*" functions of roads is clearly illustrated in "*Figure 21.1 Road Type and Function (Austroads 1987)*". The illustration refers to the "*movement*" function as "*traffic*" function whereas the terminology in this report refers to "*Traffic Function*" as being the resultant function of the balance between access and movement. Nonetheless the figure demonstrates that roads can be viewed in the context of the two primarily elements being servicing land and movement. Where the road fits within the road hierarchy is generally determined by what priority is afforded to movement and access.



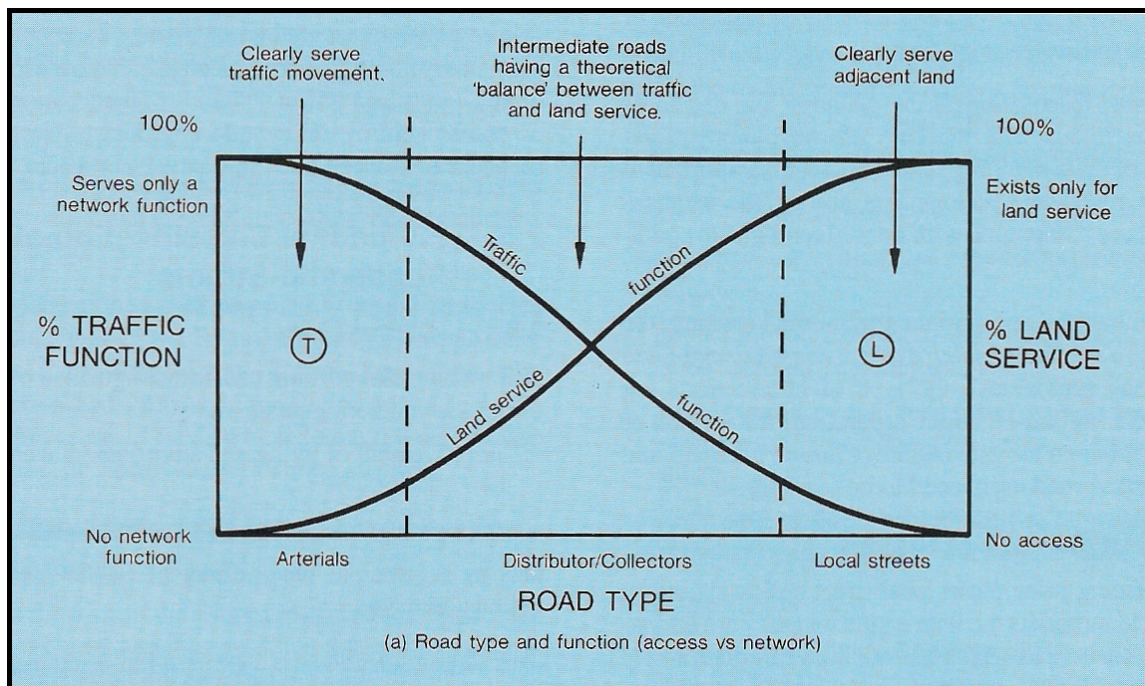


Table A1: Relationship between Access and Movement Functions

PRIMARY AND SECONDARY ROAD FUNCTIONS

4. It is important to make the distinction between roads and roadways. The roadway is generally defined as the “*carriageway*” or the area available for vehicular and cycle traffic. The road is the reserve or total space available between legal boundaries for the road “*corridor*”. In traffic planning terms the “*roadway*” fulfils the “*primary*” function of providing movement and access for motor vehicles and cyclists. The width of the roadway is determined by the relative weight given to each with regard to the speed environment and the anticipated traffic volume. The factors influencing road width (the road reserve) will comprise the roadway width (the width required to fulfil the anticipated movement and access functions) and the width required to fulfil the secondary functions for road space. These functions include car parking, landscape planting, footpaths and service strips. The width required to accommodate these functions should be added to the minimum roadway width to form a minimum overall road width (road reserve). The extent to which the secondary functions are accommodated is also influenced directly by the extent to which the roadway fulfils an access and movement function. It follows that the determination of the role the road will provide in terms of the relative weight afforded to the primary access and movements functions will form the basis of determining both the road and roadway width.
5. In separating road functions into the categories of primary and secondary it should not be assumed that motor vehicles have automatic priority to road space. Sound traffic planning



will ensure that there is a balance between the uses and functions of road space with the priority for road space determined by the overarching consideration of traffic function.

ROADWAY WIDTH – DETERMINED BY PRIMARY ROAD FUNCTIONS

6. Roadway width is influenced by the primary and predetermined road functions of access and movement. The intended traffic function should be predetermined through strategic network planning and thus has an overarching influence on the anticipated speed environment and traffic volume which form implicit links to these functions. It follows that the intended traffic function of the roadway should be the first consideration when considering how existing roadway space is utilised and how much roadway space is required when planning new roads.
7. Figure A1 illustrates the factors that contribute to roadway width.

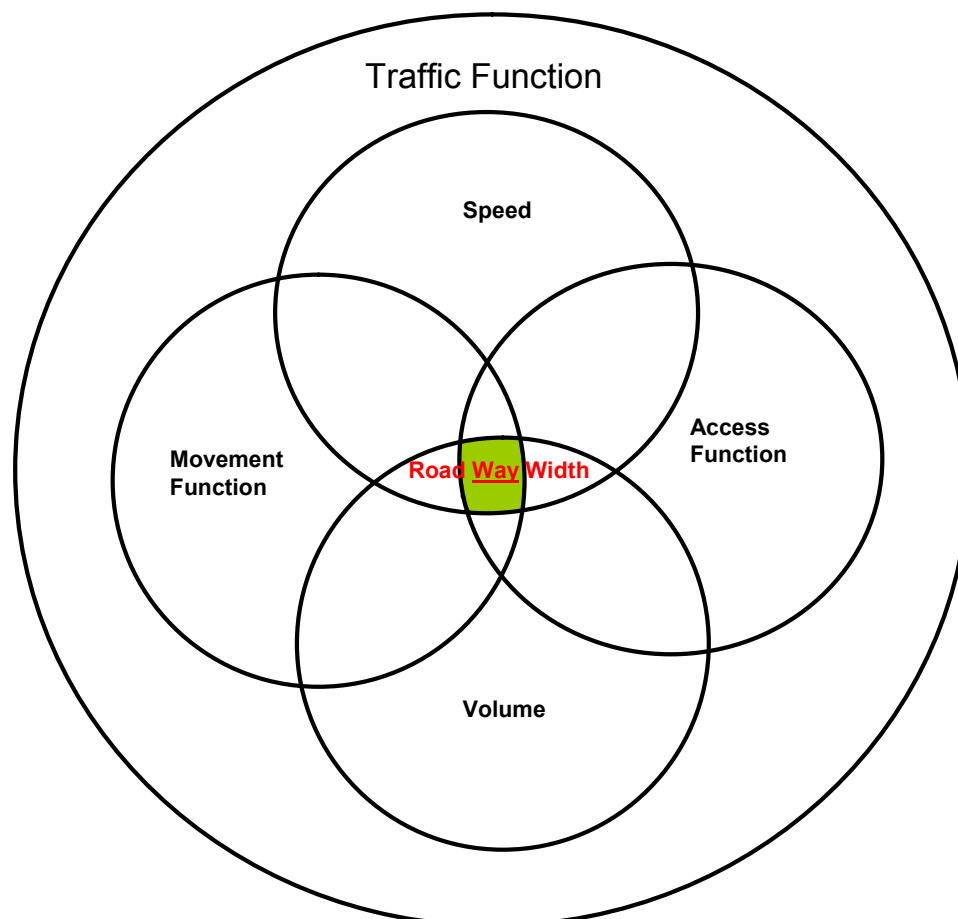


Figure A1: Factors Influencing Roadway Width

8. If the intended traffic function of the roadway is to provide the efficient movement of traffic then the speed environment and capacity considerations may be higher and the use of available road space to maximise efficiency may be a priority. It follows that the priority for



roadway space will be for accommodating traffic flow including the provision of turning lanes and infrastructure that supports the efficient movement of traffic. Should the intended traffic function of the road be to provide property access only then the speed environment may be lower and the capacity considerations less applicable thus the priority for available roadway space becomes convenient access only.

TRAFFIC VOLUME

9. The current, planned (anticipated) traffic volume can provide a reasonably good indication of the roads intended traffic function or classification within a road hierarchy. In fact many guidelines, standards and District Plans have adopted traffic volume as the primary factor influencing the determination of appropriate road and roadway widths purely because it can provide strong correlation to the intended traffic function. This approach is considered practicable when giving consideration to roads of strategic significance within a road network. Strategically significant roads (Arterial and Collector Roads) will have traffic “*movement*”, hence efficiency as a priority to a varying degree. The greater the traffic volume, the wider the roadway must become to accommodate the traffic including possible infrastructure that assists the efficient movement of traffic i.e. medians, turning lanes, cycle lanes etc. It follows that on roads where the movement function is a high priority there is a close association between desirable roadway width and anticipated traffic volume.

10. A roadway that provides access to private dwellings only and does not perform any traffic movement function in the context of the overall road network i.e. does not provide connections for the collection and distribution of traffic within a neighbourhood, is typically referred to as a “*Local*” road or a “*Local Access*” road and will generally carry a “*low*” traffic volume in comparison to higher classified roads within the network. These roads can be further separated into local “*through*” roads and local “*no exit*” roads. The latter have no traffic movement function and serve only to provide access to property located adjacent the access (refer Table A1). Local “*through*” roads will have a significant property access function but may still provide a connection to another local road or a road with a higher classification within the hierarchy. It follows that “*no exit*” roads will typically carry a lower traffic volume than local through roads. The distinction between local “*through*” roads and local “*no exit*” roads is considered important as most privately owned roads servicing residential dwellings are “*no exit*” hence no traffic movement function.



11. It is important that the classification of the road within the network as a “*Local*” road does not result in a default minimum road or roadway width. On these roads, where the movement function is not a priority and hence of little or no strategic significance within the hierarchy, other factors can make a more significant contribution to determining the desirable roadway width. In these instances an assessment of intended traffic function should not be circumvented by direct association with anticipated traffic volume. As such any rule relating the minimum width of local roads needs to reflect the varying traffic functions performed by “*Local*” roads.

VOLUME RANGES

12. There is considerable range in the anticipated traffic volumes on the different classifications of roads within the hierarchy. Generally Local roads have an upper threshold of 1,000 to 1,500 vehicles per day, Collector Roads typically carry between 1,000 and 6,000 vehicles per day and Arterial Roads will typically carry greater than 4,000 vehicles per day. There is always some overlap in the anticipated volumes between road classifications. As stated, the anticipated traffic function of Arterial and Collector Roads is closely linked to the anticipated traffic volume. What is also evident is Arterial and Collector Roads have a significant range in anticipated traffic volume whereas Local roads have a comparatively limited range. The scope for expansion in traffic volumes on Collector and Arterial roads is considerable and the planned minimum widths of these roads needs to reflect this. However with Local roads, particularly those that provide no connectivity at all, the scope for expansion is limited and minimum widths need to reflect this.
13. In most cases the volume threshold for Local roads is not determined by the physical traffic carrying capacity of the road but by the environmental capacity. It is therefore important that, with regard to traffic volume as a factor, the width of Local roads in particular reflects the anticipated environmental considerations. It is therefore considered appropriate to further categorise Local roads with regard to traffic volume. Less than 50 vehicles per day could be an indicator of a very sedate environment where motor vehicles mix comfortably with other activities. At 150 vehicles per day the environment may change to a situation where some separation of activities is required. Table A2 illustrates the relationship between traffic volume and how people interact with road space.



Road Traffic Volume per Day	Community Response to Increasing Traffic Volumes
50	[Flow represents one vehicle each way every 20 minutes in peak hour] Road is shared with people known to each other. Children play unsupervised on the road. Strong cross-road community linkages. Living areas face and overlook the road. Front yards open to the road.
150	[Flow represents one vehicle each way every 7 minutes in peak hour] Road is shared with friends and with strangers. Anxiety about children playing on the road.
1200	[Flow represents one vehicle each way per minute during peak hours.] Casual cross-road community linkages becoming less frequent. Children escorted across the road.
2400	[Flow represents two vehicles each way per minute during peak hours.] Cross-road community linkages mostly severed. Difficult for elderly and children to cross the road confidently. Road has become a barrier to social connection.
12,500	Properties start to turn away from the road with front yards used increasingly for parking and service activities. Over-sight of the road from properties diminishes.
25,000	Most pedestrian movement across roads between residents has ceased. Movement between communities is mostly by motor vehicles. Dwellings establish tall fences on road boundaries to exclude noise and the visual effects.

Table A2: Relationship between Traffic Volume and Road Interaction

14. Based on the information in this table the following categories for local road volumes can be established:

Low Volume: less than 50 veh/day
 Moderate Volume: 50 to 150 veh/day
 High Volume: greater than 150 veh/day

TRAFFIC SPEED

15. Traffic speed has a profound influence on road safety and efficiency and is therefore considered the most important consideration in road design. Changes in road widths can produce corresponding changes in vehicle speeds. Typically wide roads produce higher speeds than narrow roads. It follows that road width is an important tool in managing vehicle speeds.
16. Roads with traffic movement as a priority will generally be moderate to high speed environments where the speed limit is 50kph or higher. Roads with access as a priority will generally be low speed environments where the speed limit is 50kph or less.



17. A 50kph speed limit is not always considered appropriate on local residential roads because many vehicles will exceed this limit raising safety concerns. For this reason much effort is expended to reduce vehicle speeds in local residential streets through either retrofitting traffic “calming” devices or in the case of new or renewed streets, through road designs conducive to producing lower speed environments.
18. A low traffic speed environment is typically a road where the 85th percentile speeds are in the range 20 to 40kph or less.
19. Figure A2 illustrates the relationship between risk to pedestrians and motor vehicle speed.

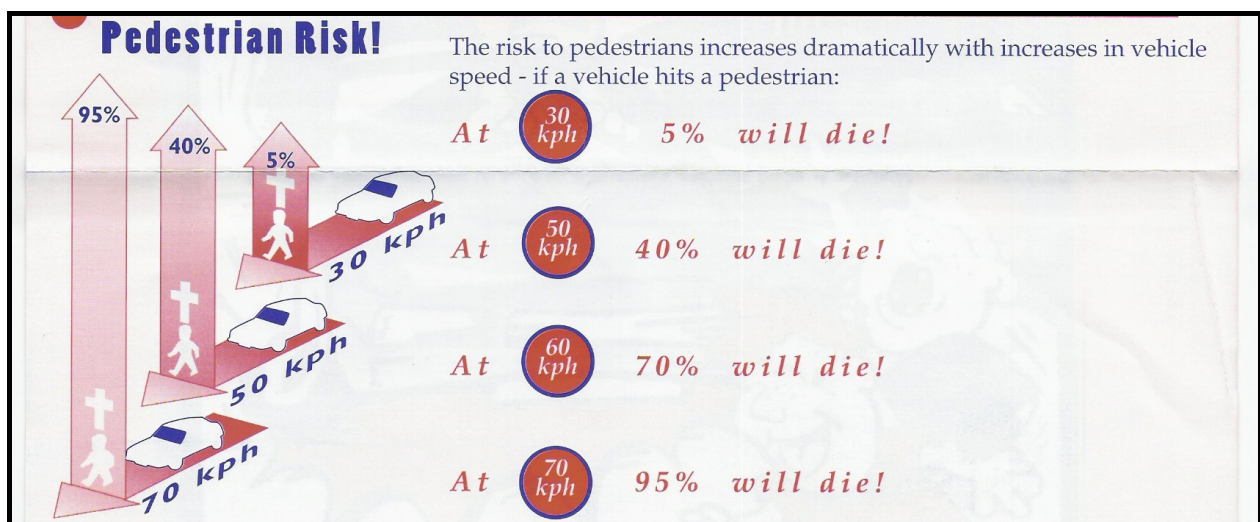


Figure A2: Pedestrian Risk

20. An appropriate range in desirable speeds is as follows:
 - Local “no exit”: 20kph;
 - Local “through”: 40kph;
 - Collector: 40kph to 60kph;
 - Arterial: 50kph to 100kph.

ROAD WIDTH – DETERMINED BY BOTH PRIMARY AND SECONDARY ROAD FUNCTIONS

21. Road width will comprise roadway width and the width required to accommodate the secondary functions of road space i.e. car parking, landscape planting and footpaths. However as roadway width is determined by the primary road functions, it follows that road width is



determined by both the primary and secondary road functions. Figure A3 illustrates this relationship.

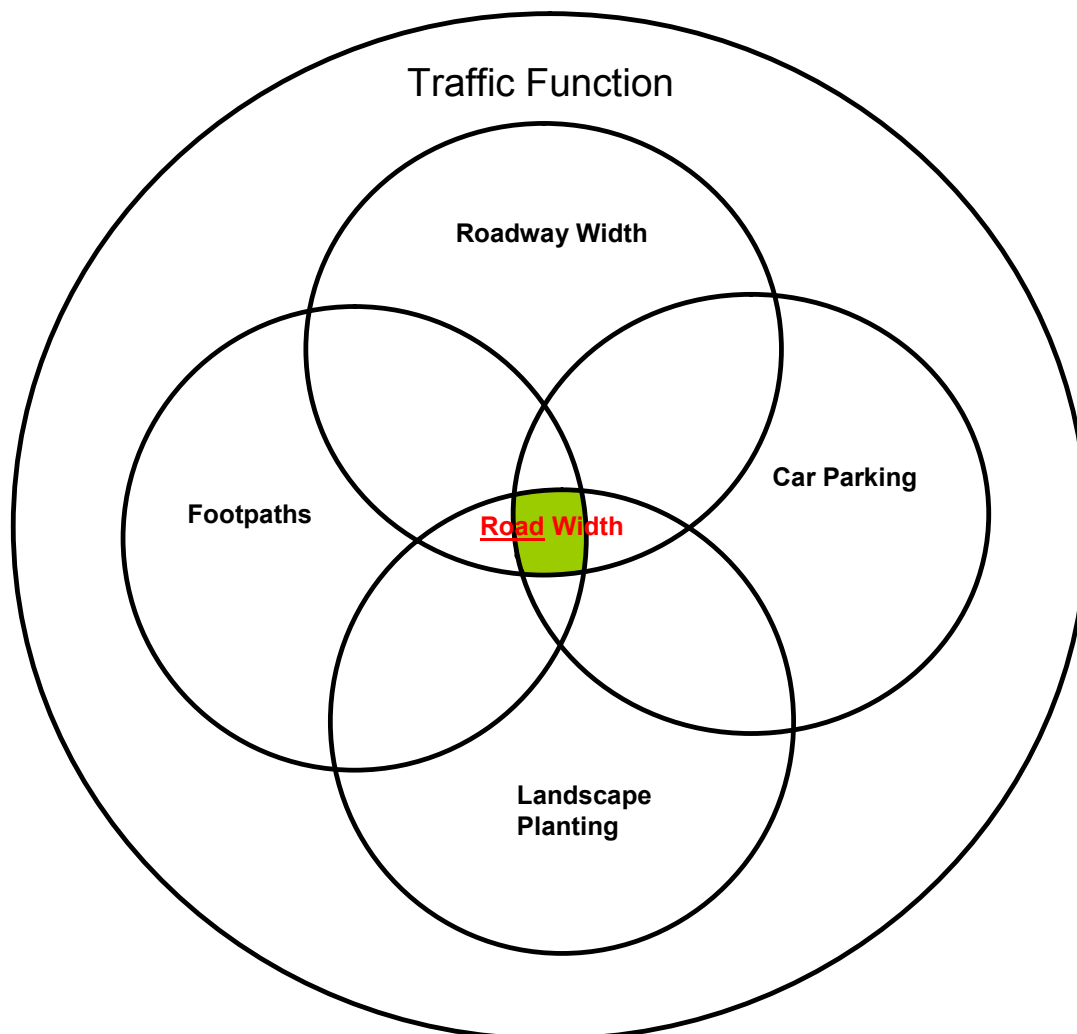


Figure A3: Factors Influencing Road Width

PEDESTRIANS

22. Providing for pedestrians should not be misconstrued as a “secondary” function of road space. The point I make is that this function is secondary in the consideration of roadway width. It is not inferred that providing for pedestrians is any way less of a consideration than providing for any other mode of travel.

23. In low volume, low speed traffic environments the separation of pedestrians and vehicular traffic may not be warranted based on low reported crash rates involving pedestrians in such environments. There are numerous examples of low speed, low volume environments where pedestrians walk safely within the roadway without the provision of a footpath. The Dutch Woonerf or “shared zone” is good example of how, through appropriate design, pedestrian and motorists can mix freely with neither having priority to the available road space. Requiring a footpath may well be desirable in any environment where vehicles and



pedestrians mix as the mere provision is likely to reduce the perception of risk. In high speed, high volume traffic environments the safety benefits of providing a footpath(s) is more easily appreciated.

24. The relationship between traffic speed and the separation of pedestrians within the roadway can also be viewed in the context of delay incurred to motorists by pedestrian activity if there is insufficient roadway width to allow safe passage of the vehicle past the pedestrian(s). In these situations pedestrians may be “squeezed” to the roadside presenting obvious safety concerns. It follows that if no separation is provided the roadway must be of adequate width to allow motorists to pass pedestrians while ensuring the roadway is not too wide such that the speed environment becomes too high.

CAR PARKING

25. The provision of car parking within the road reserve is more likely to occur on roads of less strategic function in the road network but can often be accommodated, where possible, on strategically significant roads as well. There is a general expectation that if a road can be utilised by the general public (public road) then car parking, to a degree, will be accommodated within the road space. The expectation is not as high on privately owned roads, particularly no exit roads, as the users of these roads will generally have an origin or destination located on privately owned property adjacent the road. On public roads this may not always be the case and some “public” parking space is logically accommodated within the road reserve.
26. The inclusion of road space for car parking on public roads is not necessarily dictated by demand; moreover by public expectation. Ideally the typical car parking demands of a land use activity should be accommodated on the land generating the demand. Road space should be used to supplement supply during peak periods. With respect to residential areas, the degree to which a neighbourhood relies on the provision of parking within the road reserve can be directly influenced by density of dwelling units and the off street parking requirements of the Local Authority.
27. The incorporation of car parking into the requirements for the minimum width of public roads is supported but for private roads the incorporation is questionable, particularly for private no



exit roads. If private roads are required to provide for parking then this suggests that there will be a planned and anticipated demand for parking that exceeds the onsite provision. In my view this should be addressed through the rules governing car parking supply for developments and not automatically provided for in rules relating to minimum road widths.

LANDSCAPE PLANTING

28. Landscaping planting within roads will typically take the form of tree planting and grass berm areas. The purpose of these areas is to improve the amenity of the road and sometimes for separation of pedestrians from vehicular traffic. In a similar fashion to the provision of car parking, there are greater expectations of berms and items that improve amenity being incorporated into public roads than there are private roads. These spaces also allow for the placement and maintenance of services without requiring expensive reinstatement of the roadway.

PUBLIC VS. PRIVATE ROADS

29. The Section 32 report signals a desire to adopt a rule that does not distinguish between public and private ownership of the road space i.e. the minimum width requirements are common to both. In a pure engineering sense the tenure of the road space should not influence appropriate design (in particular the roadway width considerations) and it can be seen how this approach appears sensible. However the attributes of public space differ quite markedly to the attributes of private space. The following issues need to be considered:

THE LAW

30. Public space plays by a different set of rules to private space. Public road space is subject to the provisions of the laws relating to roads and road users (Land Transport Act, Summary Offences Act etc.), posted speed limit laws, and the relevant bylaws of the Road Controlling Authority relative to parking controls, access controls, road sign and marking requirements, lighting requirements and road safety requirements as well as a host of other laws relevant to public spaces. Public road space places the management and decision making responsibility of road related issues in the hands of the appropriate agency whether it is the local Council, Transit New Zealand or the Police. The design of a public road must take cognizance of these



issues which generally results in a higher standard and level of service compared to a privately owned road.

PUBLIC EXPECTATIONS

31. Public road space needs to be somewhat malleable to accommodate a number of often quite conflicting demands. In terms of changes to existing road space, the weighing of these demands is generally conducted following public participation. In terms of planning new roads there needs to be sufficient space to accommodate a need that may not be evident immediately but may become evident as the use of the road increases or demands change.
32. In general, the current minimum road and roadway widths for public roads reflect the capacity for incorporating most elements one would anticipate on a public road i.e. a footpath, car parking, berm and or planted areas and the ability to accommodate most sizes of motor vehicle. Hence the public road width requirements will be wider than the requirements for private roads. Private roadway widths are generally narrower on the basis that they serve an access function only and are limited in the size of vehicles they need to accommodate. As mentioned, the expectation that they will provide car parking is low, the anticipated speed environment and traffic volume is low and they are not subject to the multitude of legal considerations.
33. A “*one rule for all*” approach could be problematic as it will either encumber private access ways with the incorporation of elements one would not normally anticipate resulting in wider roadways in most instances, or, it will diminish the potential of public roads to provide required and./or anticipated elements.
34. Attributes of public roads include the following:
 - A speed limit typically in the range of 50 to 100kph and enforceable by the Police;
 - Generally required to accommodate a full range of motor vehicle sizes;
 - Car parking is typically provided within the roadway and managed by the District Council with respect to any limitations or restrictions;
 - At least one footpath is typically provided irrespective of the volume of traffic being carried;
 - Generally wider to accommodate a greater range of functions;



- Subject to road rules, laws and requirements relevant to roads and public space;
- Subject to any relevant property access considerations;
- No exit roads are generally afforded a turning circle or at least some form of vehicle turning facility;
- Decision making responsibility rests with the road controlling authority.

35. Attributes of private roads include the following:

- There are no legal speed limits posted but speeds are generally low as a consequence of restrictive design;
- Generally required to accommodate a limited range of motor vehicle sizes;
- Generally a low expectation that car parking will be provided within the roadway;
- Generally narrower reflecting a property access function only;
- Not subject to most rules relevant to public roads and spaces;
- No exit roads may not necessarily provide any turning facility;
- Decision making responsibility rests with the land owners.

36. In my view public roads and private roads are sufficiently different that the separation of the two with respect to rules relating to minimum widths remains the most practicable approach.

37. I note that we can not find any precedent in any of the District Plans I have reviewed for applying the same minimum road width rules to both private accessways and public roadways.

SUMMARY

38. Road width is a function of a number of factors all of which are determined by the overarching consideration of traffic function. The overall “Road” width may incorporate both primary and secondary road functions. The primary functions of roads are for access and movement which need to be weighed with due consideration of the speed environment and traffic volume. The secondary functions of road space which include car parking, footpaths and landscape planting need to be considered additional to the considerations concerning roadway width. While these are in themselves influenced by the anticipated traffic function, they are not factors that should influence roadway width. In setting a rule concerning minimum road width one must ensure that the rule provides the opportunity for all factors to



become part of the equation such that the outcome matches the expectations of the both the community and the Local Authority.

39. Many Local Authorities have developed individual ranges of widths based on the factors described above and generally within the context of a road hierarchy. Alternatively NZS4044:2004 can be used. If NZS4044:2004 is amended care should be taken to ensure that traffic function is properly considered.



APPENDIX 2

CHANGE 6/NZS4044:2004



NZS4404:2004

1. NZS4404:2004 “*Land Development and Subdivision Engineering*” supersedes NZS4404:1981. The Standard was prepared by a Technical Committee comprising a broad spectrum of representatives from a number of organisations and associations actively involved in land and road planning and development.
2. There are two tables relating to the widths of road reserves and carriageways contained within the Standard. Specifically these are “*Table 3.1 “Road Design Standards – Urban (speed limit < 70km/h)”*” and “*Table 3.2 Road Design Standards – Rural (speed limit up to 100km/h)”*”. Table 3.1 (Urban) categorises roads using a hierarchy or “*Class*” of road which is based on the “*Type*” of road and where applicable, the “*Traffic Volumes*”. Table 3.2 (Rural) also categorises roads using a hierarchy, or “*Classification*” which is based on “*Traffic Volumes*”.

URBAN

3. The Plan change is intended to apply to the “*widths of vehicle access to residential units*”. The relevant parts of the table are therefore the “*Type*” of roads that fall into the category of servicing residential units.

These comprise the following “*Local Road*” Class:

- Private way (1-3 lots, 1-6 dwelling units)
- Private way (4-6 lots, 7-12 dwelling units)
- Cul de sac (up to 20 dwelling units)
- Residential (21-150du, up to 750 vehicles per day)

The following “*Local Distributor Road*” class:

- Residential (<150du, 200 - 1000 vehicles per day)

The following “*Collector Road*” class:

- Residential (150-450du, 1000 – 3000 vehicles per day)

And the following “*Arterial*” class:

- Secondary (District) (<450 dwelling units, 3000 – 7000 vehicles per day)
- Primary (Regional) (>7000 vehicles per day)

4. There is a generally ascending scale of dwelling units serviced relative to the increasing category of road within the hierarchy. There is some degree of overlap e.g. cul de sacs can



service up to 20 dwelling units and private-ways up to 12. Also local distributor roads can service up to 150 dwelling units and local residential roads can service between 20 and 150 dwelling units.

- The table includes a range a minimum “*carriageway*” and “*road reserve*” widths corresponding to the road Class, Type and the number of dwelling units serviced.

A graph of the widths applicable to the “*Local Road*” Class is shown in figure A4.

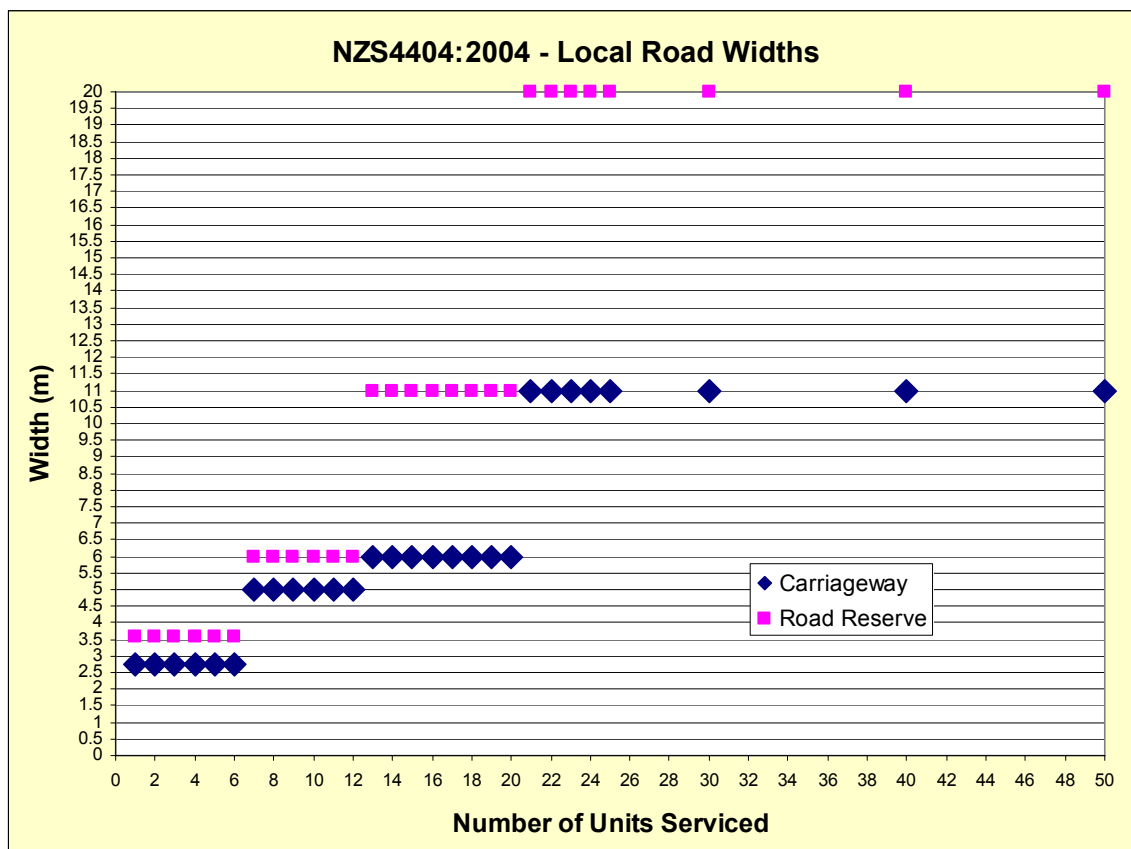


Figure A4: NZS4404:2004 – Local Road Widths

CARRIAGEWAY WIDTH

- A comparison of the carriageway widths required in NZS4044:2004 and Change 6 for up to 50 units serviced is illustrated in figure A5.

7.



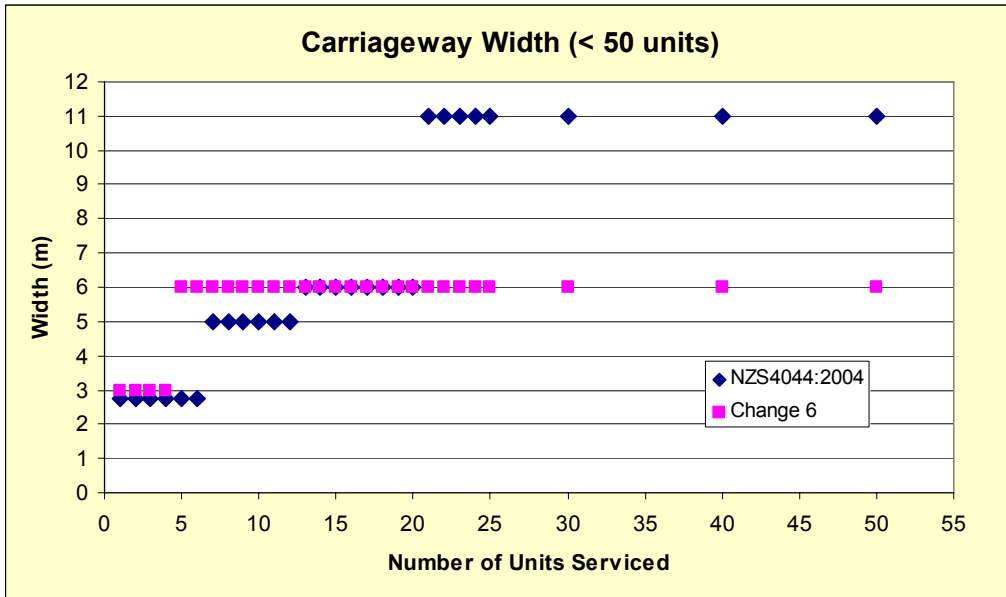


Figure A5: Carriageway Width (<50 units)

- It can be seen that up to 20 units serviced Change 6 and NZS4044:2004 are closely aligned. Beyond 20 units serviced NZS4044: 2004 requires substantially more carriageway width. As noted, beyond 12 units being serviced NZS4044:2004 assumes the road is not necessarily privately owned.

ROAD RESERVE WIDTH

- A comparison of the road reserve widths required in NZS4044:2004 and Change 6 for up to 50 units serviced is illustrated in figure A6.

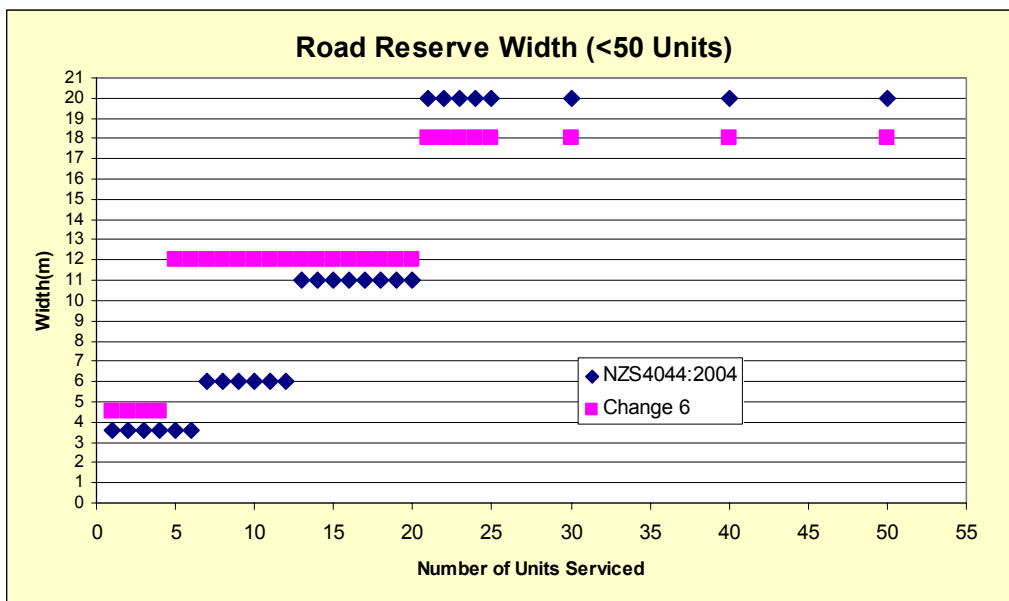


Figure A6: Road Reserve Width (<50 units)

10. It can be seen that both NZS4044:2004 and Change 6 are reasonably well aligned with the exception being in the range of 4 to 12 units serviced where Change 6 requires a substantially greater road reserve width.
11. From 50 to 150 units serviced NZS4044:2004 requires either 20 or 21m of road reserve depending on the Road Class while Change 6 requires an 18m road reserve up to 900 vehicles (AADT) beyond which 20m is required.
12. In summary both NZS4044:2004 and Change 6 are closely aligned in terms of carriageway widths for the servicing of up to 20 dwelling units. In the same range there is generally alignment for road reserve width except for the 4 to 12 unit range. Some submissions have sought the adoption of the “*carriageway*” widths contained in NZS4044:2004 but not the road reserve widths. As there is only a very minor difference between both Change 6 and NZS4044:2004 in the up to 20 units serviced range, then this could be supported within that range. Beyond 20 units serviced the carriageway width requirements of Change 6 are substantially less. This is primarily due to the fact that the requirements of NZS4044:2004 seek the provision of 2 parking lanes as well as 2 traffic lanes when over 20 units are serviced and the implication is that these are public roads.
13. So why is there a disparity in the 4 to 12 units serviced range for road reserve width? Change 6 jumps from 4.5m, for servicing 4 units to 12m for servicing 5 to 20 units (an increase of 7.5m). NZS4044:2004 jumps from 6m, for servicing 12 units to 11m for servicing up to 20 units (assuming that between 12 and 20 units serviced the access is no longer a “*private way*” but becomes a “*cul-de-sac*”). In basic terms, Change 6 is implying that 5 units is the threshold beyond which 7.5m of additional width is required to satisfy the purpose of the change (“*To ensure the width of access ways is appropriately designed for current and future use*”). NZS4044:2004 implies that this threshold is at 12 units serviced beyond which provision should be made for additional width to accommodate berms and footpaths etc and there is an indication that “*private ways*” will service 12 units and less. Suffice to say it does not preclude the possibility that less than 12 units could be serviced by a public road.
14. The intention of Change 6 was to make the width requirements for public and private roads (road reserve) the same when the access is servicing greater than 20 dwelling units as they will function the same. While access servicing less than 20 units would be narrower than the



requirements for public roads but this would reflect a balance in the requirement for efficient land utilisation and access function. However as can be seen from figure A2 the road reserve requirements of Change 6 are actually greater than the requirements of NZS4044:2004 in the 4 to 20 units serviced range.

RURAL

- The effect of Change 6 is that it is applicable to rural areas as well as urban areas. Table 3.2 of NZS4044:2004 sets out the minimum “seal” widths and “road reserve” widths for Rural roads. Like the table for urban areas, the rural standards are categorised by Road Classification. However “traffic volume” rather than the number of dwelling units serviced, forms the basis for determining the appropriate widths. Figure A7 sets out the requirements of table 3.2.

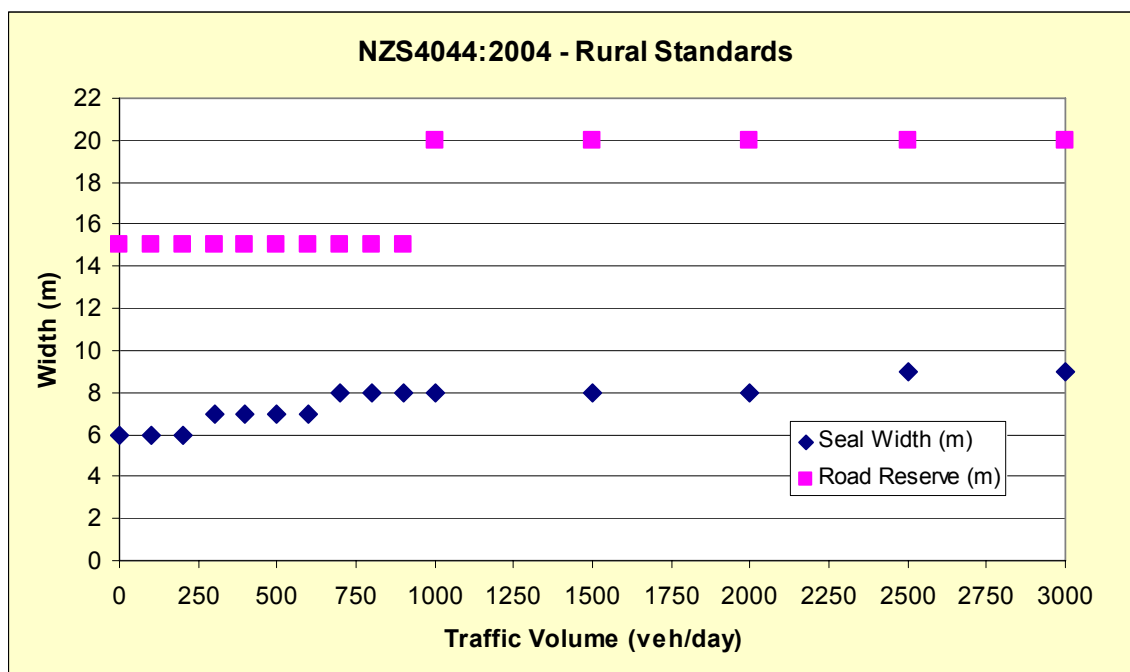


Figure A7: NZS4044:2004 – Rural Standards

- In comparing the requirements of Change 6 to the rural requirements of NZS4044:2004, the difference are not significant if the road is a “through” road in terms of Change 6. If the road is a cul de sac than there is a substantial difference where less than 5 units are serviced. NZS4044:2004 would still require a 6m carriageway and a 15m wide road reserve, whereas Change 6 would require a 3m carriageway and a 4.5m wide road reserve. Figures A8 and A9



illustrate a comparison of the standards using the “through” road category in terms of Change 6.
6.

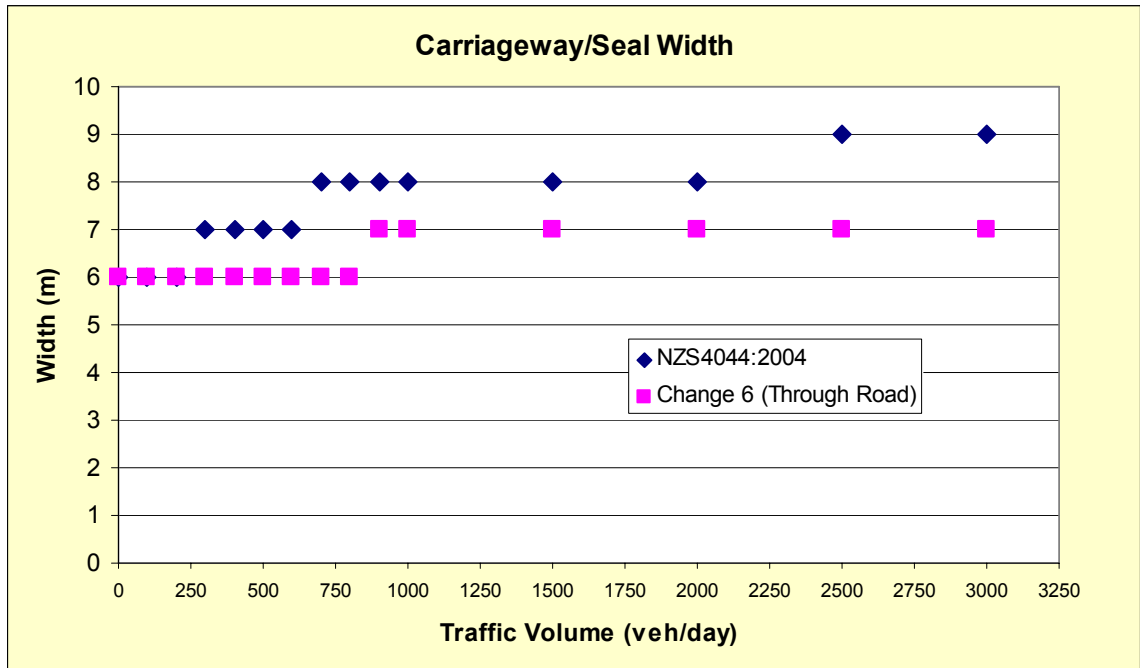


Figure A8: Carriageway/Seal Width

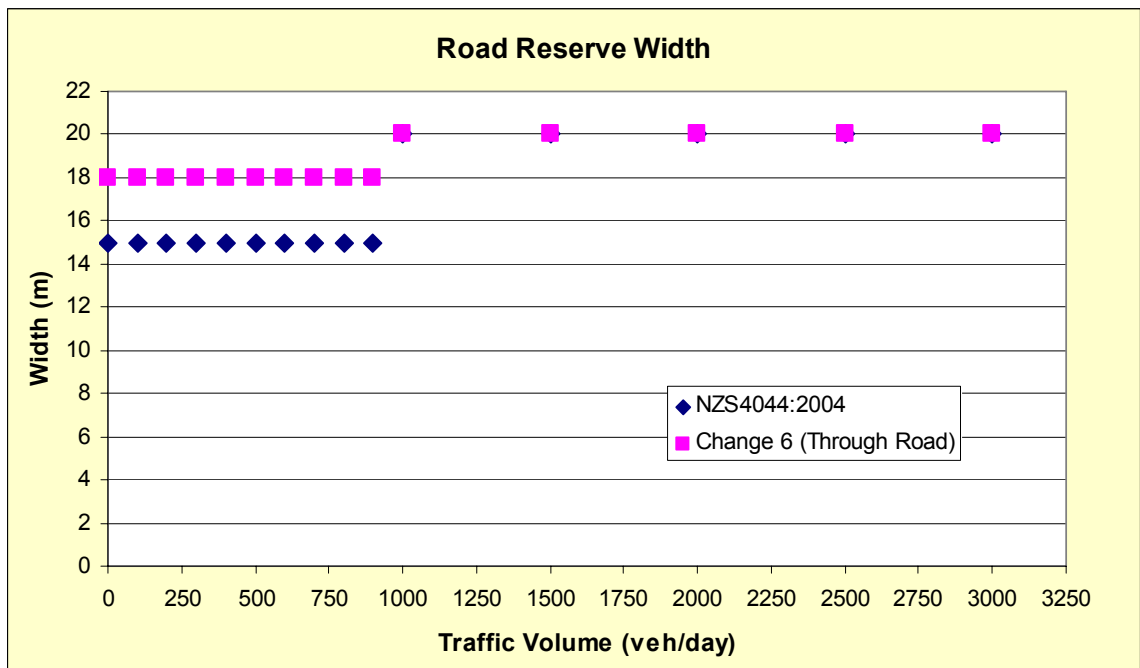


Figure A9: Road Reserve Width

- While the differences are not significant for through roads, the disparity arises in the lower end of traffic volume range where the road may not be a through road and services a small number of residential units.



CONCLUSION

18. Any examination of road and/or roadway widths must be made in the context of the function that roads provide within our communities. To this end consideration must be given to these functions and how they interact such that an understanding of the actual and potential effects of road and roadway width can be properly contemplated. Appendix 1 of this report contains an examination of these functions. It is concluded that NZS4044:2004 gives consideration to many of the aspects that effect road and roadway width and is considered a reliable and practical standard. Although there are some significant difference between NZS4044:2004 and Change 6 these arise primarily because NZS4044:2004 gives greater consideration to the road function within the hierarchy.



APPENDIX 3

SCOPE



SCOPE

[1] Delete the proposed implementation method 14.1.3 “(c) encourage vestment of accesses to multiple properties in the Council”

Parking and Access Design

All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with standards contained in NZS4404:2004 [2], [7]

All shared vehicular access serving residential units in the High and Low Density Residential Zones shall be in accordance with the standards set out in the table below: [3], [4], and [7]

The Greater of the Actual Number of Residential Units Served or; the Potential Number of Residential Units Possible as a Permitted or Controlled Activity	Formed Width (m)	Legal Width (m)
1 to 6	2.75	3.6
7 to 12	5	6

Table 6

Where the shared vehicle access adjoins a local distributor or higher road in the hierarchy including a State Highway, it shall have a 5m formed width and a 6m legal width for a minimum of 6m measured from the legal road boundary. [5]

“No private way or private vehicle access or shared access shall serve sites with a potential to accommodate more than 12 residential units”. [6]

It is also recommended that the following Assessment matters be added to 14.3.2 v:

- “(m) The extent to which the limited width of an access is mitigated by sufficient on site manoeuvring.
- “(n) The likelihood of future development which could result in increased traffic generation.” [8]
- “(o) The extent to which the reduced width of an access is mitigated by the provision of passing areas and/or turning heads” [6]



[1]

Delete the proposed implementation method 14.1.3 “(c) encourage vestment of accesses to multiple properties in the Council” [Peninsula Road Limited, Mt Cardrona Station Limited, Emma Jane Limited, Remarkables Park Limited, Shotover Design Limited, 595 Frankton Road Limited, AQ Investments Limited, Kawarau Investments Limited]

[2]

Amend rule 14.2.4.1 iv: as follows;

(iv) Parking and Access Design

All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with standards contained in NZS4404:2004. [Peninsula Road Limited, Mt Cardrona Station Limited, Remarkables Park Limited, Shotover Design Limited, AQ Investments Limited, Kawarau Investments Limited]

[3]

“Amend the table attached to the Plan Change by removing all reference to minimum street width. Carriageway width to remain but to be amended to be the same as the carriageway width as specified in NZS4404:2004”. [Peninsula Road Limited, Mt Cardrona Station Limited, Remarkables Park Limited, Shotover Design Limited, AQ Investments Limited, Kawarau Investments Limited]

[4]

That the Plan Change 6 is limited to the low and high density residential zones of the proposed District Plan. [Mt Cardrona Station Limited, Emma Jane Limited, Remarkables Park Limited, 595 Frankton Road Limited]

[5]

[Transit New Zealand, Lake House Consultants]

[6]

[Borrell], “Alternatives... where access widths are 6m or less they continue to be private ways. For access widths between 6m and 12m a decision as to whether they be legal road or private ways should be decided based on the length of access, the number of units being served and the proposed construction”. Efficient Use and Development of Natural and Physical Resources page 5 “The



retention of the National Standard of 12 units being served by a 6m wide private way will ensure that people can provide for their wellbeing by accessing their property in an appropriate way while allowing for the future needs and development”. Finite Characteristics of Natural and Physical Resources “The use of 3 –6m private ways to access steeper areas is an integral part of the ability to develop such sites. I have no doubt it could be debated that NZS4404 standards were intended for New Zealand generally and in a mountain village such as Queenstown, where access is difficult, standards for the number of units being served by a private way should be relaxed, particularly where, for example, a turning head and/or passing bay is provided”.

[7]

[McLeod], page 4 “Conclusion...as NZS4404:2004 is a national standard we suggest that the tables shown therein for access widths be adopted”.

[8]

[Bowen Investments and Others] “alternative or consequential amendments to the rules introduced by PC6 and to any other relevant provisions of the District Plan as are considered necessary to address the issues and concerns raised in this submission.”



Appendix Four:

Summary of all Recommendations on Submissions and Further Submissions

Name 2 Architecture Studio					
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.	
Plan Change 6 in its entirety	Withdraw Plan Change 6.	Oppose	Reject	6/1/1	
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/1/1/1</i>	
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/1/1/2</i>	
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks, that QLDC undertake further research and modelling to determine other methods to improve the access amenity in the Residential Zones, and that the QLDC consult with members of the various design institutions that exist in conducting this further research.	Other	Partly Accept	6/1/2	
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/1/2/1</i>	
Name 595 Frankton Road Partnership					
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.	
Plan Change 6 in its entirety	Plan Change 6 be withdrawn in its entirety.	Oppose	Reject	6/2/1	
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/2/1/1</i>	
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/2/1/2</i>	
<i>AQ Investments Ltd and Kawarau Investments Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/2/1/3</i>	
<i>Brecon Street Partnership Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/2/1/4</i>	
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, the deletion of the proposed implementation method encouraging the vesting ("vestment") of roads in Council.	Oppose	Accept	6/2/2	
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/2/2/1</i>	
<i>AQ Investments Ltd and Kawarau Investments Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/2/2/2</i>	
<i>Brecon Street Partnership Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/2/2/3</i>	
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that reference to the relevant design standard should not refer to "subsequent amendments and updates of this standard".	Oppose	Accept	6/2/3	
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/2/3/1</i>	
<i>Brecon Street Partnership Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/2/3/2</i>	
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to remove all references to minimum street width.	Oppose	Partly Accept	6/2/4	
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/2/4/1</i>	
<i>Brecon Street Partnership Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/2/4/2</i>	
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6, and any other relevant rules, so that they only apply at time of subdivision.	Oppose	Reject	6/2/5	
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/2/5/1</i>	
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/2/5/2</i>	
<i>Brecon Street Partnership Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/2/5/3</i>	

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to give consideration only to present access requirements, as opposed to future needs.	Oppose	Reject	6/2/6
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Reject</i>	<i>6/2/6/1</i>
	<i>Brecon Street Partnership Ltd</i>	<i>Support</i>	<i>Reject</i>	<i>6/2/6/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change will not apply to visitor accommodation units.	Oppose	Partly Accept	6/2/7
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/2/7/1</i>
	<i>AQ Investments Ltd and Kawarau Investments Ltd</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/2/7/2</i>
	<i>Brecon Street Partnership Ltd</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/2/7/3</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'cul de sac'.	Oppose	Partly Accept	6/2/8
Further Submissions - New Zealand Fire Service		<i>Support</i>	<i>Partly Accept</i>	<i>6/2/8/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/2/8/2</i>
	<i>Brecon Street Partnership Ltd</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/2/8/3</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'annual average daily traffic per day'	Oppose	Partly Accept	6/2/9
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/2/9/1</i>
	<i>Brecon Street Partnership Ltd</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/2/9/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change only applies to the Low Density Residential Zone and the High Density Residential Zone, not all zones	Oppose	Accept	6/2/10
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Reject</i>	<i>6/2/10/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Accept</i>	<i>6/2/10/2</i>
	<i>AQ Investments Ltd and Kawarau Investments Ltd</i>	<i>Support</i>	<i>Accept</i>	<i>6/2/10/3</i>
	<i>Brecon Street Partnership Ltd</i>	<i>Support</i>	<i>Accept</i>	<i>6/2/10/4</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that if NZS4404 is to be referred to it should refer to the unamended version of NZS4404:2004	Oppose	Accept	6/2/11
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/2/11/1</i>
	<i>AQ Investments Ltd and Kawarau Investments Ltd</i>	<i>Support</i>	<i>Accept</i>	<i>6/2/11/2</i>
	<i>Brecon Street Partnership Ltd</i>	<i>Support</i>	<i>Accept</i>	<i>6/2/11/3</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that the consent authority make such further additional, alternative or consequential amendments to the rules introduced by Plan Change 6 and to any other relevant provisions of the District Plan as are considered necessary to address the issues and concerns raised in this submission.	Oppose	Partly Accept	6/2/12
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/2/12/1</i>
	<i>Brecon Street Partnership Ltd</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/2/12/2</i>

Name *AQ Investments Ltd and Kawarau Investments Ltd*

Plan Provision *Decision Requested* **Position** *Recommendation* **SubNo.**

Plan Change 6 in its entirety	That Plan Change 6 is withdrawn in its entirety.	Oppose	Reject	6/3/1
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/3/1/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Reject</i>	<i>6/3/1/2</i>
Implementation method 14.1.3 (c)	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that the proposed amendment to implementation method 14.1.3 (c) "encourage vestment of accesses to multiple properties in the Council" is deleted.	Oppose	Accept	6/3/2
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/3/2/1</i>
Rule 14.2.4.1(iv)	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the submitter seeks as part of an alternative solution, to amend rule 14.2.4.1(iv) as follows: "(iv) parking area and access design: all vehicular access to the fee simple title lots, cross lease, unit title or leased premises shall be in accordance with standards contained in NZS4404:2004."	Oppose	Accept	6/3/3
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/3/3/1</i>
Minimum width requirement	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend the table attached to the Plan Change by removing all reference to minimum street width. Carriage way width to remain but to be amended to be the same as the carriage way width as specified in NZS4404:2004.	Oppose	Partly Accept	6/3/4
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/3/4/1</i>

Name	Archimedia			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	That Plan Change 6 is withdrawn in its entirety.	Oppose	Reject	6/4/1
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/4/1/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Reject</i>	<i>6/4/1/2</i>
	<i>595 Frankton Road Partnership</i>	<i>Support</i>	<i>Reject</i>	<i>6/4/1/3</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that QLDC undertake further research and modelling to determine other methods to improve the access amenity in the Residential Zones, and that the QLDC consult with members of the various design institutions that exist in conducting this further research.	Oppose	Reject	6/4/2
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Reject</i>	<i>6/4/2/1</i>
	<i>595 Frankton Road Partnership</i>	<i>Support</i>	<i>Reject</i>	<i>6/4/2/2</i>

Name	Barton, John			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	That Plan Change 6 is adopted immediately.	Support	Partly Accept	6/5/1
Further Submissions - Remarkables Park Ltd		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/5/1/1</i>
	<i>595 Frankton Road Partnership</i>	<i>Oppose</i>	<i>Partly Accept</i>	<i>6/5/1/2</i>

<i>Name</i>	<i>Blake, Sue</i>			
<i>Plan Provision</i>	<i>Decision Requested</i>	<i>Position</i>	<i>Recommendation</i>	<i>SubNo.</i>
Plan Change 6 in its entirety	That Plan Change 6 is adopted immediately.	Support	Partly Accept	6/6/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/6/1/1</i>

<i>Name</i>	<i>Borrell, John</i>			
<i>Plan Provision</i>	<i>Decision Requested</i>	<i>Position</i>	<i>Recommendation</i>	<i>SubNo.</i>
Plan Change 6 in its entirety	Where access widths are 6 meters or less, they should continue to be private ways.	Oppose	Partly Accept	6/7/1
Plan Change 6 in its entirety	Where access widths are between 6 and 12 meters, a decision as to whether they be legal road or private ways should be decided based on the length of access, number of units being served and the proposed construction.	Oppose	Partly Accept	6/7/2
Maintenance of private ways	The submitter suggests a number of alternative methods for Council to mitigate concerns regarding maintenance of private ways.	Oppose	Reject	6/7/3
Plan Change 6 in its entirety	That Council relax standards for the number of units being served by a 3 to 6 meter private way, particularly where a turning head and / or passing bay is provided.	Oppose	Partly Accept	6/7/4
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/7/4/1</i>
<i>AQ Investments Ltd and Kawarau Investments Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/7/4/2</i>
Plan Change 6 In Its Entirety	The Submitter requests that Plan Change 6 should not apply to rights of way and unit title common areas for multiple apartments. These situations have not been addressed in the Plan Change but to do so would be simply unrealistic.	Oppose	Partly Accept	6/7/5
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/7/5/1</i>

<i>Name</i>	<i>Bowen Street Enterprises Limited</i>			
<i>Plan Provision</i>	<i>Decision Requested</i>	<i>Position</i>	<i>Recommendation</i>	<i>SubNo.</i>
Plan Change 6 in its entirety	Plan Change 6 be withdrawn in its entirety.	Oppose	Reject	6/8/1
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/8/1/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/8/1/2</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Reject</i>	<i>6/8/1/3</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, the deletion of the proposed implementation method encouraging the vesting ("vestment") of roads in Council.	Oppose	Accept	6/8/2
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/8/2/1</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Accept</i>	<i>6/8/2/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that reference to the relevant design standard should not refer to "subsequent amendments and updates of this standard".	Oppose	Accept	6/8/3
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/8/3/1</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Accept</i>	<i>6/8/3/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to remove all references to minimum street width.	Oppose	Partly Accept	6/8/4
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/8/4/1</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/8/4/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6, and any other relevant rules, so that they only apply at time of subdivision.	Oppose	Reject	6/8/5
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/8/5/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/8/5/2</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Reject</i>	<i>6/8/5/3</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that consideration is given only to present access requirements as opposed to future needs.	Oppose	Reject	6/8/6
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Reject</i>	<i>6/8/6/1</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Reject</i>	<i>6/8/6/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change will not apply to visitor accommodation units.	Oppose	Partly Accept	6/8/7
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/8/7/1</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/8/7/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'cul de sac'.	Oppose	Partly Accept	6/8/8
Further Submissions - New Zealand Fire Service		<i>Support</i>	<i>Partly Accept</i>	<i>6/8/8/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/8/8/2</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/8/8/3</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'annual average daily traffic per day'.	Oppose	Partly Accept	6/8/9
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/8/9/1</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/8/9/2</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change only applies to the Low Density Residential Zone and the High Density Residential Zone, not all zones.	Oppose	Accept	6/8/10
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Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Reject</i>	<i>6/8/10/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/8/10/2</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Accept</i>	<i>6/8/10/3</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that if NZS4404 is to be referred to it should refer to the unamended version of NZS4404:2004.	Oppose	Accept	6/8/11
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Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/8/11/1</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Accept</i>	<i>6/8/11/2</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that the consent authority make such further additional, alternative or consequential amendments to the rules introduced by Plan Change 6 and to any other relevant provisions of the District Plan as are considered necessary to address the issues and concerns raised in this submission.	Oppose	Partly Accept	6/8/12
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Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/8/12/1</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/8/12/2</i>

Name	<i>Boyd, R.O</i>			
Plan Provision	<i>Decision Requested</i>	<i>Position</i>	<i>Recommendation</i>	<i>SubNo.</i>
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately.	Support	Partly Accept	6/9/1
Further Submissions - Remarkables Park Ltd		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/9/1/1</i>

Name	<i>Brick, Gregory and Jane</i>			
Plan Provision	<i>Decision Requested</i>	<i>Position</i>	<i>Recommendation</i>	<i>SubNo.</i>
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately.	Support	Partly Accept	6/10/1
Further Submissions - Remarkables Park Ltd		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/10/1/1</i>

Name	<i>Chapman, Priscilla</i>			
Plan Provision	<i>Decision Requested</i>	<i>Position</i>	<i>Recommendation</i>	<i>SubNo.</i>
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately.	Support	Partly Accept	6/11/1
Further Submissions - Remarkables Park Ltd		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/11/1/1</i>

Name	<i>Davidson, Matthew</i>			
Plan Provision	<i>Decision Requested</i>	<i>Position</i>	<i>Recommendation</i>	<i>SubNo.</i>

Plan Change 6 in its entirety	Plan Change 6 is adopted immediately. Note: This submission was received late and was accepted subject to the provisions of section 37 of the Resource Management Act 1991.	Support	Partly Accept	6/12/1
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<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/12/1/1</i>
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Name	<i>Digby, Neville</i>			
Plan Provision	Decision Requested	Position	Recommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately. Note: This submission was received late and was accepted subject to the provisions of section 37 of the Resource Management Act 1991.	Support	Partly Accept	6/13/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/13/1/1</i>

Name	<i>Durrant, Joy</i>			
Plan Provision	Decision Requested	Position	Recommendation	SubNo.
Plan Change 6 in its entirety	None.	Other	Partly Accept	6/14/1

Name	<i>Emma Jane Ltd</i>			
Plan Provision	Decision Requested	Position	Recommendation	SubNo.
Plan Change 6 in its entirety	That Plan Change 6 be withdrawn in its entirety.	Oppose	Reject	6/15/1
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/15/1/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/15/1/2</i>
<i>AQ Investments Ltd and Kawarau Investments Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/15/1/3</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Reject</i>	<i>6/15/1/4</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, the deletion of the proposed implementation method encouraging the vesting ("vestment") of roads in Council.	Oppose	Accept	6/15/2
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/15/2/1</i>
<i>AQ Investments Ltd and Kawarau Investments Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/15/2/2</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Accept</i>	<i>6/15/2/3</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that reference to the relevant design standard should not refer to "subsequent amendments and updates of this standard".	Oppose	Accept	6/15/3
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/15/3/1</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Accept</i>	<i>6/15/3/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to remove all references to minimum street width.	Oppose	Partly Accept	6/15/4
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/15/4/1</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/15/4/2</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6, and any other relevant rules, so that they only apply at time of subdivision.	Oppose	Reject	6/15/5
Further Submissions - <i>New Zealand Fire Service</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/15/5/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/15/5/2</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Reject</i>	<i>6/15/5/3</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that consideration is given only to present access requirements as opposed to future needs.	Oppose	Reject	6/15/6
Further Submissions - <i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/15/6/1</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Reject</i>	<i>6/15/6/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change will not apply to visitor accommodation units.	Oppose	Partly Accept	6/15/7
Further Submissions - <i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/15/7/1</i>
<i>AQ Investments Ltd and Kawarau Investments Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/15/7/2</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/15/7/3</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'cul de sac'.	Oppose	Partly Accept	6/15/8
Further Submissions - <i>New Zealand Fire Service</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/15/8/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/15/8/2</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/15/8/3</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'annual average daily traffic per day'.	Oppose	Partly Accept	6/15/9
Further Submissions - <i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/15/9/1</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/15/9/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change only applies to the Low Density Residential Zone and the High Density Residential Zone, not all zones.	Oppose	Accept	6/15/10
Further Submissions - <i>New Zealand Fire Service</i>		<i>Oppose</i>	<i>Reject</i>	<i>6/15/10/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/15/10/2</i>
<i>AQ Investments Ltd and Kawarau Investments Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/15/10/3</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Accept</i>	<i>6/15/10/4</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that if NZS4404 is to be referred to it should refer to the unamended version of NZS4404:2004.	Oppose	Accept	6/15/11
Further Submissions - <i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/15/11/1</i>
<i>AQ Investments Ltd and Kawarau Investments Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/15/11/2</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Accept</i>	<i>6/15/11/3</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that the consent authority make such further additional, alternative or consequential amendments to the rules introduced by Plan Change 6 and to any other relevant provisions of the District Plan as are considered necessary to address the issues and concerns raised in this submission.	Oppose	Partly Accept	6/15/12
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<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/15/12/1</i>
<i>595 Frankton Road Partnership</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/15/12/2</i>

Name	<i>Five Mile Holdings Ltd / Gardez Investments Limited</i>			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.

Plan Change 6 in its entirety	That the proposed standards should not apply to situations where the overall design of a development is subject to controlled activity status and access width can be assessed at the time of consent application.	Other	Reject	6/16/1
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<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/16/1/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/16/1/2</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that a solution with a similar or same effect is adopted	Other	Reject	6/16/2
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<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/16/2/1</i>
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Name	<i>Fleming, Shona</i>			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.

Plan Change 6 in its entirety	Plan Change 6 is adopted immediately. Note: This submission was received late and was accepted subject to the provisions of section 37 of the Resource Management Act 1991.	Support	Partly Accept	6/17/1
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<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/17/1/1</i>
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Name	<i>Fletcher, Stewart</i>			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.

14.2.4.1 iv: Parking area and Access Design	That the reference to NZS4404:1981 in rule 14.2.4.1iv is amended to read: "[...]standards contained in NZS4404:2004."	Other	Accept	6/18/1
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<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/18/1/1</i>
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14.2.4.1 iv: Parking area and Access Design	That the reference to 'including amendments adopted by Council and subsequent amendments and updates of this standard be amended to read: "[...] including amendments adopted by Council on 05 October 2005".'	Other	Reject	6/18/2
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Name	<i>Fox on the Hill Ltd</i>			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.

Plan Change 6 in its entirety	Plan Change 6 be withdrawn in its entirety.	Oppose	Reject	6/19/1
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/19/1/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Reject</i>	<i>6/19/1/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, the deletion of the proposed implementation method encouraging the vesting ("vestment") of roads in Council.	Oppose	Accept	6/19/2
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/19/2/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that reference to the relevant design standard should not refer to "subsequent amendments and updates of this standard".	Oppose	Accept	6/19/3
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/19/3/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to remove all references to minimum street width.	Oppose	Partly Accept	6/19/4
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/19/4/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6, and any other relevant rules, so that they only apply at time of subdivision.	Oppose	Reject	6/19/5
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/19/5/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Reject</i>	<i>6/19/5/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that consideration is given only to present access requirements as opposed to future needs.	Oppose	Reject	6/19/6
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Reject</i>	<i>6/19/6/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change will not apply to visitor accommodation units.	Oppose	Partly Accept	6/19/7
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/19/7/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'cul de sac'.	Oppose	Partly Accept	6/19/8
Further Submissions - New Zealand Fire Service		<i>Support</i>	<i>Partly Accept</i>	<i>6/19/8/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/19/8/2</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'annual average daily traffic per day'.	Oppose	Partly Accept	6/19/9
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/19/9/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change only applies to the Low Density Residential Zone and the High Density Residential Zone, not all zones.	Oppose	Accept	6/19/10
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Reject</i>	<i>6/19/10/1</i>
Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/19/10/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that if NZS4404 is to be referred to it should refer to the unamended version of NZS4404:2004.	Oppose	Accept	6/19/11
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/19/11/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that the consent authority make such further additional, alternative or consequential amendments to the rules introduced by Plan Change 6 and to any other relevant provisions of the District Plan as are considered necessary to address the issues and concerns raised in this submission.	Oppose	Partly Accept	6/19/12
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/19/12/1</i>

Name	Golfside Wanaka			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	That Plan Change 6 be withdrawn in its entirety.	Oppose	Reject	6/20/1
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/20/1/1</i>
Remarkables Park Ltd		<i>Support</i>	<i>Reject</i>	<i>6/20/1/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, the deletion of the proposed implementation method encouraging the vesting ("vestment") of roads in Council.	Oppose	Accept	6/20/2
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/20/2/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that reference to the relevant design standard should not refer to "subsequent amendments and updates of this standard".	Oppose	Accept	6/20/3
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/20/3/1</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to remove all references to minimum street width.	Oppose	Partly Accept	6/20/4
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/20/4/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6, and any other relevant rules, so that they only apply at time of subdivision.	Oppose	Reject	6/20/5
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/20/5/1</i>
Remarkables Park Ltd		<i>Support</i>	<i>Reject</i>	<i>6/20/5/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that consideration is given only to present access requirements as opposed to future needs.	Oppose	Reject	6/20/6
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Reject</i>	<i>6/20/6/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change will not apply to visitor accommodation units.	Oppose	Partly Accept	6/20/7
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/20/7/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'cul de sac'.	Oppose	Partly Accept	6/20/8
Further Submissions - New Zealand Fire Service		<i>Support</i>	<i>Partly Accept</i>	<i>6/20/8/1</i>
Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/20/8/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'annual average daily traffic per day'.	Oppose	Partly Accept	6/20/9
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/20/9/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change only applies to the Low Density Residential Zone and the High Density Residential Zone, not all zones.	Oppose	Accept	6/20/10
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Reject</i>	<i>6/20/10/1</i>
Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/20/10/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that if NZS4404 is to be referred to it should refer to the unamended version of NZS4404:2004.	Oppose	Accept	6/20/11
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/20/11/1</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that the consent authority make such further additional, alternative or consequential amendments to the rules introduced by Plan Change 6 and to any other relevant provisions of the District Plan as are considered necessary to address the issues and concerns raised in this submission.	Oppose	Partly Accept	6/20/12
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<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/20/12/1</i>
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Name	<i>Hunt, T E</i>			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 is adopted.	Support	Partly Accept	6/21/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/21/1/1</i>

Name	<i>Infinity Investment Group</i>			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 be withdrawn in its entirety.	Oppose	Reject	6/22/1
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/22/1/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Reject</i>	<i>6/22/1/2</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, the deletion of the proposed implementation method encouraging the vesting ("vestment") of roads in Council.	Oppose	Accept	6/22/2
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/22/2/1</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that reference to the relevant design standard should not refer to "subsequent amendments and updates of this standard".	Oppose	Accept	6/22/3
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/22/3/1</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to remove all references to minimum street width.	Oppose	Partly Accept	6/22/4
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/22/4/1</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6, and any other relevant rules, so that they only apply at time of subdivision.	Oppose	Reject	6/22/5
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/22/5/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Reject</i>	<i>6/22/5/2</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that consideration is given only to present access requirements as opposed to future needs.	Oppose	Reject	6/22/6
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/22/6/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change will not apply to visitor accommodation units.	Oppose	Partly Accept	6/22/7
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/22/7/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'cul de sac'.	Oppose	Partly Accept	6/22/8
<i>Further Submissions - New Zealand Fire Service</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/22/8/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/22/8/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'annual average daily traffic per day'.	Oppose	Partly Accept	6/22/9
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/22/9/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change only applies to the Low Density Residential Zone and the High Density Residential Zone, not all zones.	Oppose	Accept	6/22/10
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Reject</i>	<i>6/22/10/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/22/10/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that if NZS4404 is to be referred to it should refer to the unamended version of NZS4404:2004.	Oppose	Accept	6/22/11
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/22/11/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that the consent authority make such further additional, alternative or consequential amendments to the rules introduced by Plan Change 6 and to any other relevant provisions of the District Plan as are considered necessary to address the issues and concerns raised in this submission.	Oppose	Partly Accept	6/22/12
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/22/12/1</i>

<i>Name</i>	<i>Jacks Point Ltd</i>			
<i>Plan Provision</i>	<i>Decision Requested</i>	<i>Position</i>	<i>Recommendation</i>	<i>SubNo.</i>

Plan Change 6 in its entirety	Plan Change 6 be withdrawn in its entirety.	Oppose	Reject	6/23/1
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/23/1/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Reject</i>	<i>6/23/1/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, the deletion of the proposed implementation method encouraging the vesting ("vestment") of roads in Council.	Oppose	Accept	6/23/2
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/23/2/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that reference to the relevant design standard should not refer to "subsequent amendments and updates of this standard".	Oppose	Accept	6/23/3
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/23/3/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to remove all references to minimum street width.	Oppose	Partly Accept	6/23/4
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/23/4/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6, and any other relevant rules, so that they only apply at time of subdivision.	Oppose	Reject	6/23/5
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/23/5/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Reject</i>	<i>6/23/5/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that consideration is given only to present access requirements as opposed to future needs.	Oppose	Reject	6/23/6
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Reject</i>	<i>6/23/6/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change will not apply to visitor accommodation units.	Oppose	Partly Accept	6/23/7
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/23/7/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'cul de sac'.	Oppose	Partly Accept	6/23/8
Further Submissions - New Zealand Fire Service		<i>Support</i>	<i>Partly Accept</i>	<i>6/23/8/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/23/8/2</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'annual average daily traffic per day'.	Oppose	Partly Accept	6/23/9
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/23/9/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change only applies to the Low Density Residential Zone and the High Density Residential Zone, not all zones.	Oppose	Accept	6/23/10
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Reject</i>	<i>6/23/10/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/23/10/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that if NZS4404 is to be referred to it should refer to the unamended version of NZS4404:2004.	Oppose	Accept	6/23/11
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/23/11/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that the consent authority make such further additional, alternative or consequential amendments to the rules introduced by Plan Change 6 and to any other relevant provisions of the District Plan as are considered necessary to address the issues and concerns raised in this submission.	Oppose	Partly Accept	6/23/12
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/23/12/1</i>

Name	<i>Jolly, Ned</i>			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 be adopted immediately.	Support	Partly Accept	6/24/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/24/1/1</i>

Name	<i>Kane, Lynn</i>			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 be adopted immediately.	Support	Partly Accept	6/25/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/25/1/1</i>

Name	<i>Kane, Richard</i>			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.

Plan Change 6 in its entirety	Plan Change 6 be adopted immediately.	Support	Partly Accept	6/26/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/26/1/1</i>

Name	<i>King, Bill & Loris</i>			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 be adopted immediately.	Support	Partly Accept	6/27/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/27/1/1</i>

Name	<i>Lake House Consultants</i>			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	Submitter agrees to most of the provisions of Plan Change 6 but seek an amendment to deal with the rules relating to Limited Access Roads along the State Highway and elsewhere, which the Submitter states unjustifiably promote the development of sites over the capacity of a Limited Access Road used by multiple property owners.	Partly Support	Partly Accept	6/28/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/28/1/1</i>

Name	<i>Lee, William</i>			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately.	Support	Partly Accept	6/29/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/29/1/1</i>

Name	<i>Lismore Securities Trust</i>			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately.	Support	Partly Accept	6/30/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/30/1/1</i>

Name	<i>Lund, Victoria</i>			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	The access rules remain the same.	Oppose	Partly Accept	6/31/1

<i>Name</i>	<i>Mackay, Alexander</i>				
<i>Plan Provision</i>	<i>Decision Requested</i>		<i>Position</i>	<i>Recommendation</i>	<i>SubNo.</i>
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately		Support	Partly Accept	6/32/1
<i>Further Submissions - Remarkables Park Ltd</i>			<i>Oppose</i>	<i>Partly Accept</i>	<i>6/32/1/1</i>

<i>Name</i>	<i>Maclean, Gill and Rick</i>				
<i>Plan Provision</i>	<i>Decision Requested</i>		<i>Position</i>	<i>Recommendation</i>	<i>SubNo.</i>
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately.		Support	Partly Accept	6/33/1
<i>Further Submissions - Remarkables Park Ltd</i>			<i>Oppose</i>	<i>Partly Accept</i>	<i>6/33/1/1</i>

<i>Name</i>	<i>Mayes, Richard</i>				
<i>Plan Provision</i>	<i>Decision Requested</i>		<i>Position</i>	<i>Recommendation</i>	<i>SubNo.</i>
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately.		Support	Partly Accept	6/34/1
<i>Further Submissions - Landsborough, Coleen</i>			<i>Support</i>	<i>Partly Accept</i>	<i>6/34/1/1</i>
<i>Rowley, Leith</i>			<i>Support</i>	<i>Partly Accept</i>	<i>6/34/1/2</i>
<i>Pawson, Christine</i>			<i>Support</i>	<i>Partly Accept</i>	<i>6/34/1/3</i>
<i>Landsborough, Stuart</i>			<i>Support</i>	<i>Partly Accept</i>	<i>6/34/1/4</i>
<i>Mayes, Sarah</i>			<i>Support</i>	<i>Partly Accept</i>	<i>6/34/1/5</i>
<i>Odering, Deborah</i>			<i>Support</i>	<i>Partly Accept</i>	<i>6/34/1/6</i>
<i>McPhee, Carolyn</i>			<i>Support</i>	<i>Partly Accept</i>	<i>6/34/1/7</i>
<i>Simpson, Roma</i>			<i>Support</i>	<i>Partly Accept</i>	<i>6/34/1/8</i>
<i>Chapman, Mark</i>			<i>Support</i>	<i>Partly Accept</i>	<i>6/34/1/9</i>
<i>Turnball, Alexander</i>			<i>Support</i>	<i>Partly Accept</i>	<i>6/34/1/10</i>
<i>Leahy, Melinda</i>			<i>Support</i>	<i>Partly Accept</i>	<i>6/34/1/11</i>
<i>Remarkables Park Ltd</i>			<i>Oppose</i>	<i>Partly Accept</i>	<i>6/34/1/12</i>

<i>Name</i>	<i>Mcleod, Sean & Jane</i>				
<i>Plan Provision</i>	<i>Decision Requested</i>		<i>Position</i>	<i>Recommendation</i>	<i>SubNo.</i>
Plan Change 6 in its entirety	The Plan Change should recognise different ownership types and should deal with fee simple, unit title, cross leased or leased premises separately, having regard to the following: The Plan Change should recognise that Body Corporate's have the legal power to charge joint owners of common property for maintenance of that property. With regards to access via right of way, repair and maintenance costs are covered by Schedule 4 of the Land Transfer Regulations 2002. Access lots have maintenance agreements attached to them. Access of leased land should be the responsibility of the lessor or lessee , depending on the lease agreement. Access on legal roads should be maintained by QLDC.		Oppose	Reject	6/35/1
<i>Further Submissions - Remarkables Park Ltd</i>			<i>Support</i>	<i>Reject</i>	<i>6/35/1/1</i>

Plan Change 6 in its entirety	Detailed definitions should be given for each access type including private ways, rights of way, access and cul de sac.	Oppose	Reject	6/35/2
Further Submissions - New Zealand Fire Service		<i>Support</i>	<i>Reject</i>	<i>6/35/2/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Reject</i>	<i>6/35/2/2</i>
Plan Change 6 in its entirety	To make most applications for infill subdivision or redevelopment of a site down an existing right of way sustainable, the access requirements should be relaxed.	Oppose	Partly Accept	6/35/3
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/35/3/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/35/3/2</i>
Plan Change 6 in its entirety	As NZS4404:2004 is a national standard, the Submitter requests that the tables shown therein for access widths be adopted and that unit subdivision, legal areas and sites with common lots containing access be removed from the minimum street width column, while still retaining minimum carriageway width.	Oppose	Partly Accept	6/35/4
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/35/4/1</i>
Plan Change 6 in its entirety	If QLDC wishes to have control over rights of way it would be possible to make Council Grantee to all rights of way created, they [sic] Council will be in a position to request repairs as per Schedule 4 of the Land Transfer Regulations 2002.	Oppose	Reject	6/35/5
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Reject</i>	<i>6/35/5/1</i>

Name	McPhee, Tom			
Plan Provision	Decision Requested	Position	Recommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately.	Support	Partly Accept	6/36/1
Further Submissions - Remarkables Park Ltd		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/36/1/1</i>

Name	Mt Cardrona Station Ltd			
Plan Provision	Decision Requested	Position	Recommendation	SubNo.
Definition	The proposal to add a rule defining street width should refer to 'road' width instead as there is no definition of 'street' in the District Plan, however the word 'road' is defined under section 315 of the Local Government Act 1974.	Oppose	Partly Accept	6/37/1
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/37/1/1</i>
Plan Change 6 in its entirety	Plan Change 6 is withdrawn in its entirety.	Oppose	Reject	6/37/2
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/37/2/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Reject</i>	<i>6/37/2/2</i>

Rule 14.1.3(c)	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution that the proposed amendment to implementation method 14.1.3 (C) "encourage vestment of accesses to multiple properties in the Council" is deleted.	Oppose	Accept	6/37/3
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/37/3/1</i>
Rule 14.2.4iv	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution that rule 14.2.4.1iv is amended to read as follows: "parking area and access design: all vehicular access to the fee simple title, lots, cross lease, unit title or leased premises shall be in accordance with standards contained within NZS4404:2004".	Oppose	Accept	6/37/4
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/37/4/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution that Plan Change 6 is limited to the Low and High Density Residential Zones of the PODP.	Oppose	Accept	6/37/5
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Reject</i>	<i>6/37/5/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/37/5/2</i>
Table attached to Plan Change 6	Without prejudice to the decision requested to withdraw the Plan Change in its entirety or any other decision requested by this submitter, the Submitter seeks as part of an alternative solution, that the table attached to the Plan Change be amended by way of removing all reference to minimum street width. Carriage way to remain but be amended to be the same as the carriage way width as specified in NZS4404:2004.	Oppose	Partly Accept	6/37/6
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/37/6/1</i>

<i>Name</i>	<i>New Zealand Fire Service</i>			
<i>Plan Provision</i>	<i>Decision Requested</i>	<i>Position</i>	<i>Reccommendation</i>	<i>SubNo.</i>
Rule 14.2.4.1iv	That the table included in rule 14.2.4.1 iv is amended to read as follows (see copy of submission for suggested table form): If the greater of: The actual number of existing units serviced or, the minimum number of units possible as a permitted or controlled activity is 2-4 units, then the minimum street width should be 4.5m and the carriage way width should be 4m. If the greater of: The actual number of existing units serviced or, the minimum number of units possible as a permitted or controlled activity is 5 - 20 units, then the minimum street width should be 12m and the carriage way width should be 6m. If the greater of: The actual number of existing units serviced or, the minimum number of units possible as a permitted or controlled activity is 21 - 50 units, then the minimum street width should be 18m and the carriage way width should be 6m (note: the access shall be formed in accordance with Council standards for public streets to vest). If the greater of: The actual number of existing units serviced or, the minimum number of units possible as a permitted or controlled activity is 0 - 50 units on a through road with traffic volume up to 400 vehicles per day (Annual Average Daily Traffic per Day), then the minimum street width should be 18m and the carriage way width should be 6m (note: the access shall be formed in accordance with Council standards for public streets to vest). If the greater of: The actual number of existing units serviced or, the minimum number of units possible as a permitted or controlled activity is any number of residential units on a road with traffic volume up to 400 - 900 vehicles per day (Annual Average Daily Traffic per Day), then the minimum street width should be 20m and the carriage way width should be 7m (note: the access shall be formed in accordance with Council standards for public streets to vest).	Oppose	Reject	6/38/1

<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/38/1/1</i>
<i>Emma Jane Ltd</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/38/1/2</i>
<i>595 Frankton Road Partnership</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/38/1/3</i>

Name *Nielson, Andy*

Plan Provision **Decision Requested** **Position** **Reccommendation** **SubNo.**

Plan Change 6 in its entirety Plan Change 6 is adopted immediately. Support Partly Accept 6/39/1

Further Submissions - Remarkables Park Ltd *Oppose* *Partly Accept* *6/39/1/1*

Name *Pasadena Villas Queenstown Ltd*

Plan Provision **Decision Requested** **Position** **Reccommendation** **SubNo.**

Plan Change 6 in its entirety Plan Change 6 be withdrawn in its entirety Oppose Reject 6/40/1

Further Submissions - New Zealand Fire Service *Oppose* *Accept* *6/40/1/1*

Remarkables Park Ltd *Support* *Reject* *6/40/1/2*

Plan Change 6 in its entirety Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, the deletion of the proposed implementation method encouraging the vesting ("vestment") of roads in Council. Oppose Accept 6/40/2

Further Submissions - Remarkables Park Ltd *Support* *Accept* *6/40/2/1*

Plan Change 6 in its entirety Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that reference to the relevant design standard should not refer to "subsequent amendments and updates of this standard". Oppose Accept 6/40/3

Further Submissions - Remarkables Park Ltd *Support* *Accept* *6/40/3/1*

Plan Change 6 in its entirety Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to remove all references to minimum street width. Oppose Partly Accept 6/40/4

Further Submissions - Remarkables Park Ltd *Support* *Partly Accept* *6/40/4/1*

Plan Change 6 in its entirety Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6, and any other relevant rules, so that they only apply at time of subdivision. Oppose Reject 6/40/5

Further Submissions - New Zealand Fire Service *Oppose* *Accept* *6/40/5/1*

Remarkables Park Ltd *Support* *Reject* *6/40/5/2*

Plan Change 6 in its entirety Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that consideration is given only to present access requirements as opposed to future needs. Oppose Reject 6/40/6

Further Submissions - Remarkables Park Ltd *Support* *Reject* *6/40/6/1*

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change will not apply to visitor accommodation units.	Oppose	Partly Accept	6/40/7
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/40/7/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'cul de sac'.	Oppose	Partly Accept	6/40/8
<i>Further Submissions - New Zealand Fire Service</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/40/8/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/40/8/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'annual average daily traffic per day'.	Oppose	Partly Accept	6/40/9
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/40/9/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change only applies to the Low Density Residential Zone and the High Density Residential Zone, not all zones.	Oppose	Accept	6/40/10
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Reject</i>	<i>6/40/10/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/40/10/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that if NZS4404 is to be referred to it should refer to the unamended version of NZS4404:2004.	Oppose	Accept	6/40/11
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/40/11/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that the consent authority make such further additional, alternative or consequential amendments to the rules introduced by Plan Change 6 and to any other relevant provisions of the District Plan as are considered necessary to address the issues and concerns raised in this submission.	Oppose	Partly Accept	6/40/12
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/40/12/1</i>

<i>Name</i>	<i>Patton, Rex</i>			
<i>Plan Provision</i>	<i>Decision Requested</i>	<i>Position</i>	<i>Reccommendation</i>	<i>SubNo.</i>
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately.	Support	Partly Accept	6/41/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/41/1/1</i>

Name Peninsula Road Limited

Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	Withdraw Plan Change 6 in its entirety.	Oppose	Reject	6/42/1
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/42/1/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/42/1/2</i>
Implementation method 14.1.3(c)	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to delete the proposed amendment to implementation method 14.1.3(c) "encourage vestment of access to multiple properties in the council".	Oppose	Accept	6/42/2
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/42/2/1</i>
Rule 14.2.4.1iv	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rule 14.2.4.1iv to read: "parking area and access design: all vehicular access to the fee simple title lots, cross lease, unit title or leased premises shall be in accordance with standards contained in NZS4404:2004."	Oppose	Accept	6/42/3
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/42/3/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend the table attached to the Plan Change by removing all reference to minimum street width. Carriage way width to remain but to be amended to be the same as carriage way width as specified in NZS4404:2004.	Oppose	Partly Accept	6/42/4
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/42/4/1</i>

Name *Perry, Julie*

Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan change 6 in its entirety	Plan Change 6 is adopted as proposed.	Support	Partly Accept	6/43/1
Further Submissions - Remarkables Park Ltd		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/43/1/1</i>

Name *Peter Flemming and Associates*

Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	The Submitter requests more information.	Other	Reject	6/44/1

Name *Phillip Sleigh Family Trust, Hillside Ltd and Future Recovery Ltd*

Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
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Plan Change 6 in its entirety	Plan Change 6 be withdrawn in its entirety.	Oppose	Reject	6/45/1
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/45/1/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Reject</i>	<i>6/45/1/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, the deletion of the proposed implementation method encouraging the vesting ("vestment") of roads in Council.	Oppose	Accept	6/45/2
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/45/2/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that reference to the relevant design standard should not refer to "subsequent amendments and updates of this standard".	Oppose	Accept	6/45/3
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/45/3/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to remove all references to minimum street width.	Oppose	Partly Accept	6/45/4
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/45/4/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6, and any other relevant rules, so that they only apply at time of subdivision.	Oppose	Reject	6/45/5
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/45/5/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Reject</i>	<i>6/45/5/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that consideration is given only to present access requirements as opposed to future needs.	Oppose	Reject	6/45/6
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Reject</i>	<i>6/45/6/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change will not apply to visitor accommodation units.	Oppose	Partly Accept	6/45/7
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/45/7/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'cul de sac'.	Oppose	Partly Accept	6/45/8
Further Submissions - New Zealand Fire Service		<i>Support</i>	<i>Partly Accept</i>	<i>6/45/8/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/45/8/2</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'annual average daily traffic per day'.	Oppose	Partly Accept	6/45/9
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/45/9/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change only applies to the Low Density Residential Zone and the High Density Residential Zone, not all zones.	Oppose	Accept	6/45/10
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Reject</i>	<i>6/45/10/1</i>
Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/45/10/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that if NZS4404 is to be referred to it should refer to the unamended version of NZS4404:2004.	Oppose	Accept	6/45/11
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/45/11/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that the consent authority make such further additional, alternative or consequential amendments to the rules introduced by Plan Change 6 and to any other relevant provisions of the District Plan as are considered necessary to address the issues and concerns raised in this submission.	Oppose	Partly Accept	6/45/12
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/45/12/1</i>

Name	Pinpoint Trustees Ltd			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan change 6 in its entirety	Plan Change 6 be withdrawn in its entirety.	Oppose	Reject	6/46/1
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/46/1/1</i>
Remarkables Park Ltd		<i>Support</i>	<i>Reject</i>	<i>6/46/1/2</i>
Plan change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, the deletion of the proposed implementation method encouraging the vesting ("vestment") of roads in Council.	Oppose	Accept	6/46/2
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/46/2/1</i>
Plan change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that reference to the relevant design standard should not refer to "subsequent amendments and updates of this standard".	Oppose	Accept	6/46/3
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/46/3/1</i>

Plan change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to remove all references to minimum street width.	Oppose	Partly Accept	6/46/4
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/46/4/1</i>
Plan change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6, and any other relevant rules, so that they only apply at time of subdivision.	Oppose	Reject	6/46/5
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/46/5/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/46/5/2</i>
Plan change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that consideration is given only to present access requirements as opposed to future needs.	Oppose	Reject	6/46/6
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/46/6/1</i>
Plan change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change will not apply to visitor accommodation units.	Oppose	Partly Accept	6/46/7
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/46/7/1</i>
Plan change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'cul de sac'.	Oppose	Partly Accept	6/46/8
<i>Further Submissions - New Zealand Fire Service</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/46/8/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/46/8/2</i>
Plan change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'annual average daily traffic per day'.	Oppose	Partly Accept	6/46/9
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/46/9/1</i>
Plan change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change only applies to the Low Density Residential Zone and the High Density Residential Zone, not all zones.	Oppose	Accept	6/46/10
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Reject</i>	<i>6/46/10/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/46/10/2</i>
Plan change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that if NZS4404 is to be referred to it should refer to the unamended version of NZS4404:2004.	Oppose	Accept	6/46/11
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/46/11/1</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that the consent authority make such further additional, alternative or consequential amendments to the rules introduced by Plan Change 6 and to any other relevant provisions of the District Plan as are considered necessary to address the issues and concerns raised in this submission.	Oppose	Partly Accept	6/46/12
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<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/46/12/1</i>
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Name	Preen, A J			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately.	Support	Partly Accept	6/47/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/47/1/1</i>

Name	Queenstown Lodge			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 be withdrawn in its entirety.	Oppose	Reject	6/48/1
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/48/1/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/48/1/2</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, the deletion of the proposed implementation method encouraging the vesting ("vestment") of roads in Council.	Oppose	Accept	6/48/2
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/48/2/1</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that reference to the relevant design standard should not refer to "subsequent amendments and updates of this standard".	Oppose	Accept	6/48/3
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/48/3/1</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to remove all references to minimum street width.	Oppose	Partly Accept	6/48/4
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/48/4/1</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6, and any other relevant rules, so that they only apply at time of subdivision.	Oppose	Reject	6/48/5
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/48/5/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/48/5/2</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that consideration is given only to present access requirements as opposed to future needs.	Oppose	Reject	6/48/6
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/48/6/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change will not apply to visitor accommodation units.	Oppose	Partly Accept	6/48/7
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/48/7/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'cul de sac'.	Oppose	Partly Accept	6/48/8
<i>Further Submissions - New Zealand Fire Service</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/48/8/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/48/8/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'annual average daily traffic per day'.	Oppose	Partly Accept	6/48/9
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/48/9/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change only applies to the Low Density Residential Zone and the High Density Residential Zone, not all zones.	Oppose	Accept	6/48/10
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Reject</i>	<i>6/48/10/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/48/10/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that if NZS4404 is to be referred to it should refer to the unamended version of NZS4404:2004.	Oppose	Accept	6/48/11
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/48/11/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that the consent authority make such further additional, alternative or consequential amendments to the rules introduced by Plan Change 6 and to any other relevant provisions of the District Plan as are considered necessary to address the issues and concerns raised in this submission.	Oppose	Partly Accept	6/48/12
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/48/12/1</i>

<i>Name</i>	<i>Queenstown Ventures Ltd</i>			
<i>Plan Provision</i>	<i>Decision Requested</i>	<i>Position</i>	<i>Reccommendation</i>	<i>SubNo.</i>

Plan Change 6 in its entirety	Withdraw Plan Change 6 in its entirety. Note: This submission was received late and was accepted subject to the provisions of section 37 of the Resource Management Act 1991.	Oppose	Partly Accept	6/49/1
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/49/1/1</i>
Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/49/1/2</i>

Name	Queenwood Investments			
Plan Provision	Decision Requested	Position	Recommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 be withdrawn in its entirety.	Oppose	Reject	6/50/1
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/50/1/1</i>
Remarkables Park Ltd		<i>Support</i>	<i>Reject</i>	<i>6/50/1/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, the deletion of the proposed implementation method encouraging the vesting ("vestment") of roads in Council.	Oppose	Accept	6/50/2
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/50/2/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that reference to the relevant design standard should not refer to "subsequent amendments and updates of this standard".	Oppose	Accept	6/50/3
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/50/3/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to remove all references to minimum street width.	Oppose	Partly Accept	6/50/4
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/50/4/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6, and any other relevant rules, so that they only apply at time of subdivision.	Oppose	Reject	6/50/5
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/50/5/1</i>
Remarkables Park Ltd		<i>Support</i>	<i>Reject</i>	<i>6/50/5/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that consideration is given only to present access requirements as opposed to future needs.	Oppose	Reject	6/50/6
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Reject</i>	<i>6/50/6/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change will not apply to visitor accommodation units.	Oppose	Partly Accept	6/50/7
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/50/7/1</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'cul de sac'.	Oppose	Partly Accept	6/50/8
<i>Further Submissions - New Zealand Fire Service</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/50/8/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/50/8/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'annual average daily traffic per day'.	Oppose	Partly Accept	6/50/9
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/50/9/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change only applies to the Low Density Residential Zone and the High Density Residential Zone, not all zones.	Oppose	Accept	6/50/10
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Reject</i>	<i>6/50/10/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/50/10/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that if NZS4404 is to be referred to it should refer to the unamended version of NZS4404:2004.	Oppose	Accept	6/50/11
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/50/11/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that the consent authority make such further additional, alternative or consequential amendments to the rules introduced by Plan Change 6 and to any other relevant provisions of the District Plan as are considered necessary to address the issues and concerns raised in this submission.	Oppose	Partly Accept	6/50/12
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/50/12/1</i>

<i>Name</i>	<i>Remarkables Park Ltd</i>			
<i>Plan Provision</i>	<i>Decision Requested</i>	<i>Position</i>	<i>Recommendation</i>	<i>SubNo.</i>
Plan Change 6 in its entirety	That Plan Change 6 is withdrawn in its entirety.	Oppose	Reject	6/51/1
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/51/1/1</i>
Implementation Method 14.1.3(c)	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to delete the proposed amendment to the implementation methods 14.1.3 (c) "encourage vestment of accesses to multiple properties in the Council".	Oppose	Accept	6/51/2

Rule 14.2.4iv	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that rule 14.2.4.1iv is amended to read as follows: "parking area and access design: all vehicular access to the simple title lots, cross lease, unit title or leased premises shall be in accordance with standards contained inNZS4404:2004".	Oppose	Accept	6/51/3
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that Plan Change 6 is limited to the High and Low Density Residential Zones of the PODP.	Oppose	Accept	6/51/4
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Reject</i>	<i>6/51/4/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that such alternative, similar, and / or consequential amendments to the PODP and to any other relevant part of the PODP, as are appropriate to address the issues and concerns raised by this submission.	Oppose	Partly Accept	6/51/5
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend the table attached to the Plan Change by removing all reference to minimum street width. Carriage way width to remain but to be amended to be the same as the carriage way width as specified in NZS4404:2004.	Oppose	Partly Accept	6/51/6

<i>Name</i>	<i>Rhodes, Peter</i>			
<i>Plan Provision</i>	<i>Decision Requested</i>	<i>Position</i>	<i>Reccommendation</i>	<i>SubNo.</i>
Plan Change 6 in its entirety	Rezoning should only occur if that land is capable of complying with the rules applicable to the rezoning.	Other	Reject	6/52/1
Plan Change 6 in its entirety	In the alternative, land that has been rezoned, but is surrounded by land of similar zoning should have the proviso that the zoning rules apply if practicable. That is, if the land complied with the existing zoning but can not comply with a proposed rezoning, then such rezoning may need exemptions as being not practicable (either in part or in total).	Other	Reject	6/52/2
Plan Change 6 in its entirety	Rezoning of land should only occur if water supply, sewerage, power and telephone services are available at or near the boundary of the rezoned land and existing access is adequate for rezoning.	Other	Reject	6/52/3

Name *Richeceour, E*

Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	That Plan Change 6 be withdrawn in its entirety.	Oppose	Reject	6/53/1
Further Submissions - <i>New Zealand Fire Service</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/53/1/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Reject</i>	<i>6/53/1/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, the deletion of the proposed implementation method encouraging the vesting ("vestment") of roads in Council.	Oppose	Accept	6/53/2
Further Submissions - <i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/53/2/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that reference to the relevant design standard should not refer to "subsequent amendments and updates of this standard".	Oppose	Accept	6/53/3
Further Submissions - <i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/53/3/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to remove all references to minimum street width.	Oppose	Partly Accept	6/53/4
Further Submissions - <i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/53/4/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6, and any other relevant rules, so that they only apply at time of subdivision.	Oppose	Reject	6/53/5
Further Submissions - <i>New Zealand Fire Service</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/53/5/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Reject</i>	<i>6/53/5/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that consideration is given only to present access requirements as opposed to future needs.	Oppose	Reject	6/53/6
Further Submissions - <i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/53/6/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change will not apply to visitor accommodation units.	Oppose	Partly Accept	6/53/7
Further Submissions - <i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/53/7/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'cul de sac'.	Oppose	Partly Accept	6/53/8
Further Submissions - <i>New Zealand Fire Service</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/53/8/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/53/8/2</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of "annual average daily traffic per day".	Oppose	Partly Accept	6/53/9
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/53/9/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change only applies to the Low Density Residential Zone and the High Density Residential Zone, not all zones.	Oppose	Accept	6/53/10
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Reject</i>	<i>6/53/10/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/53/10/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that the consent authority make such further additional, alternative or consequential amendments to the rules introduced by Plan Change 6 and to any other relevant provisions of the District Plan as are considered necessary to address the issues and concerns raised in this submission.	Oppose	Accept	6/53/11
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/53/11/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that if NZS4404 is to be referred to it should refer to the unamended version of NZS4404:2004.	Oppose	Partly Accept	6/53/12
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/53/12/1</i>

Name	Ross, Gwenda			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately.	Support	Partly Accept	6/54/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/54/1/1</i>

Name	Scott Freeman Consulting Limited			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 is withdrawn in its entirety.	Oppose	Partly Accept	6/55/1
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/55/1/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/55/1/2</i>

Name	Sheppard, Murray			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.

Plan Change 6 in its entirety	Plan Change 6 is adopted.	Support	Partly Accept	6/56/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/56/1/1</i>

Name	<i>Shotover Design Limited</i>			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 is withdrawn in its entirety.	Oppose	Reject	6/57/1
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/57/1/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/57/1/2</i>
Proposed amendment 14.1.3 (c)	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution that the proposed amendment to 14.1.3 (c) "encourage vestment of accesses to multiple properties in Council" is deleted.	Oppose	Accept	6/57/2
Rule 14.2.4.1iv	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the submitter seeks as part of an alternative solution that rule 14.2.4.1iv is amended to read as follows: "parking area and access design: all vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with standards contained in NZS4404:2004".	Oppose	Accept	6/57/3
Table attached to Plan Change 6	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the submitter seeks as part of an alternative solution that the table attached to Plan Change 6 is amended by removing all reference to minimum Street Width. Carriage way width to remain but to be amended to be the same as the carriage way width as specified in NZS4404:2004.	Oppose	Partly Accept	6/57/4

Name	<i>Simpson, Ronald</i>			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately.	Support	Partly Accept	6/58/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/58/1/1</i>

Name	<i>Smith, J.W.A</i>			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	That Plan Change 6 is adopted as proposed.	Support	Partly Accept	6/59/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/59/1/1</i>

<i>Name</i>	<i>Stuart, E. Patricia</i>			
<i>Plan Provision</i>	<i>Decision Requested</i>	<i>Position</i>	<i>Reccommendation</i>	<i>SubNo.</i>
Plan Change 6 in its entirety	That Plan Change 6 is adopted immediately.	Support	Partly Accept	6/60/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/60/1/1</i>

<i>Name</i>	<i>Stuart, J K</i>			
<i>Plan Provision</i>	<i>Decision Requested</i>	<i>Position</i>	<i>Reccommendation</i>	<i>SubNo.</i>
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately.	Support	Partly Accept	6/61/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/61/1/1</i>

<i>Name</i>	<i>Thorn, Dennis</i>			
<i>Plan Provision</i>	<i>Decision Requested</i>	<i>Position</i>	<i>Reccommendation</i>	<i>SubNo.</i>
Plan Change 6 in its entirety	Plan Change 6 is adopted as proposed.	Support	Partly Accept	6/62/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/62/1/1</i>

<i>Name</i>	<i>Transit New Zealand</i>			
<i>Plan Provision</i>	<i>Decision Requested</i>	<i>Position</i>	<i>Reccommendation</i>	<i>SubNo.</i>
Plan Change 6 in its entirety	Plan Change 6 is adopted with the addition of assessment of access lanes or similar provisions included in the Transportation section [of the PODP] under 14.3.2 Assessment Matters.	Support	Reject	6/63/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/63/1/1</i>
<i>Emma Jane Ltd</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/63/1/2</i>
Plan Change 6 in its entirety	Transit seek to include an information section in the Plan that advises that resource consent applications for land use developments and subdivisions should address Transits requirements for access to State Highways, whether directly or via side road intersections.	Support	Reject	6/63/2
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/63/2/1</i>
<i>Emma Jane Ltd</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/63/2/2</i>
Plan Change 6 in its entirety	The standards of access lanes on road reserve should be suitable for the developments they service, either by the application of Councils access road requirements to such lanes (which may not be practical), or by introducing a matter for assessment under 14.3.2vi Access, in the Transportation section, which could read as follows: "If access to the site is via an access lane on State Highway road reserve, the extent to which the access lane is of adequate width and standard to effectively service the proposed development and any future development of the site will be assessed by Transit New Zealand on a case by case basis".	Support	Partly Accept	6/63/3
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/63/3/1</i>
<i>Emma Jane Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/63/3/2</i>

Plan Change 6 in its entirety	The submitter suggests that when a cul de sac serves more than 20 units, it should not have a separate road and footpath but rather a shared surface to encourage vehicles to drive more slowly and incorporate urban design principles.	Support	Reject	6/63/4
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<i>Further Submissions - Emma Jane Ltd</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/63/4/1</i>
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Name	Turnball, Bert & Jenny			
Plan Provision	Decision Requested	Position	Recommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately.	Support	Partly Accept	6/64/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/64/1/1</i>

Name	Turnbull, Joyce			
Plan Provision	Decision Requested	Position	Recommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 is adopted as proposed.	Support	Partly Accept	6/65/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/65/1/1</i>

Name	Urlwin, Anne			
Plan Provision	Decision Requested	Position	Recommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately.	Support	Partly Accept	6/66/1
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/66/1/1</i>

Name	Wanaka 57 Ltd			
Plan Provision	Decision Requested	Position	Recommendation	SubNo.
Plan Change 6 in its entirety	That Plan Change 6 be withdrawn in its entirety.	Oppose	Reject	6/67/1
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/67/1/1</i>
	<i>Remarkables Park Ltd</i>	<i>Support</i>	<i>Reject</i>	<i>6/67/1/2</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, the deletion of the proposed implementation method encouraging the vesting ("vestment") of roads in Council.	Oppose	Accept	6/67/2
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<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/67/2/1</i>
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Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that reference to the relevant design standard should not refer to "subsequent amendments and updates of this standard".	Oppose	Accept	6/67/3
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/67/3/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to remove all references to minimum street width.	Oppose	Partly Accept	6/67/4
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/67/4/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6, and any other relevant rules, so that they only apply at time of subdivision.	Oppose	Reject	6/67/5
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Accept</i>	<i>6/67/5/1</i>
Remarkables Park Ltd		<i>Support</i>	<i>Reject</i>	<i>6/67/5/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that consideration is given only to present access requirements as opposed to future needs.	Oppose	Reject	6/67/6
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Reject</i>	<i>6/67/6/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change will not apply to visitor accommodation units.	Oppose	Partly Accept	6/67/7
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/67/7/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'cul de sac'.	Oppose	Partly Accept	6/67/8
Further Submissions - New Zealand Fire Service		<i>Support</i>	<i>Partly Accept</i>	<i>6/67/8/1</i>
Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/67/8/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'annual average daily traffic per day'.	Oppose	Partly Accept	6/67/9
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/67/9/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change only applies to the Low Density Residential Zone and the High Density Residential Zone, not all zones.	Oppose	Accept	6/67/10
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Reject</i>	<i>6/67/10/1</i>
Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/67/10/2</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that if NZS4404 is to be referred to it should refer to the unamended version of NZS4404:2004.	Oppose	Accept	6/67/11
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/67/11/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that the consent authority make such further additional, alternative or consequential amendments to the rules introduced by Plan Change 6 and to any other relevant provisions of the District Plan as are considered necessary to address the issues and concerns raised in this submission.	Oppose	Partly Accept	6/67/12
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/67/12/1</i>

Name *Wanaka Residents Association*

Plan Provision	Decision Requested	Position	Recommendation	SubNo.
Plan Change 6 in its entirety	The submitter believes that the Council should actively encourage access ways serving more than 5 dwellings to be dedicated as public streets as the Submitter feels if an access looks like a street then it should in fact be a street.	Support	Reject	6/68/1
Further Submissions - Pittaway, Norman William		<i>Support</i>	<i>Reject</i>	<i>6/68/1/1</i>
<i>595 Frankton Road Partnership</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/68/1/2</i>
<i>Watt, Brian</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/3</i>
<i>Gardner, Adrienne</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/4</i>
<i>Pittaway, Dorothy</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/5</i>
<i>Sutherland, Ian</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/6</i>
<i>Sutherland, Beverley</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/7</i>
<i>Fraser, Marilyn</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/8</i>
<i>Johnstone, Shona</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/9</i>
<i>Anderson, Janet</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/10</i>
<i>Umbers, Grant</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/11</i>
<i>Mc Kinlay, Donald</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/12</i>
<i>Umbers, Bryan Lloyd</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/13</i>
<i>Stewart, Danni</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/14</i>
<i>Stewart, Simon</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/15</i>
<i>Cooper, Anne</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/16</i>
<i>Taylor, Graham</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/17</i>
<i>Johnston, Janey</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/18</i>
<i>Johnston, Rob</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/19</i>
<i>Anderson, J Crawford</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/20</i>
<i>Stretch, Gordon Robert</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/21</i>
<i>Kilpatrick, Jack</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/22</i>
<i>Lind, Sharron</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/23</i>
<i>Little, David Neil</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/24</i>
<i>de Groot, Marie</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/25</i>
<i>Johnston, Helen</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/26</i>
<i>Kilpatrick, Ngaire</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/27</i>
<i>Fluit, Dale</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/28</i>
<i>Umbers, Julie</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/29</i>
<i>Stretch, Alison</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/30</i>
<i>Wilson, Jocelyn</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/31</i>
<i>Meahen, Diana</i>		<i>Support</i>	<i>Reject</i>	<i>6/68/1/32</i>

<i>Reid, Jennifer</i>	<i>Support</i>	<i>Reject</i>	<i>6/68/1/33</i>
<i>Baker, M. A.</i>	<i>Support</i>	<i>Reject</i>	<i>6/68/1/34</i>
<i>Crutchley, Fiona</i>	<i>Support</i>	<i>Reject</i>	<i>6/68/1/35</i>
<i>Russell, William</i>	<i>Support</i>	<i>Reject</i>	<i>6/68/1/36</i>
<i>Urlwin, Roger</i>	<i>Support</i>	<i>Reject</i>	<i>6/68/1/37</i>
<i>Russell, Elizabeth</i>	<i>Support</i>	<i>Reject</i>	<i>6/68/1/38</i>
<i>Rodger, Lynley Barkman</i>	<i>Support</i>	<i>Reject</i>	<i>6/68/1/39</i>
<i>Crutchley, Graham</i>	<i>Support</i>	<i>Reject</i>	<i>6/68/1/40</i>

Plan Change 6 in its entirety Support the proposed change. Support Partly Accept 6/68/2

Further Submissions -

<i>Pittaway, Norman William</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/1</i>
<i>595 Frankton Road Partnership</i>	<i>Oppose</i>	<i>Partly Accept</i>	<i>6/68/2/2</i>
<i>Watt, Brian</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/3</i>
<i>Gardner, Adrienne</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/4</i>
<i>Pittaway, Dorothy</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/5</i>
<i>Sutherland, Ian</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/6</i>
<i>Sutherland, Beverley</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/7</i>
<i>Fraser, Marilyn</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/8</i>
<i>Johnstone, Shona</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/9</i>
<i>Anderson, Janet</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/10</i>
<i>Umbers, Grant</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/11</i>
<i>Mc Kinlay, Donald</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/12</i>
<i>Umbers, Bryan Lloyd</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/13</i>
<i>Stewart, Danni</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/14</i>
<i>Stewart, Simon</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/15</i>
<i>Cooper, Anne</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/16</i>
<i>Taylor, Graham</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/17</i>
<i>Johnston, Janey</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/18</i>
<i>Johnston, Rob</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/19</i>
<i>Anderson, J Crawford</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/20</i>
<i>Stretch, Gordon Robert</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/21</i>
<i>Kilpatrick, Jack</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/22</i>
<i>Lind, Sharron</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/23</i>
<i>Little, David Neil</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/24</i>
<i>de Groot, Marie</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/25</i>
<i>Johnston, Helen</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/26</i>
<i>Kilpatrick, Ngaire</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/27</i>
<i>Fluit, Dale</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/28</i>
<i>Umbers, Julie</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/29</i>
<i>Stretch, Alison</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/30</i>
<i>Wilson, Jocelyn</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/31</i>
<i>Meahen, Diana</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/32</i>
<i>Reid, Jennifer</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/33</i>
<i>Baker, M. A.</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/34</i>
<i>Crutchley, Fiona</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/35</i>
<i>Russell, William</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/36</i>
<i>Urlwin, Roger</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/37</i>
<i>Russell, Elizabeth</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/38</i>
<i>Rodger, Lynley Barkman</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/39</i>
<i>Crutchley, Graham</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/2/40</i>

Minimum Width	Submitter supports the proposal to define minimum widths for access ways to private properties based on the number of units served. The Submitter also supports the proposal to fix widths of accesses serving more than 5 dwellings to be sufficient for potentially vesting in the Council.	Support	Partly Accept	6/68/3
Further Submissions -	<i>Pittaway, Norman William</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/1</i>
	<i>595 Frankton Road Partnership</i>	<i>Oppose</i>	<i>Partly Accept</i>	<i>6/68/3/2</i>
	<i>Watt, Brian</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/3</i>
	<i>Gardner, Adrienne</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/4</i>
	<i>Pittaway, Dorothy</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/5</i>
	<i>Sutherland, Ian</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/6</i>
	<i>Sutherland, Beverly</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/7</i>
	<i>Fraser, Marilyn</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/8</i>
	<i>Johnstone, Shona</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/9</i>
	<i>Anderson, Janet</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/10</i>
	<i>Umbers, Grant</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/11</i>
	<i>Mc Kinlay, Donald</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/12</i>
	<i>Umbers, Bryan Lloyd</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/13</i>
	<i>Stewart, Danni</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/14</i>
	<i>Stewart, Simon</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/15</i>
	<i>Cooper, Anne</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/16</i>
	<i>Taylor, Graham</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/17</i>
	<i>Johnston, Janey</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/18</i>
	<i>Johnston, Rob</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/19</i>
	<i>Anderson, J Crawford</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/20</i>
	<i>Stretch, Gordon Robert</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/21</i>
	<i>Kilpatrick, Jack</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/22</i>
	<i>Lind, Sharron</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/23</i>
	<i>Little, David Neil</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/24</i>
	<i>de Groot, Marie</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/25</i>
	<i>Johnston, Helen</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/26</i>
	<i>Kilpatrick, Ngaire</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/27</i>
	<i>Fluit, Dale</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/28</i>
	<i>Umbers, Julie</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/29</i>
	<i>Stretch, Alison</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/30</i>
	<i>Wilson, Jocelyn</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/31</i>
	<i>Meahen, Diana</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/32</i>
	<i>Reid, Jennifer</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/33</i>
	<i>Baker, M. A.</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/34</i>
	<i>Crutchley, Fiona</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/35</i>
	<i>Russell, William</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/36</i>
	<i>Urlwin, Roger</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/37</i>
	<i>Russell, Elizabeth</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/38</i>
	<i>Rodger, Lynley Barkman</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/39</i>
	<i>Crutchley, Graham</i>	<i>Support</i>	<i>Partly Accept</i>	<i>6/68/3/40</i>

Plan Change 6 in its entirety	The table in the executive summary (of the Section 32 report) has a column labled "Minimum Street Width (m)". The Submitter feels this column should be labled "Minimum Access Width (m)".	Support	Reject	6/68/4
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Further Submissions - Pittaway, Norman William		Support	Reject	6/68/4/1
595 Frankton Road Partnership		Oppose	Accept	6/68/4/2
Watt, Brian		Support	Reject	6/68/4/3
Gardner, Adrienne		Support	Reject	6/68/4/4
Pittaway, Dorothy		Support	Reject	6/68/4/5
Sutherland, Ian		Support	Reject	6/68/4/6
Sutherland, Beverley		Support	Reject	6/68/4/7
Fraser, Marilyn		Support	Reject	6/68/4/8
Johnstone, Shona		Support	Reject	6/68/4/9
Anderson, Janet		Support	Reject	6/68/4/10
Umbers, Grant		Support	Reject	6/68/4/11
Mc Kinlay, Donald		Support	Reject	6/68/4/12
Umbers, Bryan Lloyd		Support	Reject	6/68/4/13
Stewart, Danni		Support	Reject	6/68/4/14
Stewart, Simon		Support	Reject	6/68/4/15
Cooper, Anne		Support	Reject	6/68/4/16
Taylor, Graham		Support	Reject	6/68/4/17
Johnston, Janey		Support	Reject	6/68/4/18
Johnston, Rob		Support	Reject	6/68/4/19
Anderson, J Crawford		Support	Reject	6/68/4/20
Stretch, Gordon Robert		Support	Reject	6/68/4/21
Kilpatrick, Jack		Support	Reject	6/68/4/22
Lind, Sharron		Support	Reject	6/68/4/23
Little, David Neil		Support	Reject	6/68/4/24
de Groot, Marie		Support	Reject	6/68/4/25
Johnston, Helen		Support	Reject	6/68/4/26
Kilpatrick, Ngaire		Support	Reject	6/68/4/27
Fluit, Dale		Support	Reject	6/68/4/28
Umbers, Julie		Support	Reject	6/68/4/29
Stretch, Alison		Support	Reject	6/68/4/30
Wilson, Jocelyn		Support	Reject	6/68/4/31
Meahen, Diana		Support	Reject	6/68/4/32
Reid, Jennifer		Support	Reject	6/68/4/33
Baker, M. A.		Support	Reject	6/68/4/34
Crutchley, Fiona		Support	Reject	6/68/4/35
Russell, William		Support	Reject	6/68/4/36
Urlwin, Roger		Support	Reject	6/68/4/37
Russell, Elizabeth		Support	Reject	6/68/4/38
Rodger, Lynley Barkman		Support	Reject	6/68/4/39
Crutchley, Graham		Support	Reject	6/68/4/40

Name	Wensley Developments The Club Limited			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 be withdrawn in its entirety.	Oppose	Reject	6/69/1
Further Submissions - New Zealand Fire Service		Oppose	Accept	6/69/1/1
Remarkables Park Ltd		Support	Reject	6/69/1/2

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, the deletion of the proposed implementation method encouraging the vesting ("vestment") of roads in Council.	Oppose	Accept	6/69/2
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/69/2/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that reference to the relevant design standard should not refer to "subsequent amendments and updates of this standard".	Oppose	Accept	6/69/3
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/69/3/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to remove all references to minimum street width.	Oppose	Partly Accept	6/69/4
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/69/4/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6, and any other relevant rules, so that they only apply at time of subdivision.	Oppose	Reject	6/69/5
<i>Further Submissions - New Zealand Fire Service</i>		<i>Oppose</i>	<i>Accept</i>	<i>6/69/5/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/69/5/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that consideration is given only to present access requirements as opposed to future needs.	Oppose	Reject	6/69/6
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Reject</i>	<i>6/69/6/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change will not apply to visitor accommodation units.	Oppose	Partly Accept	6/69/7
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/69/7/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'cul de sac'.	Oppose	Partly Accept	6/69/8
<i>Further Submissions - New Zealand Fire Service</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/69/8/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/69/8/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: The meaning of 'annual average daily traffic per day'.	Oppose	Partly Accept	6/69/9
<i>Further Submissions - Remarkables Park Ltd</i>		<i>Support</i>	<i>Partly Accept</i>	<i>6/69/9/1</i>

Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, to amend rules introduced by Plan Change 6 to clarify all points of uncertainty including: That the Plan Change only applies to the Low Density Residential Zone and the High Density Residential Zone, not all zones.	Oppose	Accept	6/69/10
Further Submissions - New Zealand Fire Service		<i>Oppose</i>	<i>Reject</i>	<i>6/69/10/1</i>
<i>Remarkables Park Ltd</i>		<i>Support</i>	<i>Accept</i>	<i>6/69/10/2</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that if NZS4404 is to be referred to it should refer to the unamended version of NZS4404:2004.	Oppose	Accept	6/69/11
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Accept</i>	<i>6/69/11/1</i>
Plan Change 6 in its entirety	Without prejudice to the decision requested to withdraw the Plan Change in its entirety, the Submitter seeks as part of an alternative solution, that the consent authority make such further additional, alternative or consequential amendments to the rules introduced by Plan Change 6 and to any other relevant provisions of the District Plan as are considered necessary to address the issues and concerns raised in this submission.	Oppose	Partly Accept	6/69/12
Further Submissions - Remarkables Park Ltd		<i>Support</i>	<i>Partly Accept</i>	<i>6/69/12/1</i>

Name	Wright, W J			
Plan Provision	Decision Requested	Position	Reccommendation	SubNo.
Plan Change 6 in its entirety	Plan Change 6 is adopted immediately.	Support	Partly Accept	6/70/1
Further Submissions - Remarkables Park Ltd		<i>Oppose</i>	<i>Partly Accept</i>	<i>6/70/1/1</i>