

QUEENSTOWN LAKES DISTRICT COUNCIL

Hearing of Submissions on Proposed District Plan

Stream 15 Report

Report and Recommendations of Independent Commissioners Regarding Chapters 25, 29, 31, 38 and Visitor Accommodation

Report 19.4 - Chapter 29 Transport

Commissioners

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Appendix 1: Recommended Revised Chapter 29 Transport and Associated Variations

Appendix 2: Recommendations on Submissions and Further Submissions

1 PRELIMINARY

1.1 Introduction

1. This report needs to be read in conjunction with Report 19.1. That report sets out the overall hearing process for Stream 15, the approach we have taken to assessing the submissions in terms of the statutory requirements, and deals with an issue raised in submissions which was common to all chapters considered in Stream 15.

1.2 Terminology

2. Throughout this report we use the abbreviations set out in Section 1.1 of Report 19.1. In addition, for brevity, we have adopted Ms Jones' approach¹ whereby two 'groups' of original submitters who have lodged the same or very similar submissions seeking almost identical relief, are addressed together in our recommendations. The first of these groups is referred to in these recommendations as 'Real Journeys Group' and comprises the following submissions:

- (a) Cardrona Alpine Resort Limited²;
- (b) Go Orange Limited³;
- (c) Real Journeys Limited⁴; and
- (d) Te Anau Developments Limited⁵.

3. The second group contains the following group of submissions, referred to in this report as the 'JEA Group submissions' which comprise the following:

- (a) Millennium and Copthorne Hotels New Zealand Limited⁶ (2448);
- (b) Greenwood Group Limited⁷;
- (c) NW Cashmore⁸;
- (d) Jade Lake Queenstown Limited⁹;
- (e) LTK Holdings Limited¹⁰ ;
- (f) RCL Henley Downs Limited¹¹;
- (g) Shundi Customs Limited¹²; and
- (h) Well Smart Investments Group¹³.

¹ ibid, paragraphs 7.5 – 7.8

² Submission 2492

³ Submission 2581

⁴ Submission 2466

⁵ Submission 2494

⁶ Submission 2448

⁷ Submission 2552

⁸ Submission 2453

⁹ Submission 2560

¹⁰ Submission 2590

¹¹ Submission 2465

¹² Submission 2474

¹³ Submission 2601

4. We do not reference the submission numbers of these groups of submitters in the footnotes again in this report.

1.3 Background

5. The following paragraphs in this report are set out in the order of provisions in the Chapter as notified, which is generally consistent with other Hearing Panel reports.
6. The rules structure begins with Advice Notes and General Rules (29.3), followed by Activity Rules (29.4), Activity Standards for activities outside roads (29.5), and Activity Standards for activities within roads (29.6). These are followed by a brief rules statement on Non-Notification of applications (29.7) and a series of Assessment Matters (29.8). This is followed by Minimum Parking Requirements (29.9); threshold levels for traffic generating activities (29.10); Minimum requirements for cycle parking, lockers, and showers (29.11); Car Parking Sizes and Layout (29.12); and Heavy Vehicle Parking Layout (29.13).
7. This is followed by Schedule 29.1 Road Classification and Schedule 29.2 'Interpretive Diagrams'.
8. Also associated with these hearings is a Variation to Stage 1 of the PDP review relating to Chapter 2 'Definitions' associated with transport matters.
9. Although there were only 70 original submissions made on the Transport Chapter, these in turn contained a total of 845 submission points.¹⁴
10. There are a number of submissions dealt with at the beginning of these recommendations which raise matters which are not dealt with through the regulatory scope of the District Plan and which have been described in Appendix 2 as being out of scope. We emphasise that this does not necessarily signal that the intent behind the submissions lacks merit, but that the District plan is not the vehicle by which they are given effect to.
11. Through the course of these recommendations, it has been necessary to recommend deletion of, or addition to, existing policies and rules which will result in changes to the numbering of some of these provisions in Chapter 29. This particularly affects the latter part of Chapter 29 as a consequence of our recommended deletion of Rule 29.6 and Table 29.4. The text changes refer to the policy/rule/table number as amended.

2 DEFINITIONS

2.1 Introduction

12. When Chapter 29 was notified, a variation to Chapter 2 in Stage 1 of the PDP was also notified to amend or insert definitions and acronyms in that chapter. As our findings in relation to submissions on some of these definitions is germane to our consideration of the provisions in Chapter 29, we consider the submissions on this variation at the outset.

¹⁴ V Jones Section 42A Report, paragraph 7.1

2.2 Public Water Ferry Service

13. The definition as proposed read:

Means a ferry service for the carriage of passengers for hire or reward, which is available to the public generally and is operated to a regular schedule, but does not include any such service that:

- *is contracted or funded by the Ministry of Education for the sole or primary purpose of transporting schoolchildren to and from school; or*
- *is operated for the sole or primary purpose of transporting passengers to or from a predetermined event; or*
- *is operated for the sole or primary purpose of tourism.*

The definition is limited to that part of the ferry service that occurs on the surface of the water and excludes any associated activity that occurs on land or on the structure attached to land, including the lakebed.

14. Queenstown Park Limited¹⁵ , Real Journeys Group, Remarkables Park Ltd¹⁶ opposed the definition of ‘public water ferry service’ and sought the deletion of bullet point 3.
15. The JEA Group submissions and Real Journeys Group lodged similar submission points relating to a distinction in the PDP between ‘Public’ and other forms of transport, particularly with respect to water ferry services. Similar concerns were raised by Queenstown Park Ltd¹⁷, Remarkables Park Ltd¹⁸, and Queenstown Water Taxis Limited¹⁹.
16. Policy 29.2.1.2 makes reference to “Public Water Ferry Services”. Rule 29.4.8 lists “Park and Ride and public transport facilities” as a restricted discretionary activity. The concern raised by the submitters is with the word “public” which they contended excludes privately operated transport facilities. A greater concern was the fact that the definition excludes activities associated with tourism. We note that the exclusion of privately operated facilities would have the consequence of such services defaulting to fully discretionary in status.
17. We were told that this term was defined based ‘in part’ on the definition contained in the Public Transport Management Act 2008.
18. Ms Jones considered it was inappropriate to make any changes to the definition²⁰, partly on the grounds that the services were not contracted under the Public Transport Act and paid for by the Regional Council; and should exclude tourist based activities. It was contended by the reporting officer that the latter did not operate a commuter service to a fixed and regular schedule.

¹⁵ Submission 2462

¹⁶ Submission 2468

¹⁷ Submission 2462

¹⁸ Submission 2468

¹⁹ Submission 2594

²⁰ V Jones, Section 42A Report, paragraph 11.31

19. In his evidence for the submitters, Mr Farrell stated:

“In my opinion it is appropriate for the District Plan to recognise and provide for any transport service that offers unexclusive and regular trips between destinations. This is because these activities form part of the transportation system and are effective at moving members of the public, including visitors, around the District and do not have any adverse effects that are any different”²¹.

20. It was apparent from the evidence that the Council wished to convey a distinct preference in the PDP for water-based services providing public transport operating from Queenstown Bay in particular (a limited resource in terms of available berthage) over recreational water-based activities. We concluded that the exclusion of privately run transport services was not in itself being sought by the Council, although we appreciate that many such services in the District do not operate to a fixed schedule, and are primarily for recreational purposes.

21. In principle, we are of the view that water-based activities which provide a public transport service (whether publicly or privately owned/operated) should be preferred over water-based recreational activities, because in order to be effective they need to be located in close proximity to the town centre and not ‘squeezed out’ by purely recreational water-based operations – albeit that these are to be supported for their own contribution to the tourist economy. It is this distinction which is important, not a private/public distinction. We recommend that the submissions be accepted in part, and the definition of ‘Public water ferry service’ be amended to state as follows:

Public Water Ferry Service

means a ferry service for the carriage of passengers for hire or reward, which is available to the public generally and is operated to a fixed regular schedule, including during normal commuting hours, runs between various stops and provides the ability for passengers to embark and disembark from the vessel at those various stops, but does not include any such service that:

- is contracted or funded by the Ministry of Education for the sole or primary purpose of transporting schoolchildren to and from school; or
- is operated for the sole or primary purpose of transporting passengers to or from a predetermined event.

The definition is limited to that part of the ferry service that occurs on the surface of the water and excludes any associated activity that occurs on land or on the structure attached to land including the lakebed.

2.3 Park and Ride

22. Patterson Pitts (Wanaka)²² requested that active transport facilities be included within the definition of ‘Park and Ride’. Although we do not consider there should be a mandatory requirement that such facilities be provided as part of Park and Ride infrastructure, we consider that would be appropriate to amend the definition of Park and Ride to *enable* provision for

²¹ B Farrell, EiC, paragraph 12.

²² Submission 2457

'bicycle parking'. Accordingly we recommend that the definition be amended to make provision for bicycle parking and that this submission be accepted in part.

2.4 "Transport Infrastructure" and "Public Amenities"

23. QLDC²³ sought that the definition of transport infrastructure be amended to include bike paths and cycle facilities including electric bicycle and vehicle charging stations. Elsewhere in this report we are recommending acceptance of submissions requesting that electric vehicle charging points should be encouraged and enabled, but not be *required*. Given that, we do not see any difficulty in making provision for this within the definition of transport infrastructure and recommend that the submission be accepted.
24. In his summary of evidence on behalf of NZTA, Mr McColl supported the definition of Transport Infrastructure being amended to include land-based structures that relate to transport activities on water. Ms Jones noted that the definition was only relevant to activities on vested roads, albeit that some such roads were in close proximity to the shoreline. She recommended that the definition be amended so that structures required for transport activities on land in relation to 'travel by' other means are included in the definition. We agree with this conclusion and recommend that the submission point be accepted in part.
25. The Department of Conservation²⁴ requested that the definition of 'transport infrastructure' be retained. We recommend that the submission be accepted.
26. The Department of Conservation also sought that the definition of public amenities be amended to include the words "public access easement and/or rights of ways that provide access to public areas". We consider this is unnecessary as the formation of footpaths and cycleways is already permitted, whether or not subject to access easements or right of ways. We recommend that this submission be rejected.
27. Rule 29.4.14 applies to the construction, operation, use, maintenance and repair of existing transport infrastructure and provides for it as a permitted activity, while Rule 29.4.15 provides for 'public amenities' as a permitted activity. Neither term is defined in the PDP as notified. C Dagg opposed both of these rules on the grounds that the terms 'transport infrastructure' and 'public amenities' are not sufficiently clear. The Queenstown Trails Trust²⁵ also sought that 'transport infrastructure' be defined to include structures on water.
28. Ms Jones noted, and we agree, that it would be completely inappropriate to apply non-complying activity status to activities which are essential for constructing or maintaining roads and providing the facilities that public expects. It would appear the submitter's concern relates to activities that have occurred on public roads or water that have had significant adverse effects on the environment, but examples of this were not drawn to our attention.
29. The outcome is that we recommend that the submissions of C Dagg be rejected on the basis that while defining public amenities and transport infrastructure does address to some extent the matters raised in the submissions, we do not support non-complying activity status given

²³ Submission 2239

²⁴ Submission 2247

²⁵ Submission 2575

that discretionary activity status provides wide scope for assessment and for activities to be approved or declined. We recommend that the submissions of NZTA, the Department of Conservation and the Queenstown Trails Trust be accepted in part.

2.5 Off-site Parking

30. Ms Jones recommended an amendment to the definition of “off-site parking” in response to the evidence of Ms Rowe²⁶. Ms Jones proposed that off-site parking associated activities undertaken in Ski Area Sub-Zones be excluded from this definition so that such parking was not subject to Rule 29.4.7 (our recommended 29.4.8).
31. The issue as we saw it was that off-site parking associated with a Ski Area Sub-Zone could be located in a number of different locations and zones, including within ONLs. The matters of discretion in notified Rule 29.4.7 would not necessarily be appropriate to deal with the range of possible effects. We understood that to be Ms Jones’ point. However, her proposed solution was effectively using the definition to create an activity class. In our view, the better solution is to amend Rule 29.4.7 to make it clear that it does not apply to off-site parking associated with activities in Ski Area Sub-Zones. We have included such an amendment in our recommended version of Rule 29.4.8 in Appendix 1.

2.6 Other Definitions Sought

32. GRB Limited²⁷ have requested a definition of worker accommodation. While we support the provision of worker accommodation, we do not think a separate definition is required and the issue of worker accommodation is wider than that associated with the BMUZ. We recommend that this submission be rejected.
33. The Oil Companies²⁸ requested that a definition of “vehicle control point” be added, as it relates to queueing lengths at service stations. We recommend that the submission be granted, although it requires a consequential amendment to Rule 29.5.9 to simplify that rule, as addressed later in this report.
34. The JEA Group submissions sought that the definition of “linear infrastructure” be added with respect to Policy 29.2.3.4. This matter is addressed later in this report in Section 5.3 (Objective 29.2.3 and policies). For the reasons explained there, we recommended that the further definition was unnecessary.
35. In her reply evidence²⁹ Ms Jones responded to an issue raised by the Hearings Panel concerning definitions that had been removed under Stage 1 of the PDP decisions. She indicated that the absence of these definitions could lead to uncertainties in relation to the application of the relevant rules. She cited by way of example as to whether an activity such as a church falls within a “place of assembly” in the context of Table 29.5, and therefore subject to minimum parking requirements, and by default becoming fully discretionary. Furthermore, there was a risk that a lower level of parking may be provided than intended, with the potential example of backpacker accommodation being argued to be assessed as a guest room type visitor

²⁶ V Jones, Rebuttal Evidence, at Section 17

²⁷ Submission 2136

²⁸ Submission 2484

²⁹ V Jones Reply evidence, paragraphs 4.2 – 4.6

accommodation facility. Given potential doubts about scope, she recommended that this could be addressed under Clause 16(2).

36. We do not agree with Ms Jones that inclusion of these definitions can be accomplished via Clause 16(2). Report 14³⁰ noted that the Council officer reporting on Chapter 2 in the Stage 1 hearings recommended deletion of a number of definitions of terms not used in the PDP. Those included the definitions which Ms Jones suggested should be re-inserted. We do not know whether there were any submissions on the those definitions which were deleted on the Council's advice. We consider that if those definitions are to be included again in Chapter 2, the Council should use the variation process to include them, so as to avoid any potential for submitters to be denied the opportunity to comment on them.

2.7 Remaining Definitions included in Variation

37. No submissions were received in relation to the other terms or acronyms to be included in Chapter 2. We recommend those definitions and acronyms be included in Chapter 2 in the form as notified. We include these in Appendix 1.

3 GENERAL SUBMISSIONS ON CHAPTER 29

38. The JEA Group submissions and Real Journeys Group sought that the 'benefits' of a proposal be included as a matter of discretion for all restricted discretionary activities. This issue has arisen over a number of separate submission points. This matter has been addressed in Report 19.1³¹. We have recommended those submissions seeking this relief be rejected.
39. Te Runanga o Moeraki, Kati Huirapa Runaka ki Puketeraki, Te Runanga o Otakau, Hokonui Runanga, Te Runanga o Waihopai, Te Runanga o Awarua, and Te Runanga o Oraka-Aparima (Kai Tahu)³² generally supported the content of Chapter 29, but sought a range of changes to the objectives, policies, and rules to recognise and address the effects of landfills, cemeteries and crematoriums, effects on the values of mapped wahi tupuna areas, cross-referencing to the Tangata Whenua Chapter and that Tangata Whenua values be specifically referenced as a matter of consideration, with other consequential amendments.
40. We agree with Ms Jones that the matters raised by the submitters on Chapter 29 were more of particular relevance to the matters in Chapter 5 (Tangata Whenua) and through the management of earthworks in Chapter 25³³. We further add to her conclusions that the contents of Chapter 26 (Historic Heritage) would also be of more direct relevance, and we note that wahi tupuna areas will be mapped under Stage 3 of the PDP. For this reason, we recommend that these submission points be rejected, but specifically only on the basis that the matters raised therein are addressed in other chapters.

³⁰ At paragraph 127

³¹ Section 3.1

³² Submission 2329

³³ Report 19.3

41. Loris King³⁴ sought that the provision of infrastructure for cycling should not be at the expense of providing car parks and parking buildings; that cycle ways should be located off road; and that when new subdivisions are being developed consideration should be given to expanding and upgrading the existing road networks.
42. We consider that the matters raised in these submission points have already been addressed, at least in part, through Chapter 29 of the PDP as notified. Provision for cycle access is largely achieved outside the provisions of the District Plan where a significant network of off-road cycling routes have already been established and further establishment of such routes is planned. It is however recognised that it is not always possible to separate vehicles and cycleways, and this is addressed through Policies 29.2.2.1 (c) and 29.2.3.3 (a) and (e). Specific provision is made for both minimum parking and cycle parking under Tables 29.9 and 29.11 of Chapter 29 – these are complementary, not competitive provisions. The upgrading of existing road networks is generally addressed at the time of land rezoning or subdivision.
43. In recognition of these factors, we recommend that the submission be accepted in part.
44. Real Journeys Group sought that policies and access standards be amended to enable a wider distribution of drop-off/pickup areas to enable shuttle buses and commercial coach operators to operate effectively. The submitters also sought that they be able to provide pickup and drop-off services to visitor accommodation and residential visitor accommodation, although we note this latter issue is addressed through recommendations on residential visitor accommodation in Report 19.2.
45. We agree with Ms Jones³⁵ that while notified rules permit parking and bus stops within roads, the Traffic and Parking Bylaw 2012 restricts bus parking within certain hours and also enables restrictions on bus parking during the day. We do not consider it is necessary, and we consider it would be unusual, to specifically provide for general on-street parking provision for bus parking. Consistent with recommendations on residential visitor accommodation, we would go further and say it is generally inappropriate to provide for bus pickups from residential properties used as visitor accommodation, a matter which is also addressed in recommendations on the Visitor Accommodation Variation. We recommend that the submission be rejected. We address the matter of providing for bus parking later in these recommendations.
46. Real Journeys Group also sought that a new objective and associated policies be inserted into Chapter 29 of the PDP supporting activities that help resolve traffic congestion in and around the Queenstown Town Centre, and in particular addressing concerns relating to the circulation and parking of campervans and rental cars. We understand some of these concerns stem from recent trends towards independent travellers rather than travellers traditionally reliant on coach tours. No specific provisions were proposed, and we considered it would be difficult – beyond existing bylaw controls – to restrict such activities in the way sought by the submitter. We recommend that the submission be rejected.

³⁴ Submission 2076

³⁵ V Jones, Section 42A Report, paragraph 13.23

47. QLDC³⁶ lodged a submission requesting that the relevant provisions of Chapter 29 be amended to clarify that the status of listed activities (e.g. park-and-ride facilities) were not affected by the rules for 'non-listed' activities in various zones. Ms Jones explained that in a range of zones unlisted activities are non-complying, whereas in the Jacks Point Zone they are discretionary, and in other zones are permitted. There was potential for default rules to render an activity non-complying even if under Chapter 29 such an activity might otherwise be appropriate. An example was given of a park-and-ride activity (restricted discretionary as notified) defaulting to non-complying under another chapter.

48. Ms Jones recommended³⁷ that a more effective and administratively efficient way of dealing with this would be by amending General Rule 29.3.3.6 to confirm that the rules in Table 29.1 of Chapter 29 take precedence over those zone rules which make unlisted activities non-complying or discretionary. We agree, and recommend that the submission be accepted and Rule 29.3.3.6 be reworded to state:

Activities on zoned land are also subject to the zone-specific provisions. The provisions relating to activities outside roads in this chapter apply in addition to those zone-specific provisions, except that the rules in Table 29.1 take precedence over those zone rules which make activities which are not listed in the zone rules a noncomplying or discretionary activity.

49. The Otago Regional Council sought that the PDP give effect to the Otago Southland Regional Land Transport Plan 2015 – 2021. The submission left the matter 'open' and did not specify whether or not the submitter considered that Chapter 29 did in fact achieve this requirement. Our understanding is that the provisions of Land Transport Plan were taken into account as described in the introductory material to Ms Jones' Section 42A Report³⁸, and on that basis we recommend that the submission be accepted in part.

50. Cardrona Alpine Resort Limited³⁹ sought that the Transport Chapter be amended to ensure the benefits of air transport to the District's economy and overall transport network are recognised and provided for, and that the use of helicopters is recognised as an important transport method for Ski Areas.

51. Ms Jones considered that the matter was already addressed under other chapters, notably Chapter 17, but that chapter refers to the importance of Queenstown Airport, rather than air transport itself. Chapter 29, however, is primarily focused on road transport, and there are no rules relating to air transport in the chapter. However we note that the first bullet point of Objective 29.2.1 states:

Objective – An integrated, safe, and efficient transport network that:

- *provides for all transport modes and the transportation of freight.*

....

52. Given the ambit of Chapter 29, and the broad scope of this objective, we recommend that the submission point be accepted in part.

³⁶ Submission 2239

³⁷ V Jones, Section 42A report, paragraph 14.10

³⁸ V Jones, Section 42A report, paragraph 4.2

³⁹ Submission 2492

53. Shaping our Future⁴⁰ sought that the objectives align with the 'Shaping our Futures' overall vision and reports. No further elaboration was provided, and we accept Ms Jones recommendation that the submission be accepted in part.
54. Gibbston Valley Station⁴¹ requested that a more facilitative rule framework be adopted to reduce the need for on-site parking as part of the development of the station, and promote mass transportation options. We note that proposed amendments to Rule 29.4.10, as addressed later in these recommendations, will address this submission by exempting high traffic generating activities from having to meet parking minimums, and providing for a wider assessment of transport demand and supply issues. (As an aside, we also note that the Gibbston Valley Sub-Zone sought by the submitter in Stage 1 of the PDP hearings has not been accepted by the Council).
55. There were a number of submissions which sought relief that fell outside the regulatory role and ambit of the PDP, and in this case the provisions of Chapter 29.
56. A submission from Jonathan Holmes⁴² requested the public transport networks be extended to Wanaka, Hawea, Hawea Flat and Luggate. A submission from Loris King⁴³ sought a 40 km/h speed limit in main central town streets and changes to street markings. Paul Parker⁴⁴ sought that the Council provide parking and restrict movement in residential areas, and specifically underground car parking in the Wanaka Town Centre. Young Changemakers⁴⁵ sought that a survey be undertaken to determine what bus times would be convenient to the public, the creation of a separate bus run to the Airport, and to create higher priorities for buses at times convenient to the public.
57. All of these submissions sought relief which relates to the functions of the Council under the Local Government Act, and the Council's annual and ten-year planning programmes, or alternatively by the Otago Regional Council with respect to public transport. They are not matters which would be given effect to through the provisions of Chapter 29 of the PDP. For these reasons, the submission points are all considered to be out of scope.
58. The second Kawarau Bridge Group⁴⁶ sought a designation for roading corridor providing a direct link to the south across the Kawarau River downstream from the existing Kawarau Bridge. A designation would require a financial commitment from either or both of NZTA and the District Council, and neither party can be committed to such a course of action unless they initiate a designation themselves. We conclude that this submission point is out of scope.
59. The Queenstown Trails Trust⁴⁷ sought the inclusion of provisions highlighting the importance of public trails. This is part of a group of wider submission points from the submitter. This particular

⁴⁰ Submission 2511
⁴¹ Submission 2547
⁴² Submission 2019
⁴³ Submission 2076
⁴⁴ Submission 2421.
⁴⁵ Submission 2495
⁴⁶ Submission 2568
⁴⁷ Submission 2575

submission point sought the inclusion of such a provision in the Strategic Directions Chapter, which was dealt with under Stage I of the PDP review. For this reason, the submission point is regarded as out of scope.

60. Clark Fortune McDonald and Associates⁴⁸ stated as part of their relief, that the Transport Chapter 29 was 'opposed'. Other aspects of the submitter's case are addressed elsewhere in these recommendations. As a result of numerous submissions made, there have been significant changes to Chapter 29 as subsequently discussed, and for this reason this submission point is accepted in part.
61. Ngai Tahu Property Ltd and Ngai Tahu Justice Holdings Ltd⁴⁹ supported Chapter 29 in part. We recommend that the submission be accepted in part.
62. Reavers New Zealand Limited⁵⁰ accepted the proposed transport provisions inasmuch as they seek to reduce the need for on-site vehicle parking. We recommend the submission be accepted.
63. Active Transport Wanaka⁵¹ supported the acknowledgement of the importance of active transport networks. We recommend the submission be accepted.
64. Heritage New Zealand⁵² supported the historic heritage related provisions in Chapter 29. We recommend the submission be accepted.
65. Willowridge Developments Limited⁵³ sought that either the Council place Stage 2 on hold pending the notification and submission process for the remaining zone provisions, or that in the alternative it can confirm that submitters can resubmit on transport, signs and earthworks provisions as part of submitting on Stages 3 and 4 of the PDP.
66. We recommend that the first of these alternatives be rejected, and the second alternative be accepted. Ms Jones noted that any relief sought at a subsequent stage would need to relate to matters within the content of those chapters subject to hearings in the later stages of the PDP process⁵⁴.
67. St Peters Church Parish⁵⁵ sought that the amenity values of the church and its surroundings be taken into account with respect to any proposals by the Council to alter parking and access arrangements in Church Street Queenstown. Although the area has been identified as a Town Centre Special Character Area, the provisions of Chapter 29 do not provide for activities undertaken within the road itself. Rather, any changes within the road reserve are dealt with through different processes, including the Traffic and Parking Bylaw review process, and public involvement in processes such as the Queenstown Town Centre Master Plan and its

⁴⁸ Submission 2297

⁴⁹ Submission 2335

⁵⁰ Submission 2467

⁵¹ Submission 2078

⁵² Submission 2446

⁵³ Submission 2408

⁵⁴ V Jones, Section 42A Report, paragraph 14.8

⁵⁵ Submission 2341

incorporation into the Long-term Plan, a statutory process outside the Act. We are satisfied that the kind of changes that concern the church would enable its participation, but not through a resource consent process under the Act. We recommend that the submission points be rejected for this reason.

68. Finally under general submissions, Jonathan Holmes⁵⁶ supported Chapter 29. Taking account of a number of amendments made to the Chapter in response to submissions, we recommend that this submission be accepted in part.

4 SECTION 29.1 - PURPOSE

69. QAC⁵⁷ requested that the Purpose Statement be amended to provide a cross-reference to Queenstown and Wanaka Airports in Chapters 3, 4 and 17 of the PDP. During the course of the hearing, there was some debate as to the ambit of the chapter with respect to transport modes other than road transport. In the case of Queenstown Airport in particular, there are a substantial suite of rules associated with restrictions on activities within the noise boundaries surrounding the airport which extend into adjoining zones. Given this context, we consider the submission should be accepted and the following final paragraph be added to the Purpose Statement:

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

5 SECTION 29.2 – OBJECTIVES AND POLICIES

5.1 Objective 29.2.1 and Policies

70. Objective 29.2.1 as notified reads as follows:

Objective – An integrated, safe, and efficient transport network that:

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

71. Active Transport Wanaka⁵⁸ expressed general support for the objectives and policies in Chapter 29, but requested that the planning maps identify key active transport network linkages. Ms Jones advised that while the Active Transport Wanaka maps are included on the Council's Draft

⁵⁶ Submission 2019

⁵⁷ Submission 2618

⁵⁸ Submission 2078

Transport Network Plans, those were not complete at the time of the hearings. She noted that reference is made to such network plans in Policies 29.2.2.2 (d)⁵⁹ and 29.2.3.5.

72. We agree with the submitter that it is important that these maps be included within the PDP, as they have some relevance to the policy framework. We recommend that the Council initiate a variation to address this matter as part of Stage 3 of the review of the PDP review. Pending that, we can only recommend that the submission be rejected.
73. Public Health South⁶⁰ sought that the objective be amended by making reference to the need to recognise safety for visitors unfamiliar with driving conditions in the District. While this is a desirable outcome, it is not one that can appropriately be achieved through the provisions of the PDP. We recommend that the submission point be rejected.
74. The Safari Group of Companies Limited⁶¹ firstly sought that Part 29.2 of the Chapter be amended by including objectives and policies which provide clear guidance for assessing resource consent applications, and that objectives and policies be included which reduce private vehicle use and on-site current coach parking for hotel developments.
75. With respect to guidance for assessing resource consent applications, we consider that the objectives, policies, and assessment matters provide sufficient information for an applicant to compile an adequate application. To that extent, we recommend that this part of the submission be accepted in part.
76. With respect to reducing private vehicle use, Chapter 29 contains objectives and policies to encourage alternative transport, including under Policies 29.2.1.1, 29.2.1.5, 29.2.2.2 and 29.2.2.11 among others. These are further supplemented through amendments made through these recommendations. The issue of coach parking is addressed later in submissions on parking requirements and Part 29.5. We recommend this part of the submission be rejected.
77. Darby Planning⁶² and Henley Downs Farm Holdings Ltd⁶³ sought that Objective 29.2.1 be amended by removing the words “in the Town Centre zones” from the last bullet point. Ms Jones recommended that the submission point be accepted in part by amending the objective to broaden its focus to reduce car dominance and congestion on district wide basis, and qualifying the wording of the final bullet point so that it reads:

Reduces the dominance and congestion of vehicles, particularly in the Town Centre zones.
78. We agree with Ms Jones’ reasoning and her suggested amendment, and recommend that the submission point be accepted in part.
79. The Queenstown Trails Trust⁶⁴ sought that an additional bullet point be added to Objective 29.2.1 reading as follows:

⁵⁹ We believe the correct reference should have been Policy 29.2.2.1 (d)

⁶⁰ Submission 2040

⁶¹ Submission 2339

⁶² Submission 2376

⁶³ Submission 2381

⁶⁴ Submission 2575

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

80. We consider that the objective generally captures the outcome sought in the submission. We note that the first bullet point “provides for all transport modes” while the third bullet point promotes the use of “active transport”. However we consider there is merit in the submission, noting there may be circumstances when areas of land are developed and it would be helpful to have more direct support at an objective level for the provision of walking and cycling trails. Accordingly we recommend that the submission be accepted, and that the wording set out above be added as an additional bullet point to Objective 29.2.1.
81. NZTA⁶⁵ sought that Objective 29.2.1 acknowledge “shared transport”. We agree, and recommend that this would be a useful addition to the third bullet point of Objective 29.2.1 so that it would then read:
- Reduces dependency on private motor vehicles and promotes the use of shared, public, and active transport.
82. It is recommended that this submission be accepted.
83. RCL Henley Downs Ltd⁶⁶ lodged a submission seeking that the Council better distil the objectives and policies to ensure consistency, while Paterson Pitts (Wanaka)⁶⁷ sought that the Council simplify the drafting of objectives 29.2.1 29.2.2 and 29.2.4.
84. The submitters did not provide a substitute set of objectives and policies, or clarify how these provisions could be distilled or simplified. They did raise more specific matters on individual provisions which are addressed elsewhere in these recommendations. We recommend that this part of the submissions be rejected.
85. There were 11 submissions in support of Objective 29.2.1 and we recommend that these be accepted in part, taking account of amendments made to the objective as a result of addressing other submissions.⁶⁸
86. Policy 29.2.1.1 as notified read as follows:

Require that roading and the public transport and active transport networks are well connected and specifically designed to:

- a. enable an efficient public transport system;*
- b. reduce travel distances and improve safety and convenience through discouraging single connection streets; and*
- c. provide safe, attractive and practical walking and cycling routes between and within residential areas, public facilities and amenities, and employment centres, and to existing and planned public transport.*

⁶⁵ Submission 2538

⁶⁶ Submission 2465

⁶⁷ Submission 2457

⁶⁸ Submissions 2335, 2520, 2136, 2242, 2336, 2462, 2467, 2468, 2518, 2540, and 2593.

87. Queenstown Trails Trust⁶⁹ sought that subclause (c) of Policy 29.2.1.1 be amended by adding the word “convenient” so that the subclause reads:

c. Provide safe, attractive, convenient and practical walking and cycling routes between and within residential areas, public facilities and amenities, and employment centres, and to existing and planned public transport.

88. We agree with Ms Jones⁷⁰ that the policy already requires that transport networks be “well connected”. Given that, we do not think a great deal turns on adding the word “convenient”, and we recommend that the submission point be rejected.

89. NZTA (as with Objective 29.2.1) sought that the word “shared” be added to the third bullet point of the policy, which we take to mean subclause (c). However in this case we are of the view that including this word within a subclause which relates to walking and cycling routes and to public transport, would not add a great deal of value to its meaning. Accordingly we recommend that this part of their submission be rejected.

90. Real Journeys Group⁷¹ sought that the policy be amended to provide sufficient coach storage in and around the Queenstown Town Centre. Chapter 29 contains requirements for the provision of coach parking in association with large-scale visitor accommodation facilities⁷². Ms Jones recommended⁷³ that it would be appropriate to add a new policy under Objective 29.2.1 to address the submitter’s concern, and also to provide support for a proposed rule (addressed later in these recommendations) providing specifically for the establishment of coach parks and parking in appropriate zones. The basis for this approach was to recognise coach travel as promoting shared transport, and allow for it off site in specified zones where the effects of on street parking would be acceptable. This new policy would read as follows:

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

91. We accept her reasoning and recommend that this part of these submissions be accepted in part. We recommend that the new policy be added to the end of the suite of policies following Objective 29.2.1, and be numbered 29.2.1.6.

92. Three other submissions on Policy 29.2.1.1 are to some extent related. Te Anau Developments Limited⁷⁴ sought that provision be made for the benefits of all forms of transport including those of private operators. Millennium and Copthorne Hotels⁷⁵ sought that the word “public” be

⁶⁹ Submission 2575

⁷⁰ V Jones Section 42A Report, paragraph 11.5

⁷¹ Submissions 2466, 2492, 2494, and 2581

⁷² Rules 29.9.10, 29.9.15, 29.9.16, and 29.9.17

⁷³ V Jones, Section 42A Report, paragraph 12.7

⁷⁴ Submission 2494

⁷⁵ Submission 2448

removed from the policy, while W Cashmore⁷⁶ stated that the transport network as a whole should be efficient, not just the public transport network.

93. We consider that in broad terms, the amendments sought through these submissions are appropriate, result in the policy being better focused, and accordingly that the introduction to Policy 29.2.1.1 be reworded to read as follows:

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

...

94. Accordingly we recommend that these submissions be accepted in part.
95. Three submissions supporting Policy 29.2.1.1 were received⁷⁷, and we recommend these be accepted in part, taking account of amendments made in response to other submissions.
96. Policy 29.2.1.2 as notified stated as follows:

Recognise the importance of expanded public water ferry services as a key part of the transport network and enable this by providing for park-and-ride, public transport facilities, and the operation of public water ferry services.

97. Submissions on this policy were received from the JEA Group submissions and Real Journeys Group, and all shared a common theme of concern that the policy appeared to exclude the provision of private transport, in contrast to public transport. This issue has also been addressed in Section 2.2 above.
98. We note that the definition of a “public water ferry service” does not require that it be contracted to the Regional Council, only that it be *accessible to the public* and with some other qualifiers. It appears clear that the word “public” has been interpreted by the submitters is specifically excluding private providers.
99. We consider that the purpose of the policy is not to embrace all forms of water ‘transport’. Ms Jones stated in her report that:

*“I consider it is appropriate that the definition of public water ferry services does not include water transport systems that are primarily for sightseers as such trips do not contribute to achieving the Chapter 29 objectives relating to an integrated transport system and increased use of public transport in that they do not generally travel between key destination points that commuters and visitors would generally use; generally priced such that they do not provide a viable alternative to other modes of travel, and are not regular enough to provide a genuine commuter service”.*⁷⁸

100. We agree with this statement. As discussed earlier in these recommendations however, we do not consider that private services should be excluded, but that if they are to fall within the ambit

⁷⁶ Submission 2453

⁷⁷ Submissions 2520,2136 and 2242

⁷⁸ V Jones Section 42A report, paragraph 11.27

of this policy they need to be providing a regular scheduled service available to the general public linking identified points of embarkation and disembarkation.

101. We have addressed this matter through an amended definition of “Public Water Ferry Service” which would include private providers who are providing a regularly scheduled service available to the general public. However we do not consider it is necessary, given such an amendment, to amend Policy 29.2.1.2. Given the amendment to the definition however, we recommend the submissions be accepted in part.

102. Three submissions⁷⁹ supported Policy 29.2.1.2 and we recommend that these be accepted.

103. Policy 29.2.1.3 as notified reads as follows:

Require high traffic generating activities and large-scale commercial activities, educational facilities, and community activities to contribute to the development of well-connected public and active transport networks and/or infrastructure.

104. There are two policies which address the issue of high traffic generating activities, these being 29.2.1.3, and 29.2.4.4. These policies, and the rule derived from them (Rule 29.4.10) attracted a significant number of submissions. During the course of the hearing, it became apparent that the two policies largely duplicated each other, and it was more logical for a policy on these activities (if it were to be included at all) to be incorporated under Objective 29.2.4 which deals with the effects of subdivision and land use on the transport network.

105. The deletion of Policy 29.2.1.3 was sought by the JEA Group submissions, and also by the Real Journeys Group. Amendments to the policy were sought by Ngai Tahu Property Group who sought that its scope be reduced⁸⁰; by the Ministry of Education⁸¹ and again by Ngai Tahu Property Group who sought clarification of the policy. It was supported by NZTA⁸².

106. On the basis that Policy 29.2.1.3 was a duplication of Policy 29.2.4.4, we recommend that it be deleted. We note that this duplication was also the subject of criticism raised in the evidence of Mr Wells on behalf of RCL Henley Downs Ltd⁸³. The matters raised in submissions with respect to this policy will be dealt with in our subsequent discussion of submissions on Policy 29.2.4.4. On this basis, we recommend that the submissions of the JEA Group submissions and Real Journeys Group be accepted, those of Ngai Tahu and the Ministry of Education accepted in part, and that of NZTA be rejected. As a consequence of this, subsequent Policies 29.2.1.4 onwards will require renumbering and we recommend accordingly.

107. Policy 29.2.1.4 as notified stated:

Provide a roading network within and at the edge of the Town Centre zones that supports these zones becoming safe, high-quality pedestrian dominant places and enable the function of such roads to change over time.

⁷⁹ Submissions 2462, 2468 and 2538

⁸⁰ Submission 2335

⁸¹ Submission 2151

⁸² Submission 2538

⁸³ Submission 2465

108. The JEA Group submissions and Real Journeys Group sought that the words “high quality pedestrian dominated places” be replaced with the word “multimodal”. We note that the parent objective (29.2.1) for this policy calls for providing for all transport modes but also seeks to reduce dependency on private motor vehicles and reducing the dominance and congestion of vehicles in the Town Centre zones.
109. We note that the policy is specific to town centres, not the district as a whole. It is apparent that congestion is an issue in town centres, and that the substitution of the word “multimodal” would simply perpetuate a business as usual model, and exacerbate traffic congestion issues over time. The inevitable increase in vehicle use that would flow from provision for transport on a multimodal basis would detract from the amenity of town centres as places to visit and enjoy. However we do have some concerns with the words “..... *at the edge of the Town Centre zones...*” where the roading network is likely to remain multimodal in nature. These words also appear to go somewhat beyond the outcome anticipated under Objective 29.2.1.
110. Accordingly, we recommend that the submission points be accepted in part so that notified Policy 29.2.1.4 (renumbered 29.2.1.3) reads as follows:
- Provide a roading network within the Town Centre zones that supports the zones becoming safe, high-quality pedestrian dominant places and enable the function of such roads to change over time.
111. Four submissions were received in support⁸⁴ of notified Policy 29.2.1.4, and we recommend these be accepted in part, having regard to the amendment outlined above in response to other submissions.
112. Policy 29.2.1.5 as notified read as follows:
- Acknowledge the potential need to establish new public transport corridors off existing roads in the future, particularly between Frankton and Queenstown Town Centre.*
113. Queenstown Lakes District Council lodged a submission⁸⁵ requesting a minor wording amendment to achieve greater clarity. The relief sought was to simply replace the word “off” with the word “beyond”. We agree this improves the wording of the Policy, and accordingly recommend that the submission be accepted.
114. A submission supporting Policy 29.2.1.5 (renumbered 29.2.1.4) was received from NZTA⁸⁶. Notwithstanding the very minor wording change made to the policy, we recommend that the submission be accepted.
115. Queenstown Lakes District Council requested⁸⁷ that a new policy be added under Objective 29.2.1 to enable and encourage the provision of electric vehicle charging points. The only

⁸⁴ Submissions 2335, 2493, 2336 and

⁸⁵ Submission 2239

⁸⁶ Submission 2538

⁸⁷ Submission 2239

further submission on this policy was one in support from NZTA. The wording of the policy proposed by Ms Jones was as follows:

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

116. We note that the proposed policy does not attempt to make such provision mandatory with the provision of accessory parking upon development. We make this observation now, as it becomes an issue later in the submissions considered as part of these recommendations. We consider the policy is a positive if cautious step, towards promoting sustainable transport, and accordingly recommend that the submission be accepted, and be numbered as Policy 29.2.1.5.
117. The Queenstown Trails Trust⁸⁸ requested the addition of a new policy promoting public access and well-being, and the development of cycling trail networks, and encourage the expansion of a public trail network within and connecting to the Wakatipu Basin. We consider that the intent of this request is already substantially addressed through Policy 29.2.1.1(c) and Objective 29.2.4, and for these reasons we recommend that the submission be rejected.

5.2 Objective 29.2.2 and Policies

118. Objective 29.2.2 as notified read as follows:

Objective – Parking, loading, access, and on-site manoeuvring that are consistent with the character, scale, intensity, and location of the zone and contributes toward:

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

119. RCL Henley Downs Ltd⁸⁹ lodged a submission seeking that the Council “better distil the objectives and policies to ensure consistency” while Paterson Pitts (Wanaka)⁹⁰ sought that the Council “simplify the drafting of objectives 29.2.1, 29.2.2 and 29.2.4”.
120. As addressed earlier in our recommendations on Objective 29.2.1, the submitters did not provide a substitute set of objectives and policies, or clarify how these provisions could be ‘distilled’ or simplified. They did raise more specific matters on individual provisions which are addressed elsewhere in these recommendations. We recommend that these submissions be rejected.

⁸⁸ Submission 2575

⁸⁹ Submission 2465

⁹⁰ Submission 2457

121. Reavers New Zealand Limited⁹¹ and C and J Properties Ltd⁹² both sought amendments to Objective 29.2.2 to refer to the ‘*facilitation of the use of public transport*’. Ms Jones advised that such an amendment would accord with the contents of notified policies in Chapter 29, and we agree this would provide a better alignment with these provisions, particularly the suite of policies associated with Objective 29.2.2 itself. We recommend that these submissions be accepted, and that the fourth bullet point of the objective be amended to read:

facilitating an increase in walking and cycling and the use of public transport; and

...

122. Four submissions⁹³ were received in support of Objective 29.2.2, and taking account of the amendment to the fourth bullet point of the objective as described above, we recommend that these be accepted in part.

123. Policy 29.2.2.1 is a multifaceted provision addressing parking spaces, queueing spaces, access and loading spaces. As notified, it read as follows:

Manage the number, location, type and design of parking spaces, queueing space, access and loading space in a manner that:

- a. *is safe and efficient for all transport modes and users, including those with restricted mobility, and particularly in relation to facilities such as hospitals, educational facilities, and day care facilities;*
- b. *is compatible with the classification of the road by:*
 - (i) *ensuring that accesses and new intersections are appropriately located and designed and do not discourage walking and cycling;*
 - (ii) *avoiding heavy vehicles reversing off or onto any roads; and*
 - (iii) *ensuring that sufficient manoeuvring space, or an alternative solution such as a turntable or car stacker, is provided to avoid reversing on or off roads in situations where it will compromise the effective, efficient and safe operation of roads.*
- c. *contributes to an increased uptake in public transport, cycling, and walking in locations where such alternative travel modes either exist; are identified on any Council active transport network plan or public transport network plan; or are proposed as part of the subdivision, use or development.*
- d. *provides sufficient parking and loading spaces to meet the expected needs of specific landuse activities in order to minimise congestion and visual amenity effects, particularly in areas that are not well connected by public or active transport networks and are not identified on any Council active or public transport network plans;*
- e. *is compatible with the character and amenity of the surrounding environment, noting that exceptions to the design standards may be acceptable in special character areas and historic management areas; and*
- f. *avoids or mitigates adverse effects on the amenity of the streetscape and adjoining sites.*

⁹¹ Submission 2467

⁹² Submission 2518

⁹³ Submissions 2335, 2493, 2136 and 2336

124. Nona James⁹⁴ submitted in opposition to subclauses (d) and (e) of Policy 29.2.2.1. We understand, from the various submission points she has made, that her concerns primarily relate to reductions in parking requirements, particularly as they affect proposed medium density residential zoned areas. This matter is addressed later in these recommendations. We are uncertain however why she has opposed these two particular subclauses, and she did not attend the hearing to expand on her concerns⁹⁵. We recommend that the submissions be rejected.
125. NZTA⁹⁶ sought that Policy 29.2.2.1 be amended to include parking pricing. Parking pricing is already used as a tool to restrict long duration parking in Central Queenstown, and although not implemented through the PDP, is nevertheless one of the tools for managing parking demand. We recommend that this part of the submission be accepted, and that the introductory paragraph to Policy 29.2.2.1 be amended to read:

Manage the number, pricing, location, type and design of parking spaces.....

126. FENZ⁹⁷ sought that the policy be amended to provide for adequate access for emergency vehicles. Ms Jones advised⁹⁸ that the relief sought aligned with the Code of Practice for Land Development and Subdivision 2015, and notified Policy 29.2.3.1 and Rule 29.5.14. We recommend that the submission be accepted, and that a new clause (h) be added to Policy 29.2.2.1 reading as follows:

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

127. Public Health South⁹⁹ sought that the policy be strengthened to recognise the need to improve safety for walking and cycling. We consider an amendment to this effect would be appropriate with respect to clause (b)(i) as it makes the provision more comprehensive. We recommend that the submission be accepted, and that subclause (i) be amended to read as follows:

(i) ensuring that accesses and new intersections are appropriately located and designed and do not discourage walking and cycling, or result in unsafe conditions for pedestrians or cyclists;

...

128. The JEA Group¹⁰⁰ submissions and Real Journeys Group¹⁰¹ submitted that Policy 29.2.2.1 was contradictory, and it was unclear whether the policy framework was intended to address demand for parking, or was influenced by other factors. Concerns were also expressed as to how parking provision would help reduce congestion.

⁹⁴ Submission 2238

⁹⁵ We note that Ms James tabled a statement of evidence in Stream 15, but it related entirely to matters dealt with in Report 19.2 (Visitor Accommodation)

⁹⁶ Submission 2538

⁹⁷ Submission 2660

⁹⁸ V Jones, Section 42A Report, paragraph 13.2

⁹⁹ Submission 2040

¹⁰⁰ Submissions 2448, 2453, 2465, 2474, 2552, 2560, 2590 and 2601

¹⁰¹ Submissions 2466, 2492, 2494 and 2581

129. Ms Jones proposed that the Council strategy be more clearly articulated by clarifying that in locations that are less accessible, and where the cost of providing parking is not as high, the amount of parking provided on-site should generally meet demand. Conversely in areas which are accessible by alternative modes of transport, and where there is high pedestrian traffic, high density development, and high levels of amenity, parking requirements can be relaxed. She also contended that further amendments were appropriate whereby high traffic generating activities could provide less parking than the minimum requirements, and that on street parking associated with non-residential uses be avoided where it would adversely affect residential amenity or traffic safety.¹⁰²

130. On this basis, she proposed amendments to Policies 29.2.2.1, 29.2.2.3, 29.2.2.5 and 29.2.2.6. She also proposed amendments to Objective 29.2.4 and associated policies as discussed later in these recommendations. Returning to Policy 29.2.2.1, we accept her recommendation that subclause (d) be amended to read as follows:

d. provides sufficient parking spaces to meet parking demand in areas that are not well connected by public or active transport networks and are not identified on any Council active or public transport network plans.

131. With this recommended amendment, it is proposed that the submissions be accepted in part.

132. Seven submissions were made in support of Policy 29.2.2.1¹⁰³, and we recommend that these be accepted in part having regard to amendments made to satisfy other submissions. Ngai Tahu Properties supported Policy 29.2.2.1 (c) and we recommend that this submission be accepted.

133. Ngai Tahu Property Ltd¹⁰⁴ opposed Policy 29.2.2.2 having application in the Town Centre Zones. The policy as notified stated:

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

134. We disagree with the relief sought in this submission on the basis that the provision of such parking can result in adverse amenity effects associated with parking areas, and because it encourages traffic movement into town centres in circumstances where parking may be better provided for on the periphery of the town centre or elsewhere in urban areas. Submissions in support of the policy were received from NZTA¹⁰⁵ and C and J Properties Ltd¹⁰⁶, and we recommend these be accepted.

135. Policy 29.2.2.3 as notified stated as follows:

Enable a lower rate of accessory parking to be provided for residential flats district wide, and for residential activity in the Town Centre, Business Mixed Use, High Density Residential, and

¹⁰² V Jones, Section 42A Report, paragraph 12.4

¹⁰³ Submissions 2493, 2518, 2136, 2194, 2195, 2467 and Submission 2478

¹⁰⁴ Submission 2336

¹⁰⁵ Submission 2538

¹⁰⁶ Submission 2518

Medium Density Residential zones compared to other zones to support intensification and in recognition of the accessibility and anticipated density of the zones.

136. The JEA Group submissions sought that the policy be deleted and that the matters raised within it could be addressed through other policies. Real Journeys Limited¹⁰⁷ sought that Policy 29.2.2.3 be amended to provide for lower amounts of accessory parking without qualification. Nona James¹⁰⁸ opposed the policy, consistent with her contention that it was inappropriate to reduce the level of parking as signalled for some areas under Chapter 29. Patterson Pitts¹⁰⁹ sought that the words “residential flats district wide” be deleted. Finally, GRB Limited sought that the policy better account for proximity to town centres, and the opportunity for walking and cycling.
137. Ms Jones recommended that the policy be clarified to explain the policy background as to why it was proposed that certain zones have lower parking requirements than others. She noted that Policy 29.2.2.5 was the provision which addressed circumstances where it may be appropriate to breach minimum parking requirements.
138. We consider that it is not appropriate that the policy apply across all zones. In particular, we were aware that in some areas where alternative transport options were limited or non-existent (e.g. the BMUZ Zone in Wanaka) it was readily apparent that there were significant on street parking issues. Ms Jones informed us that “...in most instances the MPR’s included in Chapter 29 have not been reduced to the extent that Mr Crosswell and his colleagues could support (compared to the operative MPR’s)”.¹¹⁰ We were concerned that some of the evidence presented by Mr Crosswell failed to adequately take the context of such particular areas into account.
139. In her reply evidence, Ms Jones addressed concerns that had been raised by the Hearings Panel with respect to parking standards. She insisted that the expert advice received from Mr Crosswell and his colleagues was carefully considered against the local context. She helpfully summarised that changes were made to Chapter 29¹¹¹:
- a. to reduce the residential and visitor accommodation minimum parking requirements in the most accessible residential zones;
 - b. to not expand nil minimum parking requirements or maximum parking requirements beyond those areas where they currently apply in the ODP;
 - c. to amend the visitor accommodation minimum parking requirements in a manner that is relative to the changes that have been made for residential minimum parking requirements in the more accessible zones;
 - d. to reduce the minimum parking requirements for industrial and warehousing activity; and
 - e. to generally retain the minimum parking requirements for all other activities as per the ODP based on consideration of the Technical Paper entitled Parking Advice August 2017 and other district plan parking standards.

¹⁰⁷ Submission 2466

¹⁰⁸ Submission 2238

¹⁰⁹ Submission 2457

¹¹⁰ V Jones, Reply Evidence, paragraph 6.5.

¹¹¹ Ibid

140. We agree with the broad principle that the rate of parking should be linked to location, and in particular the availability or otherwise of alternative transport options – to that extent we support the changes summarised under (a) and (c) above. As noted in our discussion on Policy 29.2.2.1, we consider that the policy needs to be clarified to emphasise this point more clearly. We recommend that the JEA Group submissions and those from Real Journeys Limited be rejected, and those of Patterson Pitts and GRB Limited be accepted in part.
141. Other submissions sought less wide ranging amendments. GRB¹¹² sought that the policy be amended to make specific reference to worker accommodation in the BMUZ. While we support in principle the submitter’s promotion of worker accommodation needs, we do not consider there is any identified basis for differentiating parking standards between worker accommodation and other residential accommodation. We recommend that this part of the submission be rejected. There was no evidence in support of Nona Jones’ submission, and we recommend that it be rejected (but with possible qualification with respect to the BMUZ).
142. Henley Downs Farm Holdings Ltd¹¹³ and Darby Planning LP¹¹⁴ sought that Policy 29.2.2.3 be amended to include the Jacks Point Zone Village Activity Area. We recommend that the submission be accepted, and the Jacks Point Village area be incorporated within the ambit of the policy.
143. We recommend that Policy 29.2.2.3 be amended to read as follows:

Require that a lower amount of accessory parking be provided for residential flats district wide, and for residential and visitor accommodation activity in the Town Centre, Local Shopping Centre, High Density Residential, and Medium Density Residential zones and in the Jacks Point Village Area of the Jacks Point Zone compared to other zones, in order to:

- a. support intensification and increased walking, cycling and public transport use, and
- b. in recognition of the land values, high pedestrian flows, amenity, accessibility and existing and anticipated density of these zones.

144. Policy 29.2.2.4 as notified read as follows:

145. *Enable some of the parking required for residential and visitor accommodation activities to be provided off – site provided it is located in close proximity to the activity and is secured through legal agreements.*

146. Ngai Tahu Property Ltd lodged a submission on Rule 29.5.2 seeking that off-site parking provision was appropriate within the Business Mixed Use Zone. We agree that this flexibility would be appropriate – bearing in mind it is not providing an exclusion from providing parking, but simply the ability to provide such parking off-site. We recommend that Policy 29.2.2.4 be reworded to read as follows:

Enable some of the parking required for residential and visitor accommodation activities and for all activities in the Business Mixed Use Zone to be provided off site, provided it is located in

¹¹² Submission 2136

¹¹³ Submission 2381

¹¹⁴ Submission 2376

close proximity to any residential or visitor accommodation activity it is associated with, and secured through legal agreements.

147. Only two submissions¹¹⁵ were lodged directly on Policy 29.2.2.4, both in support. We recommend that they be accepted in part.

148. Policy 29.2.2.5 as notified read as follows:

Enable a reduction in the number of car parking spaces required only where:

- a. the function of the surrounding transport network and amenity of the surrounding environment will not be adversely affected; and/or*
- b. there is good accessibility by active and public transport and the activity is designed to encourage public and active transport use; and/or*
- c. The characteristics of the activity or the site justify less parking.*

149. Nona James¹¹⁶, opposed this policy as part of a range of submission points opposing provision for reduced parking requirements generally. Ngai Tahu Properties¹¹⁷ sought the policy be amended to take the location of a property into account.

150. The JEA Group submissions, and Real Journeys Group sought that the word “only” be removed from the policy. This relief was also supported in submissions by Reaver’s New Zealand¹¹⁸ and C and J Properties¹¹⁹.

151. We do not support the removal of the word “only” as that would largely render the application of the policy meaningless, but we accept that there needs to be amendments which allow for a case to be made where a reduction in the minimum parking requirements would be appropriate. Rather than removing the word “only” we consider it would be better to amend the subclauses of the policy to set out circumstances where a reduction is appropriate. On this basis, we considered the relief sought by these submitters should be accepted in part. We also agree with Ms Jones¹²⁰ that an additional clause be added to the policy with respect to the provision of shared/reciprocal parking raised in the submission of Ngai Tahu Properties. We consider that some flexibility has to be provided in circumstances where full parking provision is not required in the circumstances relevant to a particular site, and for this reason we recommend rejecting the submission of Nona Jones.

152. Accordingly, we recommend that Policy 29.2.2.5 be reworded to read as follows:

Enable a reduction in the minimum number of car parking spaces required only where:

- a. there will be a positive or no more than minor adverse effect on the function of the surrounding transport network and the amenity of the surrounding environment and/or;

¹¹⁵ Submissions 2493 and 2336

¹¹⁶ Submission 2238

¹¹⁷ Submission 2336

¹¹⁸ Submission 2467

¹¹⁹ Submission 2518

¹²⁰ V Jones, Section 42A Report, paragraph 12.17

- b. there is good accessibility by active and/or public transport and the activity is designed to encourage public and/or active transport use and projected demand can be demonstrated to be lower than the minimum required by the rules; and/or;
 - c. the characteristics of the activity or the site justify a lower parking requirement and projected demand can be demonstrated to be lower than the minimum required by the rules and/or;
 - d. there is an ability for shared or reciprocal parking arrangements to meet on-site car parking demand at all times and demand can be demonstrated to be lower than the minimum required by the rules.
153. Policy 29.2.2.6 is a policy framework for non-accessory parking, excluding off-site parking, and sets out the circumstances in which provision is made for non-accessory parking.
154. One submission was received on this policy from NZTA¹²¹ seeking provision for parking pricing to be incorporated into the policy, consistent with the relief sought on Policy 29.2.2.1 by this submitter. We recommend that the submission be accepted, and that subclause (b) of Policy 29.2.2.6 be amended to read:
- b. There is an existing or projected undersupply of parking to service the locality and providing additional parking and the pricing of that parking will not undermine the success of public transport systems or discourage people from walking or cycling;
-
155. The only direct submission made on Policy 29.2.2.7 was one in support from NZTA. We recommend that this submission be accepted in part.
156. Policies 29.2.2.8 and 29.2.2.9 relate to provision for ‘Park and Ride’. These policies each contain four subclauses specifying the requirements for establishing such facilities (for example subclause (a) requires that they be convenient to users). Real Journeys Group proposed that the two policies be amalgamated.
157. We consider that the relief sought is appropriate, because the two policies are closely related, and have overlapping criteria for the establishment of park-and-ride facilities, public transport facilities, and non-accessory parking. Policy 29.2.2.8 begins by stating “*require Park and Ride and public transport facilities to be located and designed in a manner that*”, while Policy 29.2.2.9 begins with the words “*require Park and Ride, public transport facilities, and non-accessory parking to be designed, managed, and operate in a manner that....*”.
158. We recommend that the submissions be accepted. A consequence of this is that criteria (a) to (d) under Policy 29.2.2.8 are combined with criteria (e) to (h) under former Policy 29.2.2.9 with respect to park and ride and public transport facilities. An additional submission was received from NZTA¹²² supporting both policies, and given that their content essentially remains unchanged, we recommend that their submission be accepted. However this leaves the issue of how non-accessory parking and off-site parking facilities should be addressed, as the policy criteria for these facilities was included under notified Policy 29.2.2.9.

¹²¹ Submission 2538

¹²² Submission 2538

159. Policy 29.2.2.10 as notified sought to encourage off-site parking facilities to be designed, managed, and operated *in the manner outlined in Policy 29.2.2.9*. It read:

Encourage off-site parking facilities to be designed, managed, and operated in the manner outlined in Policy 29.2.2.9.

160. This results in notified Policy 29.2.2.10 overlapping with 29.2.2.9. As a consequence of our recommended amalgamation of Policies 29.2.2.8 and 29.2.2.9 so that these deal with park-and-ride and public transport facilities, we recommend Policy 29.2.2.10 be recast as a standalone policy (to be renumbered 29.2.2.9) specifically addressing the issue of non-accessory parking and off-site parking facilities. While this adds an element of repetition, we consider it is preferable to the somewhat muddled approach in Chapter 29 as notified, whereby notified Policy 29.2.2.10 cross-references to the preceding policy. We therefore recommend that notified Policy 29.2.2.10 be reworded to include the policy criteria under old Policy 29.2.2.9. Notified policies 29.2.2.8 and 29.2.2.9 are now renumbered as 29.2.2.8, and notified policy 29.2.2.10 is renumbered as 29.2.2.9. We recommend this latter policy read as follows:

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

- a. makes it accessible and safe for users, including pedestrians and cyclists within and beyond the facility;
 - b. provides an integrated and attractive interface between the facility and adjacent streets and public open spaces;
 - c. mitigates effects on the residential amenity of adjoining properties, including effects from noise, vehicle emissions and visual effects; and
 - d. minimises adverse effects on the operation of the transport network.
161. Two submissions were received on notified Policy 29.2.2.10: one being from John Barlow¹²³ who submitted that the weak test under the word “encourage” be replaced by the directive word “require”. Given the amendments proposed, we recommend that the submission of John Barlow be accepted in part. Ngai Tahu Properties and Ngai Tahu Justice Holdings Ltd¹²⁴ supported the policy and we recommend that their submission be accepted in part.
162. Policy 29.2.2.11 as notified called for the prioritisation of pedestrian movement, safety, and amenity in Town Centre Zones. Only one submission was received on this policy, that being in support from NZTA.¹²⁵ We recommend that the submission point be accepted. As a consequence of our recommended amalgamation of Policies 29.2.2.8 and 29.2.2.9, this policy is renumbered as 29.2.2.10.

163. Policy 29.2.2.12 as notified stated:

Mitigate the effects on safety and efficiency arising from the location, number, width, and design of vehicle crossings and accesses, particularly in close proximity to intersections and adjoining the State Highway, while not unreasonably preventing development and intensification.

¹²³ Submission 2563

¹²⁴ Submission 2335

¹²⁵ Submission 2538

164. This policy was the subject of submissions from the JEA Group submissions, and from Real Journeys Group. The submitters sought that the policy be further qualified by adding a reference that achieving the policy should not be at the expense of good amenity outcomes (e.g. poor site layouts as a result of the required location of a vehicle access point). NZTA¹²⁶ took a contrasting position, requesting that the policy be recast from mitigating adverse effects to avoiding them.
165. We acknowledge there may be circumstances where the achievement of a standard under this policy may result in a substandard design outcome, but we consider this is already addressed under Policy 29.2.2.1 (f) and (g) and in the wording of Policy 29.2.2.12 itself when it makes reference to “*not unreasonably preventing development and intensification*”. We also note that as a result of our recommendations, urban design factors will be able to be taken into account in considering breaches of notified Rules 29.5.14 and 29.5.22. We consider an appropriate balance has to be struck in circumstances where traffic safety and efficiency, and the quality of adjoining site development are being considered – typically we would expect for example, that on a heavily trafficked road, traffic safety and efficiency is likely to outweigh other factors. We recommend that the policy be unchanged in this respect and that the submissions be rejected.
166. The Oil Companies¹²⁷ submitted in support of Policy 29.2.1.12. We recommend that the submissions be accepted. This policy is renumbered as 29.2.1.11.

5.3 Objective 29.2.3 and Policies

167. Objective 29.2.3 as notified stated as follows:

Objective – Roads that facilitate continued growth, are safe and efficient for all users and modes transport (sic), and are compatible with the level of amenity anticipated in the adjoining zones.

168. Active Transport Wanaka¹²⁸ (as with Objective 29.2.1) sought that the Active Transport Wanaka Planning Maps be referred to in the within or under the objective. We agree, but as we were advised that these plans had not yet been completed at the time of making these recommendations. However, we recommend that the Council incorporate these plans by way of a Variation to Chapter 29 in Stage 3 of the PDP review.
169. Aurora Energy¹²⁹ sought that the policy make reference to ‘linear infrastructure’. We note that Policy 29.2.3.4 already specifically addresses this issue, and no change is required to the objective itself. We recommend that the submission be rejected. NZTA¹³⁰ supported the objective, and we recommend the submission be accepted.

170. Policy 29.2.3.1 as notified stated as follows:

¹²⁶ Submission 2538
¹²⁷ Submission 2489
¹²⁸ Submission 2078
¹²⁹ Submission 2508
¹³⁰ Submission 2538

Require, as a minimum, that roads be designed in accordance with Section 3 and Appendices E and F of the QLDC Land Development and Subdivision Code of Practice (2015).

171. The JEA Group submissions, and Real Journeys Group, were concerned with the inflexibility of the policy and suggested that the introduction to the policy read “encourage roads to be designed.....”. Similar concerns were expressed by Clark Fortune McDonald and Associates¹³¹ who opposed the policy; while Darby Planning LP¹³² sought alternative wording to allow circumstances where a lesser standard of road design is appropriate; while Henley Downs Farm Holdings¹³³ requested that the policy be replaced with a policy provision simply requiring the adoption of the QLDC Land Development and Subdivision Code of Practice (2015).

172. As notified, the policy provided little or no scope for flexibility. Ms Jones informed us that Table 3.2 of the Code prescribes minimum widths, grades and the provision of parking, loading and shoulders for various types of roads and accessways. She recommended that the policy be reworded to confine reference to Table 3.2 and provide for departures from the standards where the effects of compliance are no more than minor. We prefer this option to adopting wording like “encourage” as this is a very nebulous term, and provides no regulatory guidance. We recommend that Policy 29.2.3.1 be reworded to read as follows:

Establish design standards for roads and accesses, including those in Table 3.2 of the QLDC Land Development and Subdivision Code of Practice (2018), and require adherence to those standards unless it can be demonstrated that the effects of the proposed design on the active and public transport networks, amenity values, urban design, landscape values, and the efficiency and safety and of the roading network, are no more than minor.

173. Given that these amendments go at least some way towards meeting the concerns of the submitters, we recommend that the submissions be accepted in part, except those seeking the adoption of the word “encourage”. Before leaving this topic however, we note that one submitter¹³⁴ also opposed clause 29.3.2.1 (Advice Notes) which made reference to the CoP 2015. As a consequential amendment this will need to refer to the 2018 version.

174. There were no submissions on Policy 29.2.3.2 and we recommend it be adopted as notified.

175. Policy 29.2.3.3 related to the design, location, and construction of new roads and contained five subclauses. The Ministry of Education¹³⁵ sought an amendment to subclause (e) which required that the design, location and construction of new roads be undertaken in a manner that:

e. provides sufficient space and facilities to promote safe walking, cycling and public transport, road (sic) to the extent that it is relevant given the location and design function of the road.

176. The submitter identified an error in the drafting of the clause. We recommend that the submission be accepted, and the word “road” be deleted.

¹³¹ Submission 2297

¹³² Submission 2376

¹³³ Submission 2381

¹³⁴ Submission 2297

¹³⁵ Submission 2151

177. Patterson Pitts (Wanaka)¹³⁶ submitted on Policy 29.2.3.3 requesting that the Council’s active and public plan be shown on the planning maps. This is similar to the relief sought by Active Transport Wanaka with respect to Objectives 29.2.1 and 29.2.3.¹³⁷ As previously noted, given these plans were not complete at the time of the hearings, we have recommended that the Council undertake a Variation to Chapter 29 as part of Stage 3 of the review of the PDP.
178. NZTA submitted in support of Policy 29.2.3.3 and we recommend that this submission point be accepted.
179. Policy 29.2.3.4 as notified stated as follows:

Provide for services and new linear infrastructure to be located within road corridors and, where practicable, within the road reserve adjacent to the carriageway.

180. The JEA Group submissions sought a new definition be added to the PDP of what was meant by “linear infrastructure”. This term applies within Policy 29.2.3.4 as notified, and relates to utilities constructed within road corridors. Ms Jones was of the view that for the purposes of Chapter 29 Transport, the term was largely superfluous with respect to transport, and was more relevant to the provision of utilities under Chapter 30. She recommended instead that the wording of the policy be amended to be consistent with Chapter 30, and we concur with her recommendation. Accordingly, we recommend that this submission be accepted and Policy 29.2.3.4 be amended to read as follows:

Provide for services and new linear network utilities to be located within road corridors and where practicable within the road reserve adjacent to the carriageway in a manner consistent with the provisions of Chapter 30.

181. Aurora Energy¹³⁸ and Federated Farmers of New Zealand¹³⁹ supported Policy 29.2.3.4, and we recommend that their submissions be accepted in part, having regard to the amendment made to satisfy other submissions.
182. Policy 29.2.3.5 provided for the allocation of space within the road corridor for different modes of transport. The only submission was one in support from NZTA¹⁴⁰ and we recommend the submission be accepted.
183. Policy 29.2.3.6 as notified stated as follows:

Provide for public amenities within the road in recognition that the road provides an important and valuable public open space for the community which, when well designed, encourages human interaction and enriches (sic) the social and cultural well-being of the community.

¹³⁶ Submission 2457
¹³⁷ Submission 2078
¹³⁸ Submission 2508
¹³⁹ Submission 2540
¹⁴⁰ Submission 2538

184. Submissions on this policy were received from the JEA Group submissions and from Real Journeys Group who considered that the policy was unnecessary, or that it may be used to require developers to contribute such facilities. While it is not a policy that holds a central place among the objectives and policies of Chapter 29, it does provide a policy framework for facilities that are provided within the road reserve from time to time. With respect to the concern that there may be some implied obligation on developers, we agree with Ms Jones suggestion that the words “provide for” at the start of the policy be replaced by the word “enable”. Although the submitters sought rejection of the policy, we recommend that the submissions be accepted in part as a result of the amendment.
185. Policy 29.2.3.7 provided that the incorporation of trees and vegetation within new roads be subject to road safety and operational requirements. Real Journeys Group sought that the establishment of trees and vegetation within roads be supported. Although the submissions did not appear to be on this specific policy, we consider it gives effect to the relief that is sought, and on this basis we recommend that the submissions be accepted in part.

5.4 Objective 29.2.4 and Policies

186. Objective 29.2.4 as notified stated as follows:

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

- *supports improvements to active and public transport networks;*
- *increases the use of active and public transport networks*
- *reduces traffic generation;*
- *manages the effects of the transport network on adjoining land uses and the effects of adjoining land uses on the transport network.*

187. Aurora Energy Ltd ¹⁴¹ sought an amendment to the objective to emphasise opportunities to utilise the roading network to develop infrastructure efficiently. This appears to relate to linear infrastructure such as that provided by the submitter. The objective is about the integration of land use and transport, rather than the provision of utilities. We consider that this matter has already been addressed through Policy 29.2.3.4 and accordingly recommend that the submission be rejected.
188. Ngai Tahu Property Ltd and Ngai Tahu Justice Holdings¹⁴² and Ngai Tahu Property Ltd¹⁴³ have lodged a submission that the second bullet point be amended to promote increases in the use of active and public transport networks. NZTA¹⁴⁴, consistent with other submission points, sought that the objective make reference to shared transport.
189. We agree with the submitters that it is appropriate to promote an increase in the use of public and active transport (which is supported in the policy framework), and to promote shared

¹⁴¹ Submission 2508

¹⁴² Submission 2335

¹⁴³ Submission 2336

¹⁴⁴ Submission 2538

transport. Accordingly, we recommend that these submissions be accepted and that the second subclause of the objective be amended to read:

...
promotes an increase in the use of active and public transport networks and shared transport;
...

190. Patterson Pitts¹⁴⁵ sought that as part of objective 29.2.4, the Council develop an integrated transport strategy for Wanaka. While such an exercise may well be desirable, at this point the priority to be given to such a policy, and how it would be incorporated into overall transport framework for the District has not been established. We recommend that the submission point be rejected.
191. Four submissions¹⁴⁶ were received in support of Objective 29.2.4, and given only minor changes are proposed to the wording of the objective, we recommend these be accepted.
192. Policy 29.2.4.1 as notified reads as follows:

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

193. The JEA group submissions and Real Journeys Group have sought that the policy be deleted or that the introductory word “avoid” be replaced by the word “manage”. The use of the word “avoid” effectively implies a prohibition on the activity subject to the policy; conversely the use of the word “manage” renders the policy directionless, because it implies a wide range of possible outcomes.
194. We consider it is important that the original intent of the policy be respected, in order to ensure residential amenity is maintained to ensure residential streets do not become dominated by commercial parking, but that some flexibility be provided. We recommend that the submissions be accepted in part, and the policy be reworded as follows:

That vehicle storage and parking in association with commercial activities and home occupations in residential zones be restricted to prevent adverse effects on residential amenity or the safety of the transport network. This includes restricting the storage of business-related vehicles, rental vehicles and other vehicles being parked on streets adjoining the residential zones when not in use.

195. Three submissions were received in support of the policy¹⁴⁷, and we recommend these be accepted in part, having regard to the amendment made to the policy to satisfy other submissions.

¹⁴⁵ Submission 2457

¹⁴⁶ Submissions 2520, 2151, 2467 and 2040

¹⁴⁷ Submissions 2381, 2376 and 2538

196. There was one submission lodged on Policy 29.2.4.2 (incorrectly allocated to Policy 29.2.4.3). Real Journeys Group sought that the policy allow lower levels of accessory parking set out in Table 29.5 where demand can be shown to be lower and/or where initiatives to encourage alternative travel methods or travel are proposed. As notified, the policy read as follows:

Ensure that commercial and industrial activities that are known to require storage space for large numbers of vehicles provide adequate vehicle parking either onsite or in an offsite car park and do not store vehicles on roads.

197. The submission appears to raise issues that are unrelated to the intent of this policy, and which are addressed elsewhere in these recommendations. We recommend that this submission be rejected.

198. Policy 29.2.4.3 sought to promote the uptake of public and active transport by requiring large-scale commercial, health, community, and educational activities to provide bicycle parking, and associated facilities while acknowledging that such provision may be unnecessary in some instances due to the specific nature or location of the activity. Submissions in support of the policy were received from the Ministry of Education¹⁴⁸, and NZTA¹⁴⁹, and we recommend that these be accepted.

199. Policy 29.2.4.4 related to the effects of high trip generating activities on the transport network, and the policy attracted a significant number of submissions, although not to the extent of its companion rule 29.4.10. The Policy as notified stated as follows:

Avoid or mitigate the adverse effects of high trip generating activities on the transport network by assessing the location, design, and the methods proposed to limit increased traffic generation and promote the uptake of public and active transport, including by:

- a. demonstrating how they will help reduce private car travel and encourage people to walk, cycle, or travel by public transport, including by:*
- b. preparing travel plans containing travel demand management techniques and considering lower rates of accessory parking;*
- c. contributing toward well-connected public and active transport infrastructure or, where planning for such infrastructure is not sufficiently advanced, providing space for such infrastructure to be installed in the future;*
- d. providing public transport stops located and spaced in order to provide safe and efficient access to pedestrians who are likely to use each stop; and*
- e. providing less accessory parking than is required by Table 29.5 in conjunction with proposing other initiatives to encourage alternative modes of travel.*

200. Ngai Tahu Properties and Ngai Tahu Justice Holdings Ltd¹⁵⁰ sought that the introduction to the policy be amended as follows:

¹⁴⁸ Submission 2151

¹⁴⁹ Submission 2538

¹⁵⁰ Submission 2335

Avoid or mitigate the adverse effects of high trip generating activities on the transport network by taking into account the location, design, and the methods proposed to limit increased traffic generation and promote the uptake of public and active transport. These methods may include (but not be limited to):

...

201. Ngai Tahu Property Ltd ¹⁵¹ lodged a very similar submission and also sought the removal of clause (d). NZTA¹⁵², as with its other submissions, sought that reference be made in the policy to shared transport.
202. The JEA Group submissions and Real Journeys Group sought that the policy be deleted or allow lower levels of accessory parking than set out in Table 29.5 where demand can be shown to be lower and/or where initiatives to encourage alternative travel methods or travel are proposed (or similar).
203. Concerns were raised with this policy, particularly by Ngai Tahu, on the basis that it was directive, and that it contained what were effectively assessment matters, set out in the policy as “methods” to encourage alternatives to activities giving rise to high traffic generation. There were also concerns that the policy was intended to form a basis for financial contributions. The initial response from the reporting officers was to amend the policy and subclauses (a) – (e), but later it was recommended that the policy itself be simplified to focus on mitigating the adverse effects of high traffic generating activities, and that the “methods of doing so be addressed through assessment matters”¹⁵³. These are addressed further in this report.
204. We accept Ms Jones’ recommendation¹⁵⁴ that the policy be re-drafted, including the deletion of subclauses (a) – (e), so as to read as follows:

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

205. Accordingly, we recommend that the submissions of Ngai Tahu Properties and Ngai Tahu Justice Holdings, and of the submitters in support be accepted in part allowing for amendments made to the policy. We recommend that the submissions of the JEA Group and Real Journeys Group be rejected on the basis that the policy is focused on high traffic generation activities and not parking; similarly we recommend the rejection of the submission from NZTA on the basis that the focus of the policy is not shared transport.

206. Policy 29.2.4.5 stated as follows:

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

¹⁵¹ Submission 2336

¹⁵² Submission 2538

¹⁵³ Proposed Rule 29.8.7

¹⁵⁴ V Jones, Reply Evidence, paragraph 7.2

207. The JEA Group submissions offered qualified support to the policy, through submitting that such reduced parking requirements could also apply in more accessible parts of the District. This was not further developed during the hearings in terms of an alternative policy wording, and we recommend that the submission be accepted in part. Five submissions were received in support of the policy¹⁵⁵, and we recommend that these be accepted.
208. There were no submissions on Policy 29.2.4.6. We recommend this policy be adopted as notified.
209. Policy 29.2.4.7 related to additional access points onto the State Highways and arterial roads. This was supported by New Zealand Transport Agency¹⁵⁶, and we recommend that this submission be accepted.
210. Policy 29.2.4.8 as notified reads as follows:
- Require any large-scale public transport facility or Park and Ride to be located, designed, and operated in a manner that minimises adverse effects on the locality and, in particular, on the amenity of adjoining properties, while recognising that they are an important part of establishing an effective transport network.*
211. Real Journeys Group sought that the policy be amended by changing the word “minimises” to “managed”. In the context of this policy, we do not support the adoption of the word “managed” as this provides no qualitative or quantitative guidance as to how the policy would be implemented. Instead we recommend that the word be amended to “mitigates” which more closely accords with the wording of section 5(2)(c) of the Act, and on this basis, that the submissions be accepted in part.
212. Finally, Policy 29.2.4.9 as notified stated as follows:
- Ensure the location, design, and layout of access, manoeuvring, car parking spaces and loading spaces of vehicle orientated commercial activities, such as service stations and rural selling places, avoids or mitigates adverse effects on the safety and efficiency of the adjoining road (s) and provides for the safe movement of pedestrians within and beyond the site, taking into account:*
- a. The relative proximity of other accesses or road intersections and the potential for cumulative adverse effects; and*
 - b. The ability to mitigate any potential adverse effects of the access on the safe and efficient functioning of the frontage road.*
213. Z Energy Ltd, BP Oil New Zealand Limited, Mobil Oil New Zealand Limited (the Oil Companies) sought that the words “beyond the site” be removed. NZTA sought that the words “frontage road” be replaced with the words “transport network”.

¹⁵⁵ Submissions 2493, 2520, 2335, 2336 and 2136

¹⁵⁶ Submission 2538

214. Ms Jones observed that the term “transport network” is aligned with the wording used in matters of discretion in Chapter 29, while the policy wording itself refers to “adjoining roads(s)”¹⁵⁷. We agree that this wording already addresses concerns about the ambit of the policy and that the submission point be rejected. We recommend that the words “frontage road” be replaced by the words “transport network” and that the submission of NZTA be accepted.

5.5 Summary of Recommendations on Objectives and Policies

215. Having considered the submissions and the evidence before us, we have concluded that the objectives we have recommended above are, to extent provided by scope in the submissions, the most appropriate way to meet the purpose of the Act when dealing with transport.

216. We are satisfied that, within the scope available, the policies we are recommending are the most appropriate to achieve the objectives of the PDP.

6 SECTION 29.3 - OTHER PROVISIONS AND RULES

6.1 29.3.2 Advice Notes – General

217. This is a brief introductory section to the Rules which contains three ‘Advice Notes’. Clark Fortune McDonald and Associates have opposed the clause in its entirety¹⁵⁸. Subclause (a) of this provision makes reference to the Council’s Land Development and Subdivision Code of Practice, which is a matter of concern to the submitter. This is dealt with later in this report, and in the meantime we recommend that this submission point be rejected.

218. QAC¹⁵⁹ have requested that an additional advice note be added stating that “*where inconsistency arising between the transport provisions of Chapter 17 and Chapter 29, Chapter 17 shall prevail*”. The submitter’s concern is primarily related to parking.

219. The situation here is somewhat complex. Ms Jones noted that¹⁶⁰:

“In this respect, parking ancillary to any activity or service that provides support to the airport is an Airport Related Activity and therefore permitted pursuant to rule 17.4.1 and any parking that is unrelated to the airport is restricted discretionary pursuant to Rule 17.4.4 by virtue of the definition of airport related activity, all land transport activities (such as park-and-ride and public transport facilities) would also be permitted”.

220. She went on to say that under Rule 17.3.2.6 activities undertaken within, or within the immediate environs of Queenstown airport terminal, are exempt from complying with minimum parking requirements in Chapter 29. Given this, she considered that all parking associated with airport activity was permitted by Chapter 29, and the relief sought was not

¹⁵⁷ V Jones, Section 42A Report paragraph 13.1

¹⁵⁸ Submission 2297

¹⁵⁹ Submission 2618

¹⁶⁰ V Jones, Section 42A Report, paragraphs 14.11 to 14.13

necessary, but she did consider it would be appropriate to amend Rule 29.9.1 to clarify that there was a nil minimum accessory parking requirement in relation to the Queenstown Airport Terminal, consistent with Rule 17.3.2.6. We agree with this conclusion, and on that specific basis the submission is recommended to be accepted in part. The matter of parking in the Airport Zone is also addressed later in Section 10 of these recommendations.

6.2 29.3.3 General Rules

221. Aurora Energy Ltd¹⁶¹ requested that Rule 29.3.3 be retained. We recommend that this submission be accepted in part, having regard to amendments made to the various components of the rule as discussed in the following paragraphs of this report.

222. Rule 29.3.3.1 as notified reads as follows:

Any land vested in the Council or the Crown as road, shall be deemed to be a “road” from the date of vesting or dedication and subject to all the provisions that apply to roads, as outlined in Table 29.2 and Table 29.4; and

- a. *Any zoning, including subzones, ceases to have effect from the time the land is vested or dedicated as road; and*
- b. *Any provisions relating to overlays such as the Special Character Area, Outstanding Natural Landscape, Outstanding Natural Feature, Rural landscape, Significant Natural Area, Protected Trees, and listed heritage buildings, structures, and features continue to have effect from the time the land is vested or dedicated as road.*

223. The JEA Group, and Real Journeys Group opposed the rule on the basis that it lacked clarity, and needed to include a specific list of overlays instead of relying on examples under the words “such as”.

224. Ms Jones stated she agreed with the submitters recommending that the wording be changed to refer to identified features. She also contended that Rule 29.3.3.1 (b) potentially duplicated notified Rules 29.3.3.4 and 29.3.3.5, and recommended that these rules be relocated under Rule 29.3.3.1 with minor wording amendments to improve clarity. This proposed response to submissions was not raised any further in evidence by any party. We recommend that the submissions be accepted, and Rule 29.3.3.1 be amended as follows:

Any land vested in the Council or the Crown as Road, shall be deemed to be a “road” from the date of vesting or dedication in and subject to all the provisions that apply to roads, as outlined in Table 29.2; and

- a. *At the time the land is vested or dedicated as road, the land shall no longer be subject to any zone provisions, including sub zone provisions; and*
- b. *The following overlays and identified features shown on the planning maps continue to have effect from the time the land is vested or dedicated as road;*

- (i) *The Special Character Area*

¹⁶¹ Submission 2508

- (ii) the Outstanding Natural Landscape, Outstanding Natural Feature, and Rural Landscape classifications;
 - (iii) Significant Natural Areas
 - (iv) Protected trees; and
 - (v) Listed heritage buildings, structures, and features.
- c. All rules in the district wide chapters that refer specifically to roads take effect from the time the land is vested or dedicated as road; and
- d. All district wide provisions that are not zone specific but rather apply to all land within the District, shall continue to have effect from the time the land is vested or dedicated as road.
225. As a consequential amendment, notified Rules 29.3.3.4 and 29.3.3.5 are moved to the following section on 'Advice Notes' and renumbered as clauses 29.3.3.1 (c) and (d).
226. Rule 29.3.3.2 addresses circumstances upon roads being stopped. Darby Planning LP¹⁶² and Hanley Downs Farm Holdings Ltd, and Henley Downs Land Holdings Ltd¹⁶³ sought that this rule be consistent with the process under Chapter 37 (Designations).
227. The provisions under Chapter 37 relating to road stoppings are proposed to be deleted as part of variations made to a number of Stage 1 Chapters, including Chapter 37 designations. The background to this matter was explained to us as follows¹⁶⁴:
- "The issue highlighted by submitters is whether it is appropriate to rely on a rule that states that "all roads are deemed to be designated for the purpose of road" (as in the ODP and notified in Stage 1 PDP) or establish new rules that deem the land to be 'road' once it is vested (and then apply particular rules to that land/road). While Chapter 37 of the PDP relies on rules which deem any new road to be designated, and therefore exempt from the underlying zone provisions, counsel for the Council during the Stage 1 hearings confirmed that the deeming rule in Chapter 37 is ultra vires."*
228. She said that it was considered preferable (based on the section 32 evaluation) to rely on the definition of "road" to trigger rules rather than deeming all roads to be designated, or deeming land vested as roads to be within a specified zone. She also contended that as the enabling rules in Table 29.2 take effect from the time land is vested as road, regulatory control is similar to that which would take place under Chapter 37 if it were *vires*. We noted this background and accept the reasoning put forward by Ms Jones, and recommend that the submissions be rejected.
229. Transpower New Zealand¹⁶⁵ supported Rule 29.3.3.5. As discussed above in paragraphs 201 – 205, this rule is to be incorporated as a subclause (with unchanged wording) under Rule 29.3.3.1. It is recommended that this submission point be accepted.
230. Rule 29.3.3.6 as notified stated as follows:

¹⁶² Submission 2376

¹⁶³ Submission 2381

¹⁶⁴ V Jones, Section 42A Report, paragraphs 9.5 – 9.7

¹⁶⁵ Submission 2442

Activities on zoned land outside of roads are subject to the zone – specific provisions. The provisions relating to activities outside roads in this chapter do not override those zone specific provisions.

231. QLDC¹⁶⁶ requested that the relevant provisions be amended to clarify that the status of listed activities in Chapter 29 (for instance park-and-ride facilities) are not affected by rules for non-listed activities located in the various zones¹⁶⁷. We have dealt with this issue in Section 3 above.
232. Consequently, we recommend that the submission of QLDC be accepted. As a result of preceding Rules 29.3.2.4 and 29.3.2.5 being moved to the following section on Advice Notes, Rule 29.3.2.6 is renumbered 29.3.2.4.

7 SECTION 29.4 – RULES - ACTIVITIES

7.1 Table 29.1 - Transport related activities outside a road

7.1.1 Rules Not Subject to Submissions or Supported

233. There were no submissions on Rules 29.4.1, 29.4.2 or 29.4.4. We recommend they be adopted as notified.
234. The only submission on Rule 29.4.5 was that of NZTA¹⁶⁸ in support of the rule. We recommend its submission be accepted and the rule be adopted as notified.

7.1.2 Rule 29.4.3 – Parking

235. Rule 29.4.3 provided that parking associated with activities under Table 29.5 is permitted other than where listed elsewhere in this table. A submission opposing this rule was received from Nona James¹⁶⁹. This is one of a number of submission points on the same issue raised by this submitter, who consistently opposed relaxation of parking standards. This matter is addressed further with other parking related submissions on Table 29.5 later in this report. We recommend the submission be rejected.

7.1.3 Rule 29.4.6 – Off-Site Parking & Rule 29.4.7 – Non-accessory Parking

236. Notified Rule 29.4.6 regulated *off-site parking provision* in the BMUZ and the LSCZ; notified Rule 29.4.7 concerned *non-accessory parking*. Real Journeys Group submitted on the rules in Part 29.4 on the basis that coach parking facilities need to be provided for in the rules framework. We note that coach parking on roads is only allowed within authorised parking spaces and is only allowed in specified areas of the District between midnight and 5AM under Council bylaws.
237. Ms Jones was of the opinion¹⁷⁰ that while restricted discretionary activity status for off-road parking for coaches was appropriate in most zones, she considered that coach travel is an efficient travel mode which should be encouraged and it would be appropriate to amend Chapter 29 to better provide for off-site and non-accessory coach parking in the more

¹⁶⁶ Submission 2239

¹⁶⁷ V Jones, Section 42A Report, paragraph 14.9

¹⁶⁸ Submission 2538

¹⁶⁹ Submission 2238

¹⁷⁰ V Jones, Section 42A Report, paragraphs 12.51 – 12.53

‘permissive’ LSCZ and BMUZ by way of controlled, rather than restricted discretionary activity, status. She also argued that this would better achieve recommended Policy 29.2.1.7, addressed earlier in Section 5.1.

238. We agree with Ms Jones’ reasoning and recommend a new Rule 29.4.6 (with subsequent renumbering of notified rule numbers) reading as follows:

29.4.6	<p>Off-site and non—accessory parking used exclusively for the parking of coaches and buses in the Business Mixed Use Zone and Local Shopping Centre Zone</p> <p>Control is reserved over:</p> <ul style="list-style-type: none"> a. Design, external appearance, and landscaping and the resultant potential effects on visual amenity and the quality of the streetscape; b. Effects on the amenity of adjoining sites and compatibility with surrounding activities; c. The size and layout of parking spaces and associated manoeuvring areas. 	C
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239. We recommend that the submission of Real Journeys Group be accepted.
240. We acknowledge that coach parking creates challenges within parts of the District, but accept that it is an efficient travel mode in comparison with the demands on space required by reliance on private vehicles. There is also a balancing requirement with respect to the potential impacts of coach parking, having regard to surrounding activities, the amount of space required for such parking, the effects on streetscape, landscaping matters and the ability to retain visual amenity. Although not a complete solution, we consider that on balance it would be appropriate to make more specific provision for coach parking in Chapter 29 in the manner suggested by Ms Jones.
241. Notified Rule 29.4.6 was supported by Ngai Tahu Property¹⁷¹ and Rule 29.4.7 was supported by NZTA. We recommend that those submissions be accepted in part on the basis of amendments made with respect to the Real Journeys Group submissions.
242. QLDC sought an additional subclause be added to notified Rule 29.4.7 to include as a matter of discretion the provision of electric vehicle charging points/parking spaces. We consider it is appropriate that such provision is not mandatory, but that it may be taken into account, particularly as the use of such vehicles increases in the future over the life of the PDP. We recommend that the submission point be accepted, and an additional matter of discretion added as follows:

The provision of electric vehicle charging points/parking spaces.

243. We recommend the introduction to notified Rule 29.4.6 (renumbered 29.4.7) be amended as a consequence of adding new Rule 29.4.6, to read:

¹⁷¹ Submission 2336

Off-site parking areas in the Business Mixed Use Zone and Local Shopping Centre Zone, excluding off-site parking used exclusively for the parking of coaches and buses.

244. Also as a consequence of adding new rule 29.4.6, we recommend adding an additional paragraph to the introduction to notified Rule 29.4.7 (renumbered 29.4.8) reading as follows:

Non—accessory parking excluding:

...

- b. non—accessory parking used exclusively for the parking of coaches and buses in the Business Mixed Use Zone and Local Shopping Centre Zone.

7.1.4 Rule 29.4.8 – Park and Ride, Public Transport Facilities

245. Notified Rule 29.4.8 provided for park-and-ride and public transport facilities as a restricted discretionary activity, and under Rule 29.7.2 applications for these activities would not be publicly notified.

246. B Giddens¹⁷² and McBride Street Queenstown¹⁷³ sought provision for public transport facilities to be a controlled activity on the submitters' site being located at 14, 16, 18, 18B and 20 McBride Street Frankton. We do not consider that a site-specific exception should be provided to the rule relating to the establishment of such facilities, as the combination of restricted discretionary activity status and the exemption from public notification already provide a liberal consenting environment. We recommend that the submissions be rejected.

247. The Frankton Community Association¹⁷⁴ sought that that Park and Ride facilities be reclassified as a fully discretionary activity. The basis for the submission was the Association's contention that park-and-ride facilities can have an adverse environmental effect on green spaces, that it is questionable that there is a long-term reduction in traffic levels, they are very expensive to develop, can divert patronage from bus services and other forms of transport, and result in more trips from greater distances. Mr Glyn Lewis presented evidence for the Association, in which he referenced a study undertaken in 1995¹⁷⁵.

248. The Council's evidence failed to respond to the specific points raised by the Association in any detail¹⁷⁶, except to emphasise the efficiency of having a streamlined consent process for such facilities. The assessment criteria under the rule are quite comprehensive, although they would provide only a limited ability to assess the effectiveness of park-and-ride as a traffic management tool.

249. We did see some merit in the points for forward by Mr Lewis. However we were made aware that the Council and NZTA are in the early stages of transport planning exercises relating to the planning of transport and the Frankton area. There is a park-and-ride facility there associated with Queenstown Airport, but we heard no evidence as to the effectiveness or otherwise of this, and we note that the study relied on by Mr Lewis is nearly 25 years old. We are also

¹⁷² Submission 2585

¹⁷³ Submission 2593

¹⁷⁴ Submission 2369

¹⁷⁵ Parkhurst, G (1995). Park and Ride: Could it lead to an increase in traffic? Transport Policy, 2 (1), 15 – 23.

¹⁷⁶ V Jones, Section 42A Report, paragraphs 11.18 – 11.19

reluctant to impose a different status for park-and-ride facilities on one hand, and public transport facilities on the other, given that both can be subject to arguments as to their effectiveness. After weighing these factors, we recommend that this submission be rejected.

250. Queenstown Park Ltd¹⁷⁷ and Remarkables Park Ltd¹⁷⁸ supported notified Rule 29.4.8 but sought that an additional matter of discretion be added with respect to ‘reducing reliance on vehicles and roads’. We consider this is already addressed by reference to the policy framework, notably Policies 29.2.2.1, 29.2.2.2, 29.2.2.3 and 29.2.2.8, and recommend that the submission point be rejected.

251. QLDC¹⁷⁹ requested that an additional matter of discretion be added to notified Rule 29.4.8 (renumbered 29.4.9) relating to provision for electric vehicles. This is similar to the relief sought on notified Policy 29.4.7 (renumbered 29.4.8) above. We recommend this submission be accepted as being appropriate to park-and-ride facilities and that the following additional matter of discretion be added:

The provision of electric vehicle charging points/parking spaces.

252. NZTA supported the rule, and we recommend that their submission be accepted.

7.1.5 Rule 29.4.9 – Rental Vehicle Businesses

253. Notified Rule 29.4.9 provided for rental vehicle ‘businesses’ as a restricted discretionary activity in those zones where commercial activities are permitted. QAC¹⁸⁰ sought that the policy be deleted, or not applied within the Airport Zone. The JEA Group submissions have sought that the rule be clarified, or alternatively set out under each set of relevant zone rules. As notified, the introduction to the rule read as follows:

Rental vehicle businesses in all zones where commercial activities are permitted.

254. We consider the rule as a subset of the parking provisions and as such, properly belongs in Chapter 29. However, we think there is some force in the submitter’s arguments that the application of the rule is a little unclear. The activity is permitted under the PDP in the Town Centre, Local Shopping Centre, Business, and Airport zones. We consider that an amendment to the wording will assist in clarifying the matter, and that the introduction to the rule be amended to read:

Rental vehicle businesses in those zones where commercial activities are permitted.

255. Turning to the QAC submission specifically, Mr Kyle in his evidence to the hearing contended that Rule 17.4.4 in Chapter 17 (Airport Zone) provided for rental car activities as a permitted activity, based on the definition of an “Airport Related Activity”¹⁸¹. Accordingly he concluded that there was a conflict between the provisions of Chapter 29 and the provisions of Chapter

¹⁷⁷ Submission 2462

¹⁷⁸ Submission 2468

¹⁷⁹ Submission 2239

¹⁸⁰ Submission 2618

¹⁸¹ Kyle, EiC, paragraph 7.7 – 7.10

38. In her rebuttal, Ms Jones emphasised that where commercial activities are a permitted activity, the rule specifically sought to ensure there were no ‘spillover’ effects into adjoining streets, hence the requirement for consent as a restricted discretionary activity. She added that most of the land within the Airport Zone was designated, implying that Queenstown Airport would not be subject to the notified Rule 29.4.9 except on land that fell outside the area covered by the designation.

256. Taking into account the fact that land outside the designation should be subject to the rules applicable to activities generally, we recommend that the submission point be rejected.

7.1.6 Rule 29.4.10 – High Traffic Generating Activities

257. Notified Rule 29.4.10 had the title of ‘High Traffic Generating Activities’, and arguably generated more submissions than any other single rule in Chapter 29. As notified, it read as follows:

Any land-use or subdivision activity that exceeds the traffic generation standards set out in Table 29.6.

Discretion is restricted to:

Effects on the transport network, including as a result of:

- *any proposed travel planning, provision of alternatives to private vehicle, or staging of development;*
- *any proposed improvements to the local transport network within or beyond the site, including proposed additions or improvements to the active and public transport network and infrastructure and the roads themselves, in accordance with Council standards and adopted infrastructure network development plans either within or beyond the site. This may be required by direct construction activities, or by collecting funds towards a wider project that would achieve the modal shift aim of the specific development, as promoted in the application;*
- *the amount, design, and location of cycle parking, e–bicycle charging areas, showers, changing rooms and lockers provided;*
- *the amount of accessory parking and any non-accessory parking proposed; and*
- *the design of the site and/or its frontage in regard to its ability to accommodate any proposed public transport infrastructure proposed by Council;*
- *the provision or upgrading of pedestrian and cycle infrastructure; and*
- *the provision of a Travel Demand Management Plan.*

258. The rule operates in conjunction with Table 29.6 which sets threshold levels for various activities which determine what constitutes a high traffic generating activity. For example, a threshold of 50 dwellings is set for residential activity.

259. Submissions in opposition to the rule were received from Willowridge Developments Limited¹⁸², the JEA group submissions and Real Journeys Group; the Safari Group of Companies¹⁸³, Ngai

¹⁸² Submission 2408

¹⁸³ Submission 2339

Tahu Properties and Ngai Tahu Justice Holdings¹⁸⁴, Ngai Tahu Properties¹⁸⁵ Henley Downs Farm Holdings Ltd¹⁸⁶, Darby Planning LP¹⁸⁷, Queenstown Central¹⁸⁸, and QAC¹⁸⁹.

260. There were a number of common themes raised in the submissions. The most significant one was an objection that the high traffic generation rule effectively required developers to go through a further consent procedure, when the traffic impacts of their activity had already been considered earlier at the time of the zoning, land use consent, or subdivision. Mr Carr, on behalf of Ngai Tahu Properties and Ngai Tahu Justice Holdings made the following observation:

“In considering this part of the submissions, my involvement in previous presentations to the Hearing Panel means I am aware that Officer (or Council consultant) recommendations on land zoning have been informed by transportation modelling, which in turn is based on the traffic generated by the rezoning sought. It would be highly inconsistent in my view for the Council to adopt this approach to evaluate requests for land rezoning, only to then require remodelling of the same type and extent of development and future while retaining the ability to decline any application”¹⁹⁰.

261. The second objection was that the rule effectively provided a platform for additional financial contributions over and above those required under the Local Government Act. There was also concern that the thresholds to determine a high traffic generator were set at an unrealistically low level (this is addressed later in this report when we consider submissions on Table 29.6). It was claimed that the thresholds would result in perverse outcomes – for example a residential developer would undertake a staged development of only 49 units to avoid being captured by the rule. Ngai Tahu Property proposed that the rule be amended to delete the detail listed under the matters of discretion.
262. Willowridge Developments objected to the application of the high traffic generator rule in the context of Wanaka, which had no public transport provision. Henley Downs Farm Holdings Ltd and Darby Planning LP pointed out that the development of Jacks Point was proceeding on the basis of an established structure plan, with agreed access arrangements to the State Highway, and that traffic generation issues were already addressed through subdivision and land use rules under Chapters 27 (Subdivision) and 41 (Jacks Point). The submitters sought a simple exclusion from the application of the rule, as did Queenstown Central.
263. In her evidence, Ms Leith for Ngai Tahu recommended that additional matters of discretion should be applied to any land-use or subdivision activity including whether the activity is permitted in the zone, whether the site is already accessible by a range of transport modes, and the scale of the proposed activity. She recommended that requirements such as proposed travel planning, provision of alternatives to the private vehicle, or the collection of funds towards a wider project that would achieve modal shift, should be removed from the matters of

¹⁸⁴ Submission 2335

¹⁸⁵ Submission 2336

¹⁸⁶ Submission 2381

¹⁸⁷ Submission 2376

¹⁸⁸ Submission 2560

¹⁸⁹ Submission 2618

¹⁹⁰ A Carr, EIC, paragraph 3.5

discretion. Both Ms Leith and Mr Carr queried why the thresholds for visitor accommodation were set at a higher level than residential development.

264. Mr Crosswell agreed in principle that the high traffic generation provisions should be modified to include reference to 'new' development, as did Ms Jones¹⁹¹, but there was some uncertainty as to what this might mean.

265. Mr Carr helpfully drew attention to high traffic generating rules in both the Auckland Unitary Plan, and the Christchurch City District Plan, both recently developed through rigorous hearing processes. In her reply evidence, Ms Jones was critical of the provisions in the Auckland Unitary Plan and in the Christchurch District Plan, describing them as:

*"... confusing, open to interpretation, and raise questions as to whether it is appropriate for the activity status of an application to be determined on the basis of whether it is being undertaken in accordance with an existing resource consent that involves a similar level of activity"*¹⁹².

266. In both cases high traffic generation provisions do not apply in the central part of the urban areas of each city, and caution is required in drawing comparisons with the environment in Queenstown Lakes District.

267. One significant change put forward by Council officers during the hearings was that the minimum parking standard should not be applied to high traffic generating activities. This was explained in Mr Crosswell's evidence:

*"... the appropriate amount of parking for an HTGA should be the subject of the integrated transport assessment (ITA) and assessed during the resource consent process. This is reflected in the inclusion of 'the amount of accessory parking and any non-accessory parking proposed' in the matters for discretion in Rule 29.4.10 of the notified version of the PDP. The intent of including this matter is so that, rather than requiring HTGA's to meet a relatively blunt MPR standard which might unnecessarily stymie potential developments, travel to the development can be considered in a more contextual and holistic way"*¹⁹³.

268. While we were not entirely persuaded by the parking philosophy espoused by Mr Crosswell, given the proposed exclusion from minimum parking requirements is within the context of assessing a heavy traffic generating activity, we considered this would be an appropriate approach. Consequentially an amendment is required to Rule 29.5.1.

269. Mr Crosswell was sympathetic to QAC's request to be excluded from the rules on the basis that activities within the zone are subject to specific regulation; non-airport related activities are subject to at least restricted discretionary activity status, and the site is designated and subject to the provisions of Part 8 of the Act. He remained concerned however that travellers' accommodation was being sought by the submitter for inclusion under the definition of airport related activities. He also did not favour an exclusion for Jacks Point on the grounds that the controlled activity status applying to most subdivision and development gave the Council

¹⁹¹ V Jones, Rebuttal Evidence, paragraph 3.7

¹⁹² V Jones, Reply Evidence, paragraph 2.18

¹⁹³ S Crosswell, EiC, paragraph 6.11(a)

limited scope for discretion, particularly with respect to the more than 30ha of land identified for development as the Village Centre and for Education purposes.

270. He also challenged the claim that residential development was disadvantaged vis-a-vis travellers' accommodation, noting that the former tended to generate greater peak volumes.
271. We consider some submitters have gone too far in arguing that if an activity is permitted within a zone, then it can be assumed that the traffic effects have been taken into account. District Plans typically list permitted activities which are nevertheless subject to standards, relating to their scale and intensity, which may result in those activities requiring consent, and in some cases resulting in consent being declined. We consider that high traffic generation rules are little different than other performance-based standards which typically apply to permitted activities. Perhaps one good illustration of this point is the proposed Jacks Point Village, which comprises a substantial 24ha area where the ultimate mix of activities and likely traffic generation has yet to be determined. Indeed, we note that the decisions on Chapter 41 Jacks Point (subject to appeal) require the inclusion of a Comprehensive Development Plan for the Village into the PDP. To that extent we agree with Ms Jones' comment that where traffic assessments have been undertaken at a 'high level' and over a wide area, caution has to be exercised in simply relying on the fact that the land has been zoned.
272. Similarly, we note that reliance on the subdivision consent process does not necessarily provide adequate consideration of traffic generation, and the ambit of subdivision rules does not extend to the consideration of traffic effects, transport or traffic generation, but much more limited matters such as subdivision design, and internal roading design¹⁹⁴.
273. While the concept of high traffic generation standards have been introduced more recently than many other performance-based rules in district plans, they are now well-established in district plans of the country's two largest territorial authorities.¹⁹⁵ Queenstown Lakes District experiences very high levels of growth more typical of larger local authorities.
274. Accordingly we accept that it is appropriate for the District Plan to contain high traffic generating rules; the issue is properly where their application can be justified. Again, allowing for some caution, we note that the Auckland Unitary Plan set standards for "new" development. The Christchurch City District Plan contains a clause stating:
- "If an Integrated Transport Assessment has already been approved for the site as part of a granted resource consent then these rules do not apply to any development which is within scope of that Integrated Traffic Assessment and in accordance with the resource consent, unless the resource consent has lapsed"*.¹⁹⁶
275. The rules also provide an exclusion for existing activities with access to urban and rural roads that existed prior to the Plan becoming operative. We are satisfied that the high traffic generation requirement should be confined to new development, which we consider will go some way towards addressing the primary concerns raised in opposing submissions.

¹⁹⁴ Chapter 27 Decisions version, Rules 27.5.7 and 27.5.8.

¹⁹⁵ Christchurch City District Plan, Rule 7.4.3.10 and Auckland Unitary Plan, Standard E 27.6.1

¹⁹⁶ Christchurch City District Plan, Rule 7.4.3.10 (d) (ii).

276. It was also apparent that submitters were concerned that some of the seven subclauses accompanying the policy were effectively couched as signalling potential financial contributions as a matter of policy. We agree with the Council that the act of rezoning land may not take into account the need for roading improvements (or improvements to active transport networks) that may become more apparent through the subsequent land-use and subdivision process. Nevertheless we consider there is some justification for the concerns that the notified policy could be interpreted as requiring additional contributions beyond the subdivision and land use consent stages. The intention behind the rule is to require infrastructure upgrading in circumstances where the additional demands created by new development may require physical works to be undertaken in the vicinity of the site.
277. A number of submitters were concerned about the geographical ambit of works that might be required beyond the site to address the effects of high traffic generating activities. We do not agree with the notion that it should be confined to being *within* the site, nor do we think it should be couched in terms of being ‘beyond’ the site which has a potentially infinite meaning. We consider the appropriate wording for notified Rule 29.4.10 should be “in the vicinity” of the site.
278. Having heard extensive evidence and the responses of the reporting officers to this evidence, we recommend that notified Rule 29.4.10 be amended by removing the list of matters of discretion, as suggested in the submission by Ngai Tahu Property Limited. We consider that the policy criteria are best listed separately as matters of discretion for high traffic generating activities as a restricted discretionary activity. This is subsequently addressed under notified Rule 29.8.7.1. In the meantime, we propose that Rule 29.4.10 be renumbered 29.4.11 and truncated to read as follows:

29.4.11	Any new land-use activity, including changes in use, or subdivision, that exceeds the traffic generation standards or thresholds set out in Table 29.6. Discretion is restricted to effects on the transport network in the vicinity of the site.	RD
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279. We go on to discuss the high traffic generation thresholds further in addressing submissions on Rule 29.10, Table 29.5 (as renumbered). Noting our proposal to liberalise the rule, in circumstances where the rule has application we also go on to discuss proposed assessment matters to be taken into account in circumstances where a resource consent application is sought in respect of Rule 29.6.1 as renumbered.
280. In the meantime we recognise that a number of submissions have sought exclusions from the policy (e.g. QAC, Jacks Point, Wanaka). We have concluded that the appropriate course of action is to recommend that all of the submissions in opposition be accepted in part, to the extent that the policy will now only apply to “new” development.
281. NZTA¹⁹⁷ requested that notified Rule 29.4.10 be amended to take into account the effects of high traffic generating activities on the state highway. We consider that the amendments

¹⁹⁷ Submission 2538

recommended to the policy as set out above address this concern which refers to “the transport network” and is thus inclusive, and that the submission be accepted in part.

282. Queenstown Lakes District Council requested that notified Rule 29.4.10 also be amended to make provision for electric vehicle charging points/parking spaces. Given that the policy is now recommended to be applied in more general terms to the transport network, it is recommended that this submission be rejected.

7.1.7 Rule 29.4.11 – Parking Not Listed

283. Notified Rule 29.4.11 provided that parking for any activity not listed in Table 29.5 is a discretionary activity. A number of submissions¹⁹⁸ expressed concern about default Rule 29.4.11 as any activity not listed in Table 29.5 would default to being fully discretionary under this rule, in contrast to the comparable provision in the ODP, which exempts any parking associated with any permitted or controlled activity. We recommend that this be addressed through an amendment to this rule, renumbered as Rule 29.4.12, so that it reads as follows:

29.4.12	Parking for any activity not listed in Table 29.5 and the activity is not a permitted or controlled activity within the zone in which it is located.	D
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284. NZTA sought that notified Rule 29.4.11 be accepted. We recommend that the submission be accepted in part reflecting the above amendment.

7.2 Table 29.2 Activities within a Road

7.2.1 Rule 29.4.12 – Activities Listed in Table 29.2 Permitted

285. Notified Rule 29.4.12 stated that activities that were listed in Table 29.4 as permitted activities and which complied with all relevant standards in Table 29.4 were a permitted activity. Later in this report, in Section 7.4, we address submissions raised on Table 29.4 which contains rules relating to activities undertaken within roads, and for the reasons explained there, have recommended that Table 29.4 be deleted. Accordingly, Rule 29.4.12 becomes redundant and we recommend it to be consequentially deleted. There were no submissions on this rule.

7.2.2 Rule 29.4.13– Activities Not Listed in Table 29.2 & Rule 29.4.14 - Transport Infrastructure

286. Rule 29.4.13 specifies that activities not listed in the table are fully discretionary (in contrast to those subject to notified Rule 29.4.12, being linked to compliance with standards in Table 29.4). C Dagg¹⁹⁹ sought that any activities not listed in the table be non-complying in status and complained that the word “infrastructure” was too vague under Rule 24.4.14. The submitter was of the view that the ‘catch all’ nature of the rules lacked sufficient justification, although we heard no evidence from the submitter to expand on this point. Typically, activities which have not been ‘anticipated’ and incorporated into a list in a plan (such as those activities listed in Table 29.5) are afforded discretionary status, which gives the Council the ability to fully assess an activity and to approve or decline it as appropriate. We recommend the submission point be rejected.

¹⁹⁸ Submissions 2492, S2195, 2194 and 2660

¹⁹⁹ Submission 2586

7.2.3 Rule 29.4.15 – Public Amenities

287. There were no submissions on Rule 29.4.15. We recommend it be adopted as notified.

7.2.4 Rule 29.4.16 – Construction of Unformed Roads

288. Notified Rule 29.4.16 relates to the construction of unformed roads into formed roads, subject to restricted discretionary activity status. The JEA Group submissions and Real Journeys Group have sought that the rule be deleted, made a controlled activity, or moved to the relevant zone chapters. C Dagg sought that the rule be amended to add additional matters of discretion relating to farming, the provision of fencing and gates, effects on traffic and pedestrians, reverse sensitivity, ancillary effects on proposed walking tracks, cumulative effects, and add a note requiring written approval of adjoining landowners in some circumstances.

289. This is an example of clearly contrasting relief being sought by submitters. With respect to the JEA and Real Journeys submissions, we consider it is important that the Council have the discretion to decline an application in circumstances where the formation of a legal road may have significant environmental effects, as some might penetrate challenging terrain. Given this, we do not favour the deletion or reclassification of the rule to controlled activity status. The only amendment we do consider is required, is to clarify that the object of the rule is to address construction of unformed roads ‘for the purpose of vehicular access’. To achieve this, we recommend that the introduction to Rule 29.4.16 (renumbered 29.4.18) be amended to state as follows:

Construction of any unformed road into a formed road for the purpose of vehicular access.

290. We do not consider that additional matters of discretion are required, particularly if these matters are intended to act as a de facto ‘veto’ over the upgrading of unformed public roads. A number of the suggested matters in the submission would be land management issues best addressed through negotiation between the affected parties. We recommend that the submission of C Dagg be rejected.

7.2.5 Rules 29.4.17 & 29.4.18 – Verandas & Overhanging Buildings

291. Both notified Rules 29.4.17 and 29.4.18 address circumstances involving the erection of a veranda, balcony, or floor area of a building overhanging a road. The first circumstance is where a building is a controlled activity in the adjoining zone, and the second where it is a restricted discretionary activity. Both rules received submissions from the JEA Group submissions and Real Journeys Group. They sought that the rules be deleted or moved to the relevant zone chapters.

292. Ms Jones explained that if the rules were deleted, they would default to discretionary status pursuant to Rule 29.4.13; also as roads are not zoned it would be ineffective to incorporate these rules in the respective zone chapters as the rules could not be applied to the adjoining road. However we consider that the matters of discretion under both rules should be amended to read as follows, to provide greater clarity;

Control is limited/Discretion is restricted to those matters listed for buildings in the adjoining zone and:

- a. effects on traffic safety;

- b. effects on kerbside movement of high sided vehicles; and
- c. effects on the active transport network.

293. Accordingly we recommend that these submissions be accepted in part. These rules are renumbered 29.4.16 and 29.4.17 respectively.

7.3 Table 29.3 Standards for Activities Outside Roads

7.3.1 Rule 29.5.1 – Accessory Parking Standards

294. Rule 29.5.1 as notified read as follows:

Accessory Parking

The number of parking spaces (other than cycle parking) shall be provided in accordance with the minimum parking requirements specified in Table 29.5

Discretion is restricted to

- *The number of parking spaces provided.*
- *The allocation of parks to staff/guests and residents/visitors.*

295. Submissions on this rule were received from the JEA Group submissions and from Real Journeys Group who sought additional matters of discretion, including the benefits of a proposal and the effects of a shortfall. Ngai Tahu Property Ltd also sought additional matters of discretion. The Safari Group of Companies sought that the rule be amended so that the term ‘accessory parking’ was clarified, and when reduced levels of parking are appropriate.

296. We agree with the JEA Group and Real Journeys Group that it would be appropriate to add a matter of discretion which includes the effects of a shortfall in parking. Notwithstanding Mr Crosswell’s evidence, we are aware that in some parts of the district (an example being the Business Mixed Use Zone in Wanaka) there is substantial overspill parking which detracts from the amenity values of adjoining areas and the streetscape. What was of concern to us, reinforced upon questioning, is that the parking philosophies being pursued by the Council’s advisers appeared to lack local context (or any evidence relating to local on street parking issues), and appeared derived from a general philosophical approach borrowed from elsewhere. We do however accept that reduced parking minimums are appropriate in higher density residential environments and in town centres.

297. Furthermore, where parking forms part of an assessment of a high traffic generating activity, a more flexible approach is justified. As discussed earlier in Section 7.1.6 dealing with high traffic generating activities under Rule 29.4.10, an amendment is justified to Rule 29.5.1 to provide an exclusion for such activities from the minimum parking requirements.

298. We acknowledge that Policy 29.2.2.5 enables account to be taken of the effects of parking shortfalls. However given that the plan format for rules does not usually contain an advice note referring to a particular policy (as proposed by Ms Jones) we remain of the view that the additional assessment matter is appropriate. All relevant policies apply in situations where a rule is breached.

299. We recommend that the submission points be accepted in part, and that Rule 29.5.1 be reworded to read as follows:

a.

<p>29.5.1</p>	<p>Minimum Parking Requirements The number of parking spaces (other than cycle parking) shall be provided in accordance with the minimum parking requirements specified in Table 29.4, except the where consent is required for a High Traffic Generating Activity pursuant to Rule 29.4.11, where no minimum parking standard is applied.</p>	<p>RD Discretion is restricted to: a. the number of parking spaces provided b. the allocation of parks to staff/ guests and residents/visitors c. the effects on the surrounding environment of a parking shortfall.</p>
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7.3.2 Rule 29.5.2 – Location & Availability of Parking Spaces

300. Rule 29.5.2 is a relatively complex provision. As notified, this rule read as follows:

Location and Availability of Parking Spaces

- a. *Any parking space required by Table 29.5 or loading space shall be available for staff and visitors during the hours of operation and any staff parking required by this rule shall be marked as such.*
- b. *No parking space required by Table 29.5 shall be located on any access or outdoor living space required by the District Plan, such that each parking space required by Table 29.5 shall have unobstructed vehicular access to a road or service lane.*
- c. *Parking spaces and loading spaces may be served by a common manoeuvring area (which may include the installation of vehicle turntables), which shall remain unobstructed.*
- d. *Residential units and visitor accommodation units may provide some or all of parking spaces required by Table 29.5 offsite (on a different site to that which the land-use activity is located on) in accordance with the following:*
 - (i) *If development in any High Density Residential Zone, Medium Density Residential Zone, or Business Mixed Use Zone is located within 800 m of an established public transport facility or a public transport facility identified on any Council Active Transport Network Plan then some or all of the car parking required may be provided offsite.*
 - (ii) *Some or all of the coach parking required by Table 29.5 may be provided offsite.*
 - (iii) *All other residential activity and visitor accommodation activity may provide up to one-third of the parking spaces required by Table 29.5 offsite.*
 - (ii) *Off – site parking spaces in relation to the above must be:*
 - i. *Dedicated to the units or rooms within the development; and*
 - ii. *Located so that all the “off – site” car parking spaces allocated to the development are within 800 m walking distance of the boundary of the development. This does not apply to coach parking;*
 - iii. *Not located on a private road or public road; and*
 - iv. *Secured by a legally binding agreement attached to the relevant land titles that guarantees the continued availability of the parking for the units the offsite parking is intended to serve.*

301. The JEA Group submissions, and Real Journeys Group submitted on the policy expressing concerns that it restricted the ability to provide tandem parking, and potentially contradicted Rule 29.5.8 (e). This latter rule provides that where two parking spaces are provided for on a residential site, these parking spaces may be provided in tandem.
302. The submitters sought that Rule 29.5.2 be amended to ensure tandem parking does not require a resource consent on residential sites as appears to be the clear intention under Rule 29.5.8. This was accepted by the reporting officer and we recommend that the submission be accepted to that extent by amending subclause (b). The submitters also sought provision for tandem parking on non-residential sites, including provision for tandem parking with staff and visitors. We consider the effectiveness of this would be highly dependent on on-site management, and for visitor parking in particular, we consider that this should still require consent as a restricted discretionary activity. Overall, we recommend that the submissions be accepted in part.
303. Ngai Tahu Property Ltd²⁰⁰ sought that Rule 29.5.2 (d) be amended to apply to “activities” rather than to only residential and visitor units; to remove clauses (i) and (ii) regarding parking provision for development in certain zones within 800m of public transport; coach parking being provided off-site; and to amend subclause (iii) to enable all parking for residential and visitor units in the High Density Residential, Medium Density Residential, and Business Mixed Use zones to be provided offsite without any locational restrictions. The submitter also sought the removal of the location of spaces and manoeuvring as a matter of discretion. The Safari Group of Companies²⁰¹ sought the same relief with respect to proximity to public transport routes, and also sought that Rule 29.5.2 (d) (iii) be deleted. This rule enables up to one third of car parking to be provided off-site for other residential activities and visitor accommodation. The submitter queried why such car parking could not be provided on roads.
304. In response, Ms Jones recommended a number of amendments to address the matters raised in the submissions²⁰². We concur with her view that allowing for activities to provide accessory parking off-site can provide greater flexibility and design efficiencies. However she did not support amending subclause (d)(i) concerning the provision of car parking spaces for residential units and visitor accommodation within 800 m of an established public transport facility. Also, she recommended provision for off-site car parking (other than for residential and visitor accommodation activities) in the BMUZ. We consider this amendment (as opposed to the quantum of car parking itself) can be justified as being consistent with the nature of the BMUZ and other rules applying within it.
305. Effectively the outcome being sought by Ngai Tahu with respect to Rule 29.5.2(d)(i) would be to liberalise the rule by enabling residential units and visitor accommodation units in specified zones to provide all required car parking offsite without the qualification of being within 800m of an established public transport facility or a facility identified on any Council Active Transport Network Plan. Given the context of Queenstown and its topography, and the availability of alternative transport in some areas, we entertain significant reservations about whether such an 800m ‘corridor’ would have any discernible effect on walkability or transport choice

²⁰⁰ Submission 2336

²⁰¹ Submission 2339

²⁰² V Jones, Section 42A Report, paragraphs 12.54 to 12.58

generally. We see this rule as having some potential benefit – albeit marginally – but consider that it should be reduced to 400m. However we heard no evidence on this matter, but recommend that the Council consider a variation to substantially reduce the 800 m standard to a more realistic level.

306. We agree with Ms Jones conclusions²⁰³ that it would not be appropriate to allocate car parking spaces on roads as sought by the Safari Group of Companies, having regard to issues such as resident parking, commuter parking, and works the Council may seek to undertake on roads in the future.
307. Nona James²⁰⁴ opposed Rule 29.5.2 particularly as it relates to Rule 29.9.4. This latter rule concerns parking requirements for the MDRZ. Rule 29.5.2 does not provide an exemption from parking requirements, but only that there are circumstances where it can be better provided offsite. We heard no further evidence with respect to the submission point²⁰⁵, and with the limited exception of narrowing the scope of Rule 29.5.2(d)(i) described in the paragraph above, we recommend that the submission be rejected.
308. We recommend that Rule 29.5.2 be amended as shown below with respect to the following subclauses:
- b. No parking space required by Table 29.4 shall be located on any access or outdoor living space required by the District Plan, such that each parking space required by Table 29.4 shall have unobstructed vehicular access to a road or service lane, except where tandem parking is specifically provided for by Rule 29.5.8.
 - d. The following activities may provide some or all of the parking spaces required by Table 29.4 offsite (on a different site to that which the land-use activity is located on):
 - (i) Residential units and visitor accommodation units or activities in any High Density Residential Zone, Medium Density Residential Zone, or Business Mixed Use Zone located within 800 m of an established public transport facility or a public transport facility identified on any Council Active Transport Network Plan may provide some or all of the car parking required off-site.
 - (ii) some or all coach parking required by Table 29.4 in relation to visitor accommodation activity may be provided off-site.
 - (iii) all other residential activity and visitor accommodation activity not captured by Rule 29.5.2(d)(i) may provide up to one third of the parking spaces required by Table 29.4 off – site.
 - (iv) All activities other than residential and visitor accommodation activity in the Business Mixed Use Zone may provide some or all of the car parking required off-site.
309. As a consequential amendment to these drafting changes, the first sentence of subclause (v) requires amendment as follows:
- (v) offsite parking spaces provided in accordance with the above rules 29.5.2(d)(i) – (iv) must be:
 - ...

²⁰³ V Jones, Section 42A Report, paragraph 12.58

²⁰⁴ Submission 2238

²⁰⁵ Ms James tabled evidence for the consideration of the Stream 15 Panel, but that evidence did not cover the matters raised in the submission in relation to Chapter 29.

310. We recommend that the submissions of Ngai Tahu Property, the JEA Group submissions and Real Journeys Group be accepted in part, and those of the Safari Group of Companies be rejected.

7.3.3 Rule 29.5.3 – Size of Parking Spaces and Layout

311. Rule 29.5.3 concerns the 'Size of Parking Spaces and layout'. The only submissions relating to this rule²⁰⁶ arose with respect to ski field operators, and was the subject of a supplementary report to the Hearings Panel addressing the practicality of applying a number of the parking standards to parking areas within the Ski Area Sub-Zone. Consequent on those recommendations, it is proposed that the following provision be added to Rule 29.5.3:

This standard does not apply to parking, loading and associated access areas for Ski Area Activities in the Ski Area Sub-Zone.

7.3.4 Rule 29.5.4 – Gradient of Parking Spaces and Areas

312. There were no submissions on Rule 29.5.4. We recommend it be adopted as notified.

7.3.5 Rule 29.5.5 – Mobility Parking Spaces

313. The JEA Group submissions and Real Journeys Group sought that this rule be deleted or made 'less arduous'. We agree with Ms Jones that while the rule may be seen to 'duplicate' requirements under the Building Code, they enable requirements for such parking to be addressed prior to detailed building design. We also observe that they are typically specified in the parking standards for district plans, and recommend that the submissions be rejected.

314. As notified the table in section a. was not entirely logical. It appeared to say that 2 mobility spaces were required for between 11 to 100 total parking spaces, and another mobility space for every 50 parking spaces beyond that. We recommend amending the table to make that clearer. We consider that to be a Clause 16(2) amendment as it does not alter the overall intention of the rule.

7.3.6 Rule 29.5.6 – Drop off/Pick up outside Town Centre Zones

315. Rule 29.5.6 relates to drop-off/pickup (set down) areas in all zones except Town Centre Zones and applies to activities such as day care facilities, educational facilities and healthcare facilities.

316. The JEA Group submissions and Real Journeys Group lodged submissions drawing attention to an error in subclause (b) of the rule. As notified the rule specified that where calculation of required spaces results in a 'fraction of a space' the requirement gets rounded up to the next highest whole number. The rule erroneously referred to the fraction as being "0.05 or higher" when it should refer to "0.5 or higher". We recommend that the submissions be accepted and the correction made to the rule.

²⁰⁶ Submissions 2376, 2381, 2373, 2384, 2383, 2379 and 2382.

7.3.7 Rule 29.5.7 – Reverse Manoeuvring for Day Care, Educational, or Healthcare Facilities

317. Two submissions were received on Rule 29.5.7. The Ministry of Education²⁰⁷ requested that subclause (a) be amended to refer to “new educational activities” rather than “educational facilities”. Ms Jones did not support the qualification of “new” education activities²⁰⁸, on the basis that any change in the nature and scale of an existing education activity should provide for any necessary assessment of the provision of a drop-off area. We accept this advice and recommend that the submission be accepted in part, and that the word “facilities” be deleted and replaced with the word “activities”.
318. The Oil Companies²⁰⁹ supported subclauses (b) and (c) with respect to reverse manoeuvring of heavy vehicles. We recommend that submission be accepted.

7.3.8 Rule 29.5.8 – Residential Parking Space Design

319. The JEA Group submissions, and Real Journeys Group sought that subclause (c) be amended so that any car space between a garage door and the road boundary (5.5 m) be measured between the garage door and the footpath instead.
320. We understand the potential concern here is that the rule should be confined to ensuring the footpath is kept clear of parked vehicles and driveways. We are aware that there are locations in the District where there are no footpaths (at least on one side of the street), or a grass verge between the footpath and the legal property frontage. The rule clearly refers to the road boundary, not the physical ‘road’ itself, and we consider the rule as drafted is more appropriate given the range of circumstances which can apply on property frontages. We recommend that the submissions be rejected.
321. In Section 7.3.2 above reference was made to a submission by the JEA Group submissions and Real Journeys Group regarding the need to provide for tandem parking, which among other things made reference to possible discrepancies between Rules 2.5.2 and 2.5.8. Further to this, Ms Jones advised that Rule 29.5.8 (e) required amendment to clarify that parks required for a residential flat may be located in tandem with other residential parking on site, as a means of improving potential urban design outcomes and amenity. It is recommended that subclause (e) of Rule 29.5.8 be amended to read as follows:
- e. Where two parking spaces are provided for a site containing only a single visitor accommodation unit or a single residential unit, which may also include a single residential flat, the parking spaces may be provided in tandem.

7.3.9 Rule 29.5.9 – Queuing

322. Rule 29.5.9 relates to queueing spaces and received one submission in support from the Oil Companies²¹⁰. We recommend the submission be accepted. The same submitter also requested a related amendment adding a definition of “vehicle control point”, as discussed above in Section 2.5. With reference to queueing space length, Rule 29.5.9 (c) currently makes reference to:

²⁰⁷ Submission 2151

²⁰⁸ V Jones Section 42A Report, paragraph 13.7

²⁰⁹ Submission 2484

²¹⁰ Submission 2484

Queuing space length shall be measured from the road boundary at the vehicle crossing to the nearest vehicle control point or point where conflict with vehicles already on the site may arise.

323. With the addition to the definitions of the word “vehicle control point”, the text stating “..... or point where conflict with vehicles already on the site may arise” can be deleted.

7.3.10 Rule 29.5.10 – Loading Spaces

324. Rule 29.5.10 sets out requirements for Loading Spaces in the BMUZ, the Town Centre Zones, and the LSCZ, with exceptions for specified streets. The rule as drafted attracted submissions from a number of utility providers who sought that an exception to the requirements be provided for unstaffed utility sites²¹¹. Ngai Tahu and Ngai Tahu Justice Holdings Ltd²¹² and Ngai Tahu Property Ltd²¹³ sought that provision be made for off-site parking or shared parking.

325. We consider it is appropriate that an exemption be provided for unstaffed utility sites and recommend that the submissions of the utility providers be accepted. However, we consider that off-site or shared parking arrangements should be the subject of assessment through the restricted discretionary activity status applying to the rule, and that the submissions of Ngai Tahu and Ngai Tahu Justice Holdings Ltd and Ngai Tahu Property Ltd be rejected.

7.3.11 Rule 29.5.11 – Surface of Parking Spaces, Parking Areas, and Loading Spaces

326. Rule 29.5.11 specifies standards with respect to the ‘Surface of Parking Spaces, Parking Areas, and Loading Spaces’. During the course of the hearings, a number of issues arose with respect to the Ski Area Sub-Zones (SASZ) including the matter of parking areas associated with ski fields. This rule was subject to submissions on behalf of Darby Planning LP, Henley Downs Farm Holdings Ltd, Treble Cone Investments Ltd, Soho Ski Area Ltd Blackman’s Creek No1 LP, Mount Christina Limited, Glencoe Station Limited and Glendhu Bay Trustees²¹⁴.

327. Following questions from the Hearings Panel, Ms Rowe presented a brief statement of supplementary evidence on behalf of the submitters²¹⁵. From this it became clear that for parking associated with ski fields, it was impractical to require the standards expected within an urban environment. Within ski areas, parking is managed by ski area operators with on-site staff to ensure the efficient use of parking areas, which are usually unsealed and with no marking of spaces. Accordingly it is neither practical or efficient to apply the following rules to parking areas within the Ski Area Sub-Zone:

Rule 29.5.3 – Size of Parking Spaces and layout

Rule 29.5.11 – Surface of Parking Spaces, Parking Areas, and Loading Spaces

328. Ms Rowe noted that the proposed amendment to the High Traffic Generating Activities rule meant that this would only apply to a new development and not to existing ski field operations,

²¹¹ Submissions 2194, 2195 and 2478

²¹² Submission 2335

²¹³ Submission 2336

²¹⁴ Submissions 2376, 2381, 2373, 2384, 2383, 2379 and 2382.

²¹⁵ Dated 27 September 2018

and accordingly this would be acceptable to her clients. Accordingly we recommend that the submissions be accepted in part and the two rules be amended to state:

This standard does not apply to parking, loading and associated access areas for Ski Area Activities in the Ski Area Subzone.

329. The Oil Companies²¹⁶ submitted in support of this rule and we recommend that the submission be accepted.

7.3.12 Rule 29.5.12 – Lighting of Parking Areas

330. Submissions were received on this rule from the JEA Group submissions and from Real Journeys Group complaining that the rule – and in particular subclause (c) - needed to be made 'easier to read'. QAC submitted that the rule be amended to include the Airport Zone, such that any parking area adjacent to the zone cannot result in more than 3 lux spill (horizontal or vertical) onto any adjoining site within the zone.

331. We agree that the subclause (c) as currently worded is quite lengthy and repetitive, and recommend that it be split into two parts. We also note that granting the relief sought in the submission by QAC would have added even more to the text of this subclause.

332. Ms Jones recommended that the QAC submission be accepted in part to apply to the Airport Zone at Wanaka, but not Queenstown, because Decision Rule 17.5.6 for the Airport Zone relating to Queenstown only imposes a limit on the lux spill of landside activities as received on adjacent residential zones and has no limit on the level of lux spill received on sites within the zone. Mr Kyle on behalf of QAC did not comment further on this matter in his evidence. We recommend that subclause (c) be amended as follows into a revised subclause (c) and a new subclause (d) as follows:

- c. Such lighting shall not result in a greater than 10 lux spill (horizontal or vertical) of light onto any adjoining site within the Business Mixed Use Zone, the Town Centre Zones, and the Local Shopping Centre Zone, measured at any point inside the boundary of any adjoining site.
- d. Such lighting shall not result in a greater than 3 lux spill (horizontal or vertical) of light onto any adjoining site that is zoned High Density Residential, Medium Density Residential, Low Density Suburban Residential or Airport Zone (Wanaka) measured at any point more than 2 m inside the boundary of the adjoining site.

7.3.13 Rule 29.5.13 - Bicycle Parking and the Provision of Lockers and Showers

333. The JEA Group submissions, Real Journeys Group, and the Ministry of Education²¹⁷ (with respect to schools) sought that the rules requiring provision for e-bicycle charging areas be deleted. As notified, the rule read as follows:

Bicycle parking, e-bicycle charging areas, lockers and showers shall be provided in accordance with the minimum requirements specified in Table 29.7 and the layout of short-term bicycle parking, shall be in accordance with Diagram 5 (bicycle layouts) of Schedule 29.2 (this is followed by matters of discretion)

²¹⁶ Submission 2484

²¹⁷ Submission 2151

334. In response, Ms Jones recommended that both Rule 29.5.13 and Table 29.7 be amended to remove reference to e-bicycles. She stated that her recommendation was strongly influenced by a technical paper attached to Mr Croswell’s evidence which “concludes that the practicalities of requiring such facilities and the need for them given the relatively short average travel distances mean that it is unlikely that the benefits of providing them will outweigh the costs”.²¹⁸
335. We support the recommendation, and that the submissions be accepted and that the words “e-bicycle charging areas” be deleted from the Rule 29.5.13. We add at this point that further discussion with respect to provision for cycle facilities is contained later in this report with respect to submissions on Rule 29.11.
336. We note at this point that a consequential amendment is required to Rule 29.5.13 as a result of responding to a submission on Rule 29.15, Diagram 5 which relates to a bicycle parking layout. This is explained and addressed later in Section 15 below.

7.3.14 Rule 29.5.14 – Access Design

337. Rule 29.5.14 specifies the formed and legal widths required for access ways according to the number of units proposed to be served. The JEA Group submissions sought that site constraints be taken into account as a matter of discretion in applying the standards. Ngai Tahu Property²¹⁹ requested that the matters of discretion take into account urban design outcomes. Sean MacLeod²²⁰ sought that all parts of the rule except subclause (a) be deleted such that developments only need to comply with the QLDC Land Development and Subdivision Code of Practice (the CoP). Clark Fortune McDonald and Associates²²¹ opposed reference to the CoP in Rule 29.5.14, as it is a separate document to the PDP which can be updated regularly (unlike the PDP, without a plan change) with the result that reference could not be made to updated versions of the CoP. As notified subclause (a) read as follows:

a. All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with Section 3 and Appendices E and F of Table 3.2 (Road Design Standards) of the QLDC Land Development and Subdivision Code of Practice 2015; except as provided for in 29.5.14b below.

...

338. We consider there would be significant merit in adding urban design outcomes to the matters of discretion for this rule, as it will introduce an element of flexibility. It would also in part, address the concerns raised by the JEA Group submissions. We recommend that the submissions of the JEA Group submissions and Ngai Tahu Property be accepted, and a fifth matter of discretion be added reading:

Urban design outcomes

²¹⁸ V Jones, Section 42A Report, paragraph 11.12 (b)

²¹⁹ Submission 2336

²²⁰ Submission 2349

²²¹ Submission 2297

339. Turning to the matter of cross-referencing to the CoP, Mr Geddes on behalf of Clark Fortune McDonald and Associates stated that:

*“The code is an evolving document as evident by its outdated reference from the time of Chapter 29 notification in the authoring of the s 42A report. It is not subject to formal consultation and recognised policy assessment practices. The ambit or extent of the Code changes at a greater frequency than amendments can be authored to the District Plan and its assessment criteria. As such, I believe the references to the Code will appear obsolete within the infancy of the intended lifetime of the PDP”.*²²²

340. In her response, Ms Jones advised that the CoP 2015 was extant at the time that the chapter was drafted; it had now been replaced by the CoP 2018. She suggested that the rule be changed to make reference to this later iteration of the CoP. She also recommended that it simply be confined to referencing Table 3.2 of the CoP which, she said, had not changed in content since 2015. She also recommended that Policy 29.2.3.1 be amended to reflect this change in required compliance with the CoP (refer paragraphs 147 – 151).

341. We recommend that subclause (a) of Rule 29.5.14 be amended to read:

- a. All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with Table 3.2 (Road Design Standards) of the QLDC Land Development and Subdivision Code of Practice 2018 including the notes within Table 3.2 and Appendices E and F; except as provided for in 29.5.14b below.

...

342. We recommend that the submission of Sean MacLeod be rejected, as the standards specified are typically included in district plans, and provide the opportunity for an applicant to apply for resource consent as a restricted discretionary activity should they wish to depart from the standards – for example, to achieve a better urban design outcome.

343. NZTA²²³ and Patterson Pitts²²⁴ lodged submissions supporting Rule 29.5.14. FENZ supported subclause 29.5.14(b)(i). We recommend that the submissions be accepted in part, subject to the amendments made to satisfy other submissions on the rule.

7.3.15 Rule 29.5.15 – Width and Design of Vehicle Crossings – Urban Zones

344. The only submission on this rule was that by NZTA²²⁵ in support. We recommend that submission be accepted.

7.3.16 Rule 29.5.16 - Design of Vehicle Crossings – Rural Zones

345. Rule 29.5.16 applies to the Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, Wakatipu Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct. The introduction to the rule reads as follows:

²²² N Geddes, Statement of Evidence, paragraph 3.5

²²³ Submission 2538

²²⁴ Submission 2457

²²⁵ Submission 2538

Vehicle crossings providing access to a road other than the State Highway in the Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, and Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct shall comply with Diagram 2 and with either Diagram 8, 9, or 10 of Schedule 29.2, as determined by the following standards:

...

346. NZTA²²⁶ sought that an advice note be added clarifying that the standards in Rule 29.5.16 do not apply to State Highways, except that in the case of such highways, Diagram 10 is applicable rather than Diagram 9 (as contained in Schedule 29.2 – Interpretive Diagrams) in Chapter 29.
347. We agree with Ms Jones in her rebuttal evidence that it would be preferable to clarify this matter in the wording of the rule itself. We recommend that the introduction to the rule be amended by deleting the following words in the first line,

...other than the State Highway....

and adding to the end of the introduction, the words:

...except that in relation to vehicular crossings providing access to a State Highway, reference to Diagram 9 shall be replaced with Diagram 10.

7.3.17 Rule 29.5.17 – Maximum Gradient for Vehicle Access

348. Sean MacLeod²²⁷ opposed this rule except for subclause (c) which makes a cross-reference to vehicle break-over angles in Diagram 2 of Schedule 29.2. This is only one aspect of vehicle gradient requirements – for example subclause (a) sets a maximum gradient for any private way of 1 in 6. Such standards are typical in district plans. We recommend that the submission be rejected.
349. FENZ²²⁸ supported subclause (b) but have requested an additional matter of discretion seeking that any application in terms of the rule take into account adequate access by emergency vehicles to properties. We recommend that the submission be accepted and a third matter of discretion be added as follows:

Effects on the ability to provide adequate emergency vehicle access to the property/properties.

7.3.18 Rules 29.5.18 & 29.5.20

350. There were no submissions on Rules 29.5.18 and 29.5.20. We recommend they be adopted as notified.

7.3.19 Rules 29.5.19 & 29.5.21– Sight Distances

351. Rule 29.5.19 addresses the ‘Minimum Sight Distances from Vehicle Access onto State Highways’, while Rule 29.5.21 addresses the ‘Minimum distance between vehicle crossings onto State Highways’. NZTA²²⁹ supported both rules, but also sought that a matter of discretion be

²²⁶ Submission 2538

²²⁷ Submission 2349

²²⁸ Submission 2660

²²⁹ Submission 2538

added for Rule 29.5.19, which although a restricted discretionary activity, did not have any listed matters of discretion. We recommend that the following matter of discretion be added to the rule:

Discretion is restricted to effects on the safety of the transport network

352. We recommend that these submissions be accepted.

7.3.20 Rule 29.5.22 – Minimum Distances of Vehicle Crossings from Intersections

353. The JEA Group submissions and Real Journeys Group submitted on this rule arguing that it is not necessary and can be dealt with under subdivision, or that the rule provide that urban design outcomes be a matter of discretion. This latter point is similar to that sought by the submitters on Rule 29.5.14 addressed earlier in Section 7.3.14.

354. Ngai Tahu Property Ltd sought that the rule be amended to reduce the minimum distance between vehicle crossings on intersections, and to add an additional subclause (e) permitting vehicle crossings opposite a ‘T’ intersection in some circumstances. We consider that the amendments sought by Ngai Tahu would be best addressed on a case by case basis as a restricted discretionary activity. However we consider that it is appropriate that (as with Rule 29.5.14) to provide additional flexibility with respect to achieving good urban design outcomes. For that reason we recommend adopting the recommendation of the reporting officer²³⁰ of adding the following matters of discretion to Rule 29.5.22:

- b. Urban design outcomes;
- c. The efficiency of the land use or subdivision layout.

355. We recommend both submissions be accepted in part, including that of Ngai Tahu Properties, as the amendment will add greater scope by enabling urban design outcomes in the subdivision layout to be taken into account in any departures from the separation distances specified under Rule 29.5.22 (b) and (c).

7.3.21 Rule 29.5.23 – Minimum Distances of Vehicle Crossings from Intersections onto State Highways

356. Rule 29.5.23 received one submission in support from NZTA and we recommend that the submission be accepted and the rule be adopted as notified.

7.3.22 Rule 29.5.24 - Service Stations

357. Rule 29.5.24 received a submission from the Oil Companies²³¹ concerning subclause (j) of the rule. As notified, this required that tankers discharging fuel not obstruct the footpath or any part of the site intended for use by vehicles being served at refuelling positions or waiting for service. The submitters sought that provision be allowed to enable fuel tankers to obstruct refuelling positions for practical reasons when this was necessary. This reflects an operational necessity and we recommend that the submissions be accepted. As a result, we recommend subclause (j) is truncated to read as follows:

²³⁰ V Jones, Section 42A Report, paragraph 13.15

²³¹ Submission 2484

- j. Tankers discharging shall not obstruct the footpath.

7.4 Table 29.4 Standards for Activities Within Roads

- 358. This short component of the rules structure in Chapter 29 comprises two Rules 29.6.1 and 29.6.2, which as notified, applied standards relating to remediation and reinstatement land within roads following the construction of transport infrastructure.
- 359. Both rules were challenged by the JEA Group submissions and by Real Journeys Group who sought that the rules be deleted in their entirety on the basis that they duplicate other processes. In recommending that the submissions be accepted, Ms Jones commented that:

“Such matters are adequately covered by the National Code of Practice for Utility Operators Access to Transport Corridors (the Code) which is a requirement under the Utilities Access Act 2010. This code applies to the activities of all transport corridor managers and utility operators throughout New Zealand. It provides a nationally consistent and cooperative framework for corridor managers and utility operators, to manage transport corridors while also providing for the access rights of utility operators”.

- 360. We agree with her conclusions and recommend that the submissions be accepted and the rules under Part 29.6 be deleted from Chapter 29. A consequence of this is the renumbering of subsequent Rules and Tables in the recommended chapter as shown in Appendix 1.

8 SECTION 29.7 – NON-NOTIFICATION OF APPLICATIONS

- 361. Two submissions were received on this short section containing two rules. The Frankton Community Association²³² sought that Rule 29.7.2 (a) be deleted. This provided that as a restricted discretionary activity, applications for park-and-ride facilities shall not be notified, but may require the written consent of other persons and may be limited notified. We would share the concerns of the Association if the activity were to be identified as non-notified under any circumstances, but we consider a reasonable balance has been struck here in that written consents may be required from affected parties, and the application may be limited notified to those parties. We recommend that the submission be rejected.
- 362. NZTA supported notified Rule 29.7.2 and we recommend that submission be accepted. This section is renumbered 29.6, and the rules are renumbered as 29.6.1 and 29.6.2.

9 SECTION 29.8 – ASSESSMENT MATTERS

- 363. This section of the rules framework sets out assessment matters which the Council must have regard to (but not be limited by) when considering applications for restricted discretionary and discretionary activity arising out of specified rules.
- 364. The JEA group submissions and Real Journeys Group have requested that all of the Assessment Matters in notified Rule 29.8 be deleted. This was not the subject of any detailed evidence from

²³² Submission 2369

submitters, and it is noted that the inclusion of such matters is not typical of most chapters within the PDP.

365. Ms Jones stated that:

“In response, I am of the view that while including assessment matters is a departure from the approach taken in most chapters of the PDP (which do not have assessment matters), the complexity of the assessments that are required in relation to some of the transport activities and the absence of Council–adopted guidelines in relation to activity such as Park and Ride, necessitates inclusion of some Assessment Matters. In my view, the policies would be too unwieldy if they were to include all the necessary guidance and the option of referring to non-statutory guidelines and standards that have not been adopted by the Council would be less effective than including specific assessment matters within the PDP itself”²³³.

366. We have a preference for ensuring that the format of chapter is consistent, but on balance, and given the nature of the rules framework in Chapter 29, and their detail and complexity, we accept that it is appropriate to maintain the Assessment Matters as a separate set of provisions in this case. We recommend that the submissions be rejected.

367. Queenstown Central²³⁴, as part of the submissions on Table 29.7 (Minimum Requirements for cycle parking, lockers and showers) sought that provision for cyclists and end of trip facilities be based on ‘tenant demand’. Assessment Matter 29.8.6.1 (b) refers to bicycle parking, but omits end of trip facilities. These can be shared, thus allowing for more economic and efficient use of facilities. Accordingly we recommend that the submission be accepted in part, and 29.8.6.1 (b) be amended to read as follows:

Whether the required bicycle parking and end of trip facilities can be provided and maintained via a jointly use facility; and

.....

368. NZTA²³⁵ supported notified Rule 29.8.2.1 which sets out assessment matters relating to non-accessory parking, and 29.8.3 which sets out assessment matters for Park and Ride facilities. We recommend that the submissions be accepted.

369. Queenstown Park Ltd and Remarkables Park Ltd sought that an additional assessment matter (f) be added to notified Rule 29.8.3.1 with respect to Park and Ride facilities reading:

(f) reduces the demand on the roading network and provides an alternative to cars and other road based transport.

370. We note that subclause (c) states:

makes public transport more convenient and more pleasant, thereby encouraging commuters and other users to shift to public transport.

²³³ V Jones, Section 42A Report, paragraph 11.34

²³⁴ Submission 2460

²³⁵ Submission 2538

371. We consider the matter is already addressed, and no amendment is required. We recommend that the submission be rejected.
372. Notified Rule 29.8.5 sets out assessment matters for breach of standards relating to access, manoeuvring space and queueing space. FENZ sought that an additional assessment matter be added under 29.8.5.1 as a new subclause (f) (accesses and vehicle crossings), and under 29.8.5.5 as a new subclause (f) (vehicle access gradient) which addresses the need for access by emergency vehicles. We agree this is appropriate and recommend that the submission be accepted and that a new assessment matter be added to each of these as follows:

The provision of appropriate access for emergency vehicles.

373. Ms Jones also recommended that in response to submissions from Clark Fortune McDonald and Associates²³⁶, Darby Planning LP²³⁷, and the JEA Group submissions on 29.5.14 (Access) and 29.5.22 (Minimum distance of vehicle crossings from intersections) that the following 'complementary' assessment matters be added into (renumbered) Section 29.7. The affected provisions would be added under 29.7.5.1 (Access, manoeuvring space, queueing space), and 29.7.5.3 (Width of accessways). These rules as renumbered would read as follows:

29.7.5.1

- g. The extent to which the access design complies with Section 3 and Appendices E and F of the QLDC Land Development and Subdivision Code of Practice (2018) and:
- h. Any site constraints which affect the practicality of constructing to the standards set out in Table 29.3.

29.7.5.3

- d. The extent to which the access design complies with Table 3.2 and Appendices E and F of the QLDC Land Development and Subdivision Code of Practice (2018); and
- e. Any site constraints which affect the practicality of constructing to the standard set out in Table 29.3 of the QLDC Land Development and Subdivision Code of Practice (2018).

374. We consider the proposed amendments are useful for completeness in considering applications under these provisions, albeit that there is some element of duplication. We consider that the relief offered through these amendments provides further support to accepting the submissions in part.

375. Earlier in Section 7.1.6 we discussed submissions relating to the High Traffic Generating Activities Rule 29.4.10. We accept Ms Jones' recommendations and propose that a new assessment matter to be numbered 29.7.7.1 be added as follows, to provide a platform for assessing applications which breach the High Traffic Generating Activities rule:

29.7.7 Restricted Discretionary Activity – High Traffic Generating Activities
29.7.7.1 Whether and to what extent:

²³⁶ Submission 2297

²³⁷ Submission 2376

- a. an Integrated Transport Assessment has been provided with the application and is sufficiently detailed to provide a full understanding of the projected trip generation by all modes of transport, the accessibility of a proposal by all modes of transport, and the transport effects of the proposal and the proposed methods of avoiding or mitigating the transport effects;
- b. the trip generation and transport effects of the proposed land use or subdivision will be the same or similar in character, intensity and scale to those assessed and approved in an Integrated Transport Assessment for any existing resource consent approved for the site;
- c. the proposed land use or subdivision is in accordance with district plan provisions that were informed by a detailed Integrated Transport Assessment and will result in associated trip generation and transport effects that are the same or similar in character, intensity and scale to those identified in the previous assessment;
- d. Any improvements to the transport network either within the site or in the vicinity of the site are proposed, including additions of improvements to the active and public transport network and infrastructure and the road.
- e. the site and/or its frontage of been designed to accommodate any planned public transport infrastructure proposed by the Council;
- f. public and active transport infrastructure is proposed to be provided or upgraded or when planning for such infrastructure is not sufficiently advanced, spaces provided for such infrastructure to be installed in the future;
- g. public transport stops are provided in locations and at spacings that provide safe and efficient access to users;
- h. a Travel Plan is proposed to be provided containing travel demand management techniques;
- i. the amount of accessory parking propose will contribute toward travel demand management;
- j. a Development Agreement has been agreed to, as provided for by the Local Government Act;
- k. electric vehicle charging point/parking spaces are proposed to be provided.

10 SECTION 29.9 - MINIMUM PARKING REQUIREMENTS

376. As a result of our recommendations, this section as renumbered 29.8, and Table 29.5 is renumbered as 29.4. These rules in the PDP sets out the numeric standards for the provision of car parking for various activities and zones within the District. A number of the matters raised through submissions at a policy level have already been discussed earlier in this report with respect to the submissions on Objective 29.2.2, and Policies 29.2.2.1 – 29.2.2.10.
377. A number of submissions on the rules relate to minimum parking requirements and the ability to provide some of these off-site. Submissions from Ngai Tahu Property Ltd²³⁸ supported notified Rules 29.9.14 29.9.17, 29.9.21, 29.9.22 and Advice Note 29.9.38.1 (c), which relate to parking requirements for unit type visitor accommodation, commercial activities, offices, and restaurants. We recommend that this submission be accepted in part, to the extent that the rules as notified are recommended to remain substantially intact.
378. The JEA Group submissions and Real Journeys Group supported reductions in parking requirements from the ODP and oppose any increases from the ODP standards. A substantial

²³⁸ Submission 2336

number of submitters²³⁹ requested that the car park requirements be amended to require fewer car parks, more flexibility for off-site parking, a more robust consent assessment framework, or a 'reduction adjustment factor'. In contrast three submitters sought the retention of existing parking standards, or that they even be made more stringent.²⁴⁰

379. The overall approach taken to provision of car parking has been addressed at an objective and policy level under Objective 29.2.2 and its accompanying policies. Parking standards have been relaxed more particularly in town centres and their immediate environs, but have been largely retained elsewhere. This recognises that in town centres provision of expansive parking areas is uneconomic, promotes unsustainable volumes of circulating vehicle movements, and large areas of carparks detract from amenity values. It also tends to undermine public and active transport in those areas where these alternative transport options are provided or are being further developed. Conversely, in areas remote from town or commercial centres, and where public transport is absent or less available, the provision of parking is necessary to avoid overspill effects which can affect the streetscape and residential amenity. Overall, we are satisfied that subject to some minor further refinements, no major changes are required to the parking standards as notified. Our response to the various submissions are contained in Appendix 2 to this report.
380. A number of submitters sought amendments to the minimum parking requirements for visitor accommodation including coach parking. The Safari Group of Companies²⁴¹ sought that car parking for hotel developments be dealt with through the land use consent process. Hotel developments comprising more than 100 units or 150 rooms are subject to the high traffic generation rules, and under the amendments proposed to Rule 29.5.1 through these recommendations, will be exempt from having to comply with the minimum accessory parking requirements. For smaller hotel developments, where the minimum parking standards are not proposed to be met, a case can be argued under Policy 29.2.5.5 as a restricted discretionary activity. We do not consider this to be an unduly onerous regulatory burden for hotel developments. We recommend that the submission be accepted in part.
381. Remarkables Park Ltd²⁴² requested modelling and analysis of the parking requirements relative to the bulk and location of the visitor accommodation to be provided. Such an approach was not further developed through evidence to the hearing, and we recommend that the submission be rejected. Sean McLeod²⁴³ requested what we understand to be an additional standard under Rule 29.9 for homestays over and above those for residential developments. We received no evidence from Mr McLeod on this, and consider that no additional rule clarification is necessary. We recommend that the submission be rejected.

²³⁹ Including Submissions 2297, 2326, 2339, 2468, 2518, . 2547, 2585, 2593, 2194, 2195, . 2336, 2448, . 2492, . 2014, . 2136, 2349 and 2460

²⁴⁰ Submissions 2020, 2076 and 2238

²⁴¹ Submission 2339

²⁴² Submission 2468

²⁴³ Submission 2349

382. Remarkables Park Ltd²⁴⁴, Queenstown Park Ltd²⁴⁵ and the Safari Group of Companies Limited²⁴⁶ submitted on the minimum parking requirements for guestroom type visitor accommodation. It was noted that these had remained unchanged notwithstanding that minimum parking requirements for residential activities in unit type visitor accommodation had been reduced in many zones by way of comparison with the ODP requirements. Ms Jones agreed that it would be appropriate for the minimum parking requirements for guestroom type visitor accommodation be better aligned with those for residential and unit type visitor accommodation activities in the high density urban environments, but there was a lack of evidence that this would be appropriate in other locations. We concur with these conclusions, with the result that notified Rule 29.9.15 is split into two rules (renumbered 29.8.15 and 29.8.16). We recommend renumbered Rule 29.8.15 read as follows:

29.8.15	<p>Guest room type visitor accommodation (e.g. hotels) in the:</p> <ul style="list-style-type: none"> • High Density Residential Zone • Medium Density Residential Zone between Park and Suburb Streets Queenstown • Business Mixed Use Zone 	<p>1 per 4 guest rooms up to 60 guestrooms: thereafter 1 per 5 guestrooms. Footnotes (1)(2)(3)</p> <p>In addition, where over 50 guestrooms are proposed over one or more sites: 1 coach park per 50 guestrooms, provided that coach parks may overlay the required car parking spaces or may be located off site provided that where located off site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation.</p>	<p>1 per 20 beds Footnotes (1)(2)(3)(4)</p>
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383. We recommend renumbered Rule 29.8.16 be amended to exclude reference to zones listed in Rule 29.8.15 as amended:

Guest room type visitor accommodation (e.g. hotels) in all zones, other than those zones listed in Rule 29.9.15.

384. The JEA Group submissions and Real Journeys Group opposed any increase in parking requirements for visitor accommodation above that in the ODP. Remarkables Park Ltd²⁴⁷ considered one coach park per 50 rooms to be excessive, requesting an upper limit on the number of coach parks, and a reduction in car parking where coach parking is provided. Similarly, the Safari Group of Companies²⁴⁸ requested that appropriately located hotels not be required to provide a specific number of on-site total carparks, while Ngai Tahu Property Ltd²⁴⁹ sought that no carparks be provided for a development of less than 30 units.

²⁴⁴ Submission 2462
²⁴⁵ Submission 2468
²⁴⁶ Submission 2339
²⁴⁷ Submission 2462
²⁴⁸ Submission 2339
²⁴⁹ Submission 2336

385. We agree with the reporting officer's conclusions²⁵⁰ that the relief sought in a number of these submissions is at least partially addressed by the provisions of Chapter 29 as notified. Rule 29.5.2 allows for coach parking to be provided off-site. We consider an upper limit on the number of coach parks is superfluous, as we cannot imagine the circumstances under which a developer would seek to 'oversupply'. Notified Rules 29.9.10, 29.9.14, 29.9.15 and 29.9.16 provide that visitor accommodation containing less than 30 units or 50 guestrooms does not need to provide coach parking.

386. Having regard to 'substitution' of coach and vehicle parking, it is noted that renumbered Rules 29.8.10, 29.8.14, 29.8.15 and 29.8.16 contain the following provision which at least addresses in part the concerns raised by Remarkables Park Ltd:

..... provided that coach parks may overlay the required car parking spaces or may be located off – site, provided that where located off–site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation.

387. There will be no minimum car parking requirements on hotels of over 100 units as a result of these recommendations, with parking addressed through the high traffic generating activity rule, or on hotels of any scale located in the Town Centre or Local Shopping Centre zones, and only limited parking required in the High Density Residential and Medium Density Residential zones, where most hotel developments would be expected to occur. No on-site coach parking requirement is required for hotels in any location. We consider that the regulatory framework for parking associated with hotels is both liberal and flexible, and no further changes are required. We recommend that the submissions be accepted in part, on the basis of the rule provisions as they stand and further amendments as recommended in this report.

388. With respect to visitor accommodation parking requirements in the Lower Density Suburban Residential²⁵¹ and ARHM zones, we consider increasing minimum parking requirements for visitor accommodation is justified as being consistent with parking requirements for residential units. We consider that preferential parking requirements for visitor accommodation could not be justified on either amenity grounds, or in terms of potential adverse effects, and would appear to have the effect of distorting the market in primarily residential areas in favour of visitor accommodation. Amenity issues associated with visitor accommodation in the zone are also further addressed in the Hearings Panel's Report 19.2. We recommend that submissions opposing increased parking standards in the zone be rejected.

389. In contrast, Sean McLeod²⁵² sought that the parking requirement²⁵³ for residential visitor accommodation be increased to a level where (for example) a dwelling with five bedrooms would need to provide three car parks²⁵³. On one hand this may be beneficial for larger travel groups, but also has the countervailing effect of incentivising extensive on-site provision for car

²⁵⁰ V Jones, Section 42A Report, paragraph 12.30

²⁵¹ We note that notified references to the Low Density Residential Zone need to be changed to Lower Density Suburban Residential Zone (LDSRZ). This is a change consequential on the decisions on Stage 1 of the PDP and we recommend it be made throughout Chapter 29 under clause 10 of the First Schedule to the Act.

²⁵² Submission 2349

²⁵³ V Jones, Section 42A Report, paragraph 12.30(g).

parking for residential visitor accommodation with adverse amenity outcomes. We recommend that the submission point be rejected.

390. Four submissions were lodged specific to residential minimum parking requirements. Aaron Cowie²⁵⁴ sought that minimum vehicle parking requirements for residential units be reduced and/or removed and replaced with other kinds of incentives. Sean McLeod²⁵⁵ sought that the minimum parking requirements for all residential zones be amended to one car park for a one-bedroom unit or flat, two parks for 2 to 3 bedroom units or flats, and 0.65 times the number of bedrooms beyond that – generally higher than the notified plan standards. The JEA Group submissions and Real Journeys Group requested that the provisions for residential flats to have a car park be removed. This is on the basis that this would assist affordability and enhance urban design, as cars would not be parked in front of the units. GRB Limited²⁵⁶ requested a definition of worker accommodation and an amendment to the notified Rule 29.9.1, such that workers accommodation in the BMUZ would not be required to provide accessory parking.
391. The approach taken in the PDP is to significantly relax car parking requirements in the MDRZ and HDRZ and the Town Centre zones, but not in other residential zones where the cost of providing parking is lower, access to alternative transport modes is less, and there is lower pedestrian movement. Our recommendations propose that parking required for residential flats may be located in tandem with other residential parking, as a result of recommending an amendment to Rule 29.5.8.
392. A number of submissions sought changes to the minimum parking rates for commercial activities, including offices, industrial and service activities, utilities and service stations. Queenstown Central Ltd²⁵⁷ requested an alternative minimum parking requirement for industrial and service activities reflected in the low occupancy of the spaces. Relying on the evidence of Mr Crosswell, Ms Jones recommended that the rule be amended to enable it to be calculated on the gross floor area, *or full-time equivalent staff numbers whichever was the lesser*. She stated²⁵⁸:
- “While I recognise the costs of this approach such as difficulties in ensuring that sufficient parking is provided when a permitted change in use occurs within an existing building and causes spillover effects on two adjacent roads, I accept that such effects should be minimised by the market/developers (who have a vested interest in providing sufficient parking, provided free parking is not provided on the road) and by Council enforcing its Traffic and Parking Bylaw to avoid inappropriate parking on roads”.*
393. We were not persuaded that the amendment supported by Mr Crosswell was appropriate, given that many of these activities are located in areas where alternative transport modes are limited or non-existent. Furthermore there was evidence that in some areas, notably the mixed use areas of Wanaka, there was an unacceptable level of spillover into adjoining streets. We consider that the argument for reduced parking standards is more compelling in town centres and areas immediately adjoining town centres, along with greater scope for offsite parking.

²⁵⁴ Submission 2014

²⁵⁵ Submission 2349

²⁵⁶ Submission 2136

²⁵⁷ Submission 2460

²⁵⁸ V Jones, Section 42A Report, paragraph 12.40

While a developer may 'have an incentive' to provide adequate car parking, we were not persuaded that this extends to subsequent owners who may wish to use a building for more intensive commercial uses employing more staff, or with more visitors/customers.

394. We consider that relying on enforcement to address the effects of overspill parking, was effectively an 'ambulance at the bottom of the cliff' approach. It was apparent that the characteristics of the parking provision in such areas had not been adequately addressed, or even addressed at all, by the Council's consultants. We recommend that the submission of Queenstown Central be rejected.

395. The JEA Group of submissions and Real Journeys Group expressed concern that there was a potential overlap between the minimum parking requirements for 'commercial' activities (which includes offices), and those for offices as an activity in itself. Rather than changing the definitions, Ms Jones proposed that the rules be 'refined' and that Rules 29.9.17 (and 29.9.18 in relation to industrial activity) be amended. While not ideal, we consider this approach is a pragmatic one which addresses the concerns raised by the submitters. We recommend adding the following words in the activity column of renumbered Rules 29.8.18 and 29.8.19:

... other than where the commercial activity is more specifically defined elsewhere in renumbered Table 29.4.

396. Chorus²⁵⁹, and Spark New Zealand²⁶⁰ sought that a new rule be inserted into Table 29.5 stating that no parking spaces be required for an unstaffed utility. This is similar to the relief sought with respect to loading spaces addressed earlier in this report in Section 7.3.10. Noting that utilities are normally designated (and therefore exempt from the application of the rules of the PDP) we recommend that a new Rule 29.8.39 be added and that the submission point be accepted in part. The proposed rule would provide as follows:

29.8.39	Unstaffed utility	0	1 for any unstaffed utility which includes a building or structure with a GFA of over 25m ² .
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397. The Oil Companies²⁶¹ requested that notified Rule 29.9.26 be amended to remove requirements for staff/guest parking at service stations. We do not consider complete exclusion from the rule is justified, but recommend that the rule be amended to reduce the minimum parking requirements from 3 to 2 spaces, under renumbered Rule 29.8.27, and that the submission be accepted in part.

398. B Giddens Trust²⁶² and McBride Street Queenstown Limited²⁶³ sought that notified Rule 29.9.1 be amended to require nil parking in the Local Shopping Centre Zone; and in the case of the latter submitter, specifically their properties at 14, 16, 18, 18B and 20 McBride Street. Relying on Mr Crosswell's evidence, Ms Jones recommended that it was not necessary to rely on

²⁵⁹ Submission 2194
²⁶⁰ Submission 2195
²⁶¹ Submission 2484
²⁶² Submission 2585
²⁶³ Submission 2593

minimum parking requirements in the Local Shopping Centre Zone as they were generally small in size, the spillover effects would be small, many already relied largely on parking on–street, and their physical layout would not support increased on-site parking even if they were to redevelop. Ms Jones added that any large scale development within the zone would be subject to the High Traffic Generation Activity rules, which would enable parking provision to be assessed. Such a scenario might well arise where a new local shopping centre were developed outside existing centres.

399. In this case we were persuaded that on balance, the submission be accepted in part, and that renumbered Rule 29.8.1 be amended by adding the following zone to the list of zones with nil parking requirements:

Local Shopping Centre Zone

400. C and J Properties Ltd²⁶⁴ requested that on-site parking requirements be reduced in circumstances where the activities were located in close proximity to public transport networks, public car parking, or where on-site cycle parking facilities were provided. B Giddens Trust²⁶⁵ and McBride Street Queenstown Limited²⁶⁶ requested a ‘parking reduction adjustment factor’ be added for all zones to enable a percentage reduction in car parking requirements. The Safari Group of Companies Limited²⁶⁷ requested that the term accessory parking be clarified, and where reduced parking would be appropriate.
401. We consider that the matters raised in the submissions have been addressed in part through Policy 29.2.2.5 as amended by these recommendations, which sets out the circumstances in which reduced car parking may be appropriate. Accessory parking is already defined in Chapter 2 of the PDP (Definitions). In addition, amendments recommended to Rule 29.5.1 have the effect of clarifying that High Traffic Generating Activities do not need to comply with the minimum accessory parking requirements, which provides further flexibility with respect to parking matters. We recommend that the submissions be accepted in part.
402. Remarkables Park Ltd²⁶⁸ requested that ratios for on street parking, and alternatives, be included in Chapter 29. Ms Jones referred to recommendations made to amend notified Rule 29.5.14 which addresses access and road design, and which was addressed earlier in our recommendations in Section 7.1.14. She recommended that this rule only refer to Table 3.2 of the Council’s Code of Practice, under which the provision of on-street parking is considered as part of assessing controlled or restricted discretionary applications for land use or subdivision. It provides greater flexibility for assessing road design on a case-by-case basis through land-use and subdivision applications, although it is unclear whether this would address the concerns of the submitter. In the meantime, we recommend that submission be accepted in part.
403. The JEA Group submissions and Real Journeys Group requested that lobbies, circulation spaces, etc, be excluded from the measurement of gross floor area (GFA) and thereby not included in parking calculations. We understand this would be inconsistent with common practice, and

²⁶⁴ Submission 2518
²⁶⁵ Submission 2585
²⁶⁶ Submission 2593
²⁶⁷ Submission 2339
²⁶⁸ Submission 2568

necessitate reconsideration of all the GFA based minimum parking requirements in the PDP, which we consider unnecessary, and which would create uncertainty. We recommend that the submissions be rejected.

404. FENZ²⁶⁹ sought that Table 29.5 be amended so that an activity of ‘Emergency Service Facilities’ be specifically identified. Such facilities fall within the definition of a ‘community activity’ under Chapter 2 of the PDP, but the submitter observes that there is no specific category under the community activity listing in Table 29.5 that would include fire stations. Accordingly we recommend that the submission be accepted and that an additional Rule 29.9.40 be added as follows:

29.8.40	Emergency Service Facilities	1 space/emergency service vehicle bay	1 space/emergency service vehicle bay
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405. QAC²⁷⁰ requested that a new advice note be added to clarify where there was an inconsistency between the transport provisions of Chapter 17 and Chapter 29, Chapter 17 shall prevail. This was addressed earlier in Section 6.1. While in practical terms there is unlikely to be an issue with the provision of parking within the Airport Zone, for reasons of consistency we recommend that renumbered Rule 29.8.1 specifically provide that there is a nil minimum accessory parking requirement in relation to the Queenstown Airport Terminal facility in order to be consistent with Rule 17.3.2.6. The wording to be added to the first column of Table 29.5 would read as follows:

- Within the immediate environs of the Queenstown Airport Terminal facility located within the Airport Zone.

11 SECTION 29.10 - THRESHOLDS FOR HIGH TRAFFIC GENERATING ACTIVITIES

406. As a result of our recommendations, this section is renumbered as 29.9, and Table 29.6 as renumbered as 29.5. Ngai Tahu Property Ltd²⁷¹ sought that the threshold for high traffic generating activities under notified Rule 29.10.1 be increased from 50 dwellings to 100 dwellings. In his evidence for the submitter, Mr Carr qualified the submitter’s position by stating that higher density development generates lower traffic levels during peak hours than lower density suburban development, because there was usually access to non-car modes of travel, the units were smaller, and hence had fewer occupants and cars. He considered that, at development of this density, 50 units would generate traffic volumes between 0.3 and 0.5 vehicles per unit in the peak hour. For that reason he considered that the threshold should be increased to 100 dwellings for medium and high density residential development.²⁷²
407. Mr Crosswell disputed this matter at some length. His overall conclusion was that the Auckland Unitary Plan provisions were designed to avoid duplication within the rules structure of that plan rather than to provide an easier regulatory process, and were promulgated on the basis of

²⁶⁹ Submission 2660

²⁷⁰ Submission 2618

²⁷¹ Submission 2336

²⁷² A Carr, EIC, paragraphs 3.31-3.36.

a frequent and highly developed public transport system²⁷³. We note also that larger scale higher density developments would require consent at least as a restricted discretionary activity anyway, for reasons relating to building design, so the relief provided by increasing the traffic generation threshold may be of limited value. Although we considered the matter was finely balanced, we concluded that given the context of Queenstown and the wider district, the high traffic generation threshold for all housing development should remain at 50 units.

408. Finally on this matter, the point was raised during the hearing that developers would seek to escape the application of the rule by putting forward staged developments (say) for 49 units. We accept that that such a scenario as possible, but observe that if the threshold was raised to 100 units, a similar argument could be mounted, but the potential effects would be greater. We concluded that this is not a significant factor influencing our recommendations.

12 SECTION 29.11 - MINIMUM REQUIREMENTS FOR CYCLE PARKING, LOCKERS AND SHOWERS

409. As a result of our recommendations, this section is renumbered as 29.10, and Table 29.7 is renumbered as 29.6. Queenstown Central Ltd²⁷⁴ sought that the requirements for cycle parking, lockers, showers, and end of trip facilities be removed or reduced. In his evidence for the submitter, Mr Thompson compared the rates for provision for cycle facilities required in the PDP with other local authorities and stated that:

*“In all cases, it can be seen that the proposed rates for Queenstown are significantly in excess of both Auckland and Christchurch. The variance becomes more pronounced as the GFA of a particular scenario increases”.*²⁷⁵

410. He tabled a set of amended provisions which he stated would typically fall between those currently required under the district plans for Auckland and Christchurch, with the latter being higher than Auckland. Mr Thomson’s evidence included a helpful comparative table. In their rebuttal evidence, Council officers recommended reduced provisions which would result in the requirements for Queenstown being at the ‘upper end’ of the Christchurch requirements, and in some cases beyond that. As an example, for a hypothetical Christchurch office development of 5000m² GFA, 10 cycle spaces would be required in the central city, 7 outside the central city; and in the case of Auckland 5 spaces. Queenstown provisions under notified Rule 29.11.1 would require 11 cycle spaces.
411. We are conscious that Queenstown, and the district generally, has a significant cycle network, including a substantial network which is off-road, and this will be further developed. For this reason, we consider it is important to maintain support for cycling. We recommend that the version of the cycle and end of trip facilities contained in notified Table 29.7, amended as proposed in the officers’ reports be adopted, with the following exceptions (renumbered) which would bring the requirements closer to those required in Christchurch;

²⁷³ S Crosswell, Rebuttal Evidence, paragraphs 4.11-4.14.

²⁷⁴ Submission 2460

²⁷⁵ G Thompson, EiC, paragraph 6.4

- 29.10.1 Office: Customer/Visitor Short Term Bicycle Parking – amend from two bicycle spaces for the first 500m² GFA and one space every 500m² GFA thereafter, to read two bicycle spaces for the first 500m² GFA and one space for every 750m² GFA thereafter; and;
 - 29.10.5 Restaurants/cafes Taverns and Bars: amend from two bicycle spaces for the first 125 m² PFA and one space for every 125m² GFA thereafter, to read two bicycle spaces for the first 125m² PFA and one space for every 150m² GFA thereafter.
412. The amendments recommended by the officers with respect to the Queenstown Central submissions included relaxing the required ‘End of trip facilities’ applicable to notified Rules 29.11.1 – 29.11.6 relating to locker facilities, and removing the requirement for restaurants as a separate activity under notified Rule 29.11.9, as this duplicates Rule 29.11.5. Recommendations also included relaxing the standards for private long term bicycle parking for offices, and for industrial and service activities in notified Rules 29.11.1 and 29.11.2. On this basis, and allowing for amendments recommended by Council officers, we recommend that the submission be accepted in part. (As a result of the recommended deletion of notified Rule 29.11.9, the subsequent rules will require to be renumbered 29.10.10 – 29.10.13).
413. A further matter arose with respect to the submissions. Ms Jones recommended that a minor amendment be made to notified Rule 29.5.13 to clarify that Diagram 5 also includes a minimum aisle depth and to include an advice note that further guidance on alternative layouts is available in the Cycle Facilities Guidelines, QLDC 2009. This is considered to provide a better alternative to specifying through complex rules the comprehensive range of alternative cycle park layouts. We agree and recommend the addition of an advice note under Rule 29.5.13 that would read:
- Further guidance on alternative bicycle parking layouts such as hanging bikes is presented in the Cycle Facilities Guidelines, QLDC 2009.
414. Public Health South²⁷⁶ requested that 1 shower be required for offices, industrial and service activities, healthcare facilities, restaurants/cafes/taverns/bars and day care facilities wherever 2 – 8 long term bicycle parking spaces are required. As notified, the rules would only require showers where larger numbers of bicycles are required related to the size of the business concerned – set at 10 spaces or more. We consider it would be unreasonable to require such provision for small businesses where the number of visitors or staff is such that this requirement would be unnecessary and onerous. We recommend that the submission point be rejected.
415. The Frankton Community Association²⁷⁷ requested that Park and Ride should have its own specific cycle parking requirements. While we consider there is some merit in the submitters request, no specific provisions were put before us by any parties that we can consider in terms of section 32AA. We recommend the submission point be rejected.
416. The JEA Group of submissions and Real Journeys Group requested that the reference to electric bicycles in Rule 29.5.13 and Table 29.7 be deleted. The Ministry of Education²⁷⁸ requested that

²⁷⁶ Submission 2040

²⁷⁷ Submission 2369

²⁷⁸ Submission 2151

e-bicycle charging, lockers and showers should not be required in relation to education activities.

417. Earlier in Section 7.1.13 of these recommendations we discussed the issues related to provision for e-bicycles, and agreed with the JEA Group submissions and Real Journeys Group that these provisions should be deleted for the reasons explained therein. We recommend the submission be accepted.
418. The Oil Companies²⁷⁹ requested that renumbered Rule 29.10.10 (which provides that retail activities of less than 300m² not provide any cycle parking facilities) be retained. We recommend that the submission point be accepted.
419. Active Transport Wanaka²⁸⁰ supported notified Rule 29.11 and we recommend that their submission be accepted in part, in reflection of amendments made and described in the preceding text.

13 SECTION 29.13 - HEAVY VEHICLE PARKING LAYOUT

420. As a result of our recommendations, this section is renumbered as 29.12 and Table 29.8 is renumbered as 29.7. Ngai Tahu Property Ltd²⁸¹ requested that the Table be amended so that it only applies to minimum bay dimensions; to note that unimpeded manoeuvring is required into the space provided; to prescribe a minimum dimension of 13.6 x 2.7 m; and to require the provision of a pedestrian access in relation to coach parking. The basis for the submitter's concerns primarily centred on a lack of flexibility with proposed provisions with respect to the manoeuvring and parking of heavy vehicles²⁸².
421. The officer's response in rebuttal evidence was to recommend adding an advice note following renumbered Table 29.8. This would state that the Council would consider alternative heavy vehicle parking arrangements that show design vehicle tracking curves which demonstrate unimpeded manoeuvring in reverse manoeuvres. The rationale for this was that it would avoid the uncertainty that might arise if the rule itself were to include qualitative parameters requiring traffic experts to assess compliance. She also recommended that an additional column be added specifying minimum widths of stalls and widths of access paths to service coaches. This would specify:

3.5 m stall width and 1.5 m wide pedestrian access path to service tour coaches

422. We accept that recommendation for the reasons Ms Jones gave. In addition, we accept Ms Jones' recommendation for the reasons given, that an advice note be added (in preference to qualitative criteria) stating as follows:

Advice note: Alternative heavy vehicle parking arrangements may be appropriate where design vehicle tracking curves to demonstrate unimpeded manoeuvring into spaces with no

²⁷⁹ Submission 2484

²⁸⁰ Submission 2078

²⁸¹ Submission 2336

²⁸² A Carr, EIC, paragraphs 6.1-6.9.

more than one reverse manoeuvre permitted when entering and no more than one reverse manoeuvre permitted upon exiting.

423. We recommend that subject to these amendments, that the submission be accepted in part.

14 SECTION 29.14 - SCHEDULE 29.1 – ROAD CLASSIFICATION

424. As a result of our recommendations, the section is renumbered 29.13. Paterson Pitts Wanaka²⁸³ supported the road classification maps but considered them difficult to interpret and requested that they be added to the planning maps or placed after the interpretive diagrams. Ms Jones advised that it was the Council's intention to move the District Plan mapping information entirely to an electronic GIS viewer platform which would greatly assist interpretation. She stated (and we agree) that the scale of the PDP maps would not enable road classifications to be readily legible, and we recommend that the submission point be rejected.

425. The following reclassifications were sought in submissions:

- Queenstown Central Ltd²⁸⁴ requested that Grant Road be classified as a collector road (whereas at present the Schedule identifies that part of Grant Road from State Highway 6 to the Shopping Centre Entrance as an arterial road, and the balance as a collector road);
- B. Giddens Trust²⁸⁵ and McBride Street Queenstown²⁸⁶ requested that McBride Street be classified as a local road, instead of as a collector road as shown in the Schedule;
- C. Dagg²⁸⁷ requested that the section of Malaghans Road between Dalefield and Hunter Roads be classified as a collector road instead of an arterial road as shown in the Schedule;
- NZTA²⁸⁸ requested that reference to Remarkables View at the endpoint of State Highway 6A at Frankton be removed and replaced with an accurate reference point;
- NZTA requested an amendment to change the reference to 'State Highway 8' under Luggate to read 'State Highway 8A'.
- QLDC²⁸⁹ requested that the whole of the Wanaka – Mount Aspiring Road be identified as a collector road.

426. We were advised that, based on the One Network Road Classification, the Council's classifications were based on the standardised best practised approach used by NZTA and local authorities to classify roads.

427. It was considered that Grant Road should remain classified as an arterial to the Shopping Centre 'Entrance' as this reflected the traffic volumes, road design and future function of this part of the road. Accordingly we recommend that this submission be rejected, but that the point where the arterial section ends be more accurately defined. With respect to McBride Street, while its current design was one of a local road, its role and current traffic volumes are consistent with a collector road. It was noted that this classification requires larger scale developments to be

²⁸³ Submission 2457

²⁸⁴ Submission 2460

²⁸⁵ Submission 2584

²⁸⁶ Submission 2593

²⁸⁷ Submission 2586

²⁸⁸ Submission 2538

²⁸⁹ Submission 2539

designed in a manner that avoids reverse manoeuvring and requires greater separation of vehicle crossings. Failure to achieve that now could be inimical to the future use of the road. We accept that assessment and recommend that this submission be rejected.

428. The classification of Malaghans Road as an arterial road was considered entirely appropriate as it is a key connector road between Queenstown, Arthurs Point and Arrowtown, and reclassifying a short section of it would be illogical and inappropriate. We agree and recommend that this submission be rejected.
429. One end of State Highway 6A commences at Middleton Road rather than at Remarkables View, although this does not alter the classification or necessitate any change to the maps. However it is recommended that the description be changed from Remarkables View to Middleton Road, and the submission point accepted in part. The reference to State Highway 8 with reference to Luggate is incorrect, and should read 8A. We recommend that the submission be accepted.
430. The whole length of the Wanaka – Mount Aspiring Road is a collector road as shown on the road classification maps, and the amendment sought by QLDC would align the Schedule with the maps. We recommend the submission be accepted.
431. During the course of the hearing it was noted that Industrial Place off Gorge Road had been classified as an arterial road in error. We recommend that this matter be addressed as part of Stage 3 of the review of the PDP.

15 SECTION 29.15 - SCHEDULE 29.2 – INTERPRETIVE DIAGRAMS

432. As a result of our recommendations, the section is renumbered as 29.14. During the course of the hearing, Mr Carr²⁹⁰ on behalf of Ngai Tahu Property, drew to our attention that the aisle width requirements in Chapter 29 were in excess of the standard normally adopted in district plans, which was based on AS/NZS2890.1:2004. He said that the Council's proposed standard was inefficient and would result in an increase in the amount of land required for a given number of carparks. In his rebuttal evidence for the Council, Mr Smith maintained that the standard referred to by Mr Carr was old, and set absolute minimum standards. In his opinion caution was required as he claimed there was anecdotal evidence that drivers were avoiding parking buildings because of the perceived difficulty of parking in narrow spaces. On balance, we prefer the evidence of Mr Smith in this particular case, bearing in mind the large number of larger vehicles and tourist drivers in the region. We recommend that the submission be rejected.
433. Ngai Tahu Property Ltd and Ngai Tahu Justice Holdings²⁹¹ and Ngai Tahu Property Ltd²⁹² sought that Diagram 5 be amended to include additional layout options, similar to those provided for in the Christchurch District Plan as Appendix 7.5.2, Figure 2. This plan relates to the Bicycle Parking Layout. Ms Jones disagreed on the grounds that it would make the diagrams too complex, given that the diagram as notified provides key minimum dimensions that would cater for most situations with the exception of cargo bikes. We accept this advice and recommend

²⁹⁰ Evidence of A Carr, paragraphs 5.2 – 5.9

²⁹¹ Submission 2335

²⁹² Submission 2336

that the submission be accepted in part and Rule 29.5.13 be amended to add the following advice note:

Advice Note

Further guidance on alternative bicycle parking layouts such as hanging bikes is presented in the Cycle Facilities Guidelines, QLDC 2009.

434. Public Health South²⁹³ sought that Diagram 8 relating to Access Design be amended to demonstrate its application when dedicated cycle lanes are present. The Council officers responded that an amendment was not required as the diagrams illustrate layout dimensions based on the location of the edge of the seal, and are appropriate regardless of how the road space is used. We recommend that the submission be rejected.
435. NZTA submitted that Diagram 9 be amended to state that it is not suitable for application to State Highways. Ms Jones noted that the only rule that refers to Diagram 9 is Rule 29.5.16 which states that the diagram applies to vehicle crossings providing access to a road *other than* the state highway. As no amendment is therefore required, we recommend the submission be rejected.

16 OVERALL CONCLUSIONS ON RULES

436. Having considered all the evidence and submissions relating the rules, we consider the changes we are recommending to be the most appropriate way to achieve the objectives and implement the policies within the scope provided by submissions.
437. The amendments are primarily in the nature of refinements and will result in greater efficiency and effectiveness. Overall, these efficiencies are considered to maintain the quality of the urban environment in particular, and through reducing unnecessary consenting will at least indirectly have economic benefits and benefits for continued employment growth.

17 RECOMMENDED AMENDMENTS PURSUANT TO CLAUSE 16(2)

438. Clause 16(2) of the First Schedule to the Act provides that:

(2) a local authority may make an amendment, without using the process in the schedule, to its proposed policy statement or plan to alter any information, where such alteration is of minor effect or may correct any minor errors.

439. We have set out below our recommendations for amendments pursuant to Clause 16(2). We have not included circumstances where consequential changes are required as a result of changes to policy/rule numbers, or where cross-references have been made in the notified version to provisions have been recommended for deletion.
440. The amendments made to the text under Clause 16(2) below have already been included in the text changes attached in Appendix 1. Except where indicated otherwise, the clause numbers

²⁹³ Submission 2040

reflect those as renumbered as a result of our recommendations, except where indicated otherwise.

- 1) Policy 29.2.3: insert the word “of” between the words “modes” and “transport”.
- 2) Policy 29.2.4.1: delete the word “areas” in the second line of the policy and replace it with the word “zones”.
- 3) Rule 29.3.3.1 (a): delete the words “any zoning including subzones, ceases to have effect from the time the land is vested or dedicated as road” and replace it with the words “at the time land is vested or dedicated as road, the land shall no longer be subject to any zone provisions, including sub zone provisions.”
- 4) Rule 29.3.3.6: delete the words in the rule reading “do not override” and replace them with the words “apply in addition to”.
- 5) Rule 29.4.6, second bullet point: add the word “and” between the words “sites” and “compatibility”.
- 6) Rule 29.4.9, third bullet point: amend the words “amount, location.....” to read “The amount, location.....”
- 7) Rule 29.4.14: amend the word “Note” to read “Advice Note”.
- 8) Rule 29.4.17, first bullet point: amend the words “the effects on traffic safety” to read “effects on traffic safety”.
- 9) Rule 29.5.1: amend the title of the rule from “Accessory Parking” to “Minimum Parking Requirements”.
- 10) Rule 29.5.2, subclause (d) (v): delete the words “in relation to the above”.
- 11) Rule 29.5.5: reformat Rule 29.5.5 to clarify the number of mobility parks where the number of total parking spaces ranges between 11 and 100, and over 100 spaces.
- 12) Rule 29.5.12, Matters of Discretion, first bullet point: amend the word “pedestrian” to read “pedestrians”.
- 13) Rule 29.5.14: change title from “Access Design” to read “Access and Road Design”.
- 14) Rule 29.8.2, second bullet point: delete the word “Suburb” and replace it with the word “Hobart”.
- 15) Rule 29.8.9, first column: delete the words “or a registered homestay”.
- 16) Rule 29.8.10, second bullet point: delete the word “Suburb” and replace it with the word “Hobart”.
- 17) Rule 29.8.15, second bullet point: delete the word “Suburb” and replace it with the word “Hobart”.
- 18) Rule 29.8.41 .1 (c) delete the word “dwelling” in the 2nd to last line and replace it with the words “residential unit”.
- 19) Rule 29.9.1, second and third columns: delete the word “dwelling” and replace with “residential units”.
- 20) Rule 21.9.9, first column: add the words “including subdivision” after the words “all other activities”.
- 21) Notified is Rule 29.12.1 (7): delete -(duplicates Rule 29.5.3 (b)).
- 22) Schedule 29.1 – Road Classification: amend (Grant Road) by deleting the words “shopping centre entrance” and replacing it with the words “Road 8 as shown on the Frankton Flats B Zone Structure Plan in the Queenstown Lakes District Plan 2016”.

18 VARIATIONS TO STAGE 1 PDP

18.1 Variation to Stage 1 PDP Chapter 2 Definitions

441. We have dealt with this in Section 2 above.

18.2 Variation to Stage 1 PDP Chapter 37 Designations.

442. This variation removes text in Chapter 37 relating to the designation of roads in the District, and Stopped Roads. This matter has been briefly addressed under Section 6 of this Report (Other Provisions and Rules). There were no submissions on the variation and we recommend that it be confirmed as notified.

18.3 Variation to Stage 1 PDP Chapter 21 Rural Zone

443. This variation adds a new rule 21.5.43A to Chapter 21 to provide for public water ferry services operating on the surface of lakes and rivers as a restricted discretionary activity. One submission in support was received from NZTA²⁹⁴, and we recommend that submission be accepted. We recommend the variation confirmed as notified subject to renumbering the rule as Rule 21.15.5 to fit it into Table 12 of the Decisions Version of Chapter 21.

18.4 Variation to Stage 1 PDP Chapter 12 Queenstown Town Centre Zone

444. This variation proposed a new Rule 12.4.17 providing for public water ferry services within the Queenstown Town Centre Waterfront Sub Zone as a restricted discretionary activity. One submission in support was received from NZTA, and we recommend that it be accepted. While we recommend the variation be confirmed we note that it should be included as Rule 12.4.7.4 to be consistent with the treatment of other surface of water activities in the Decisions Version of this zone. Our recommended version in Appendix 1 has been slightly reworded to be consistent with the remainder of Rule 12.4.7. We note that inclusion of this rule requires a minor amendment to Rule 12.4.7.2. There does not appear to be scope to make that amendment as part of the variation and it may require a subsequent variation.

18.5 Variation to Stage 1 PDP Chapter 9 High Density Residential Zone

445. This brief variation amends Policy 9.2.6.7 of Chapter 9 by proposing that a reduction in parking requirements may be considered in Queenstown and Wanaka where a site is located within 800m of a bus stop or the edge of a Town Centre Zone, instead of 400m. There were no submissions on this variation, and we recommend that it be confirmed as notified, noting our concern set out in Section 7.3.2 above that 800m may be too great a distance in the context of this District. We also note that this policy has been renumbered 9.2.6.5 in the Decisions Version. We have made that adjustment in our recommended version in Appendix 1.

18.6 Variation to Stage 1 PDP Planning Maps

446. This variation contains a table which clarifies a number of new roads having being created or existing roads having been stopped since the PDP planning maps were notified in Stage I. There were no submissions on this variation and we recommend that it be confirmed as notified.

²⁹⁴ Submission 2538

19 OVERALL RECOMMENDATION

447. For the reasons we have set out above, we recommend the Council adopt Chapter 29 and the associated variations to Chapters 2, 9, 12, 21, 37 and the Planning Maps with the wording as set out in Appendix 1, and accept, accept in part, or reject the submissions on these provisions as set out in Appendix 2.

For the Hearing Panel



Denis Nugent, Chair
Dated: 11 January 2019

Appendix 1: Recommended Chapter 29 Transport and Associated Variations

29 Transport

29.1 Purpose

The purpose of this chapter is to manage works within the road, manage the development of transport infrastructure both on and off roads, and to require that land-use activities are undertaken in a manner that maintains the safety and efficiency of the transport network as a whole and contributes positively to improving the public and active transport networks.

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

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

29.2 Objectives and Policies

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

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

Policies

- 29.2.1.1 Require that transport networks including active transport networks, are well-connected and specifically designed to:
- a. enable an efficient public transport system;
 - b. reduce travel distances and improve safety and convenience through discouraging single connection streets; and
 - c. provide safe, attractive, and practical walking and cycling routes between and within residential areas, public facilities and amenities, and employment centres, and to existing and planned public transport.
- 29.2.1.2 Recognise the importance of expanded public water ferry services as a key part of the transport network and enable this by providing for park and ride, public transport facilities, and the operation of public water ferry services.
- 29.2.1.3 Provide a roading network within and at the edge of the Town Centre zones that supports these zones becoming safe, high quality pedestrian dominant places and enable the function of such roads to change over time.

- 29.2.1.4 Acknowledge the potential need to establish new public transport corridors ~~off~~ beyond existing roads in the future, particularly between Frankton and the Queenstown Town Centre.
- 29.2.1.5 Enable and encourage the provision of electric vehicle (EV) charging points/ parking spaces within non-accessory parking, within roads where appropriate, as part of Park and Ride, and in association with accessory parking related to High Traffic Generating Activities.
- 29.2.1.6 Facilitate private coach transport as a form of large scale shared transport, through enabling the establishment of off-site or non-accessory coach parking in specified zones and by allowing visitor accommodation activity to provide coach parking off-site.

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

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

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

Policies

- 29.2.2.1 Manage the number, pricing, location, type, and design of parking spaces, queuing space, access, and loading space in a manner that:
 - a. is safe and efficient for all transport modes and users, including those with restricted mobility, and particularly in relation to facilities such as hospitals, educational facilities, and day care facilities;
 - b. is compatible with the classification of the road by:
 - (i) ensuring that accesses and new intersections are appropriately located and designed and do not discourage walking and cycling or result in unsafe conditions for pedestrians or cyclists;
 - (ii) avoiding heavy vehicles reversing off or onto any roads; and
 - (iii) ensuring that sufficient manoeuvring space, or an alternative solution such as a turntable or car stacker, is provided to avoid reversing on or off roads in situations where it will compromise the effective, efficient, and safe operation of roads.
 - c. contributes to an increased uptake in public transport, cycling, and walking in locations where such alternative travel modes either exist; are identified on any Council active transport network plan or public transport network plan; or are proposed as part of the subdivision, use, or development;
 - d. provides sufficient parking parking demand in areas that are not well connected by public or active transport networks and are not identified on any Council active or public transport network plans;
 - e. provides sufficient onsite loading space to minimise congestion and adverse visual amenity effects that arise from unmanaged parking and loading on road reserves and other public land;
 - f. is compatible with the character and amenity of the surrounding environment, noting that exceptions to the design standards may be acceptable in special character areas and historic management areas;

- g. avoids or mitigates adverse effects on the amenity of the streetscape and adjoining sites; and
 - h. provides adequate vehicle access width and manoeuvring for all emergency vehicles.
- 29.2.2.2 Discourage accessory parking in the Town Centre zones in order to support the growth, intensification, and improved pedestrian amenity of these zones.
- 29.2.2.3 Require that a lower amount accessory parking be provided for residential flats district wide, and for residential and visitor accommodation activity in the Town Centre, Local Shopping Centre, Business Mixed Use, High Density Residential, and Medium Density Residential zones and in the Jacks Point Village Area of the Jacks Point Zone compared to other zones in order to:
- a. support intensification and increased walking, cycling, and public transport use, and
 - b. in recognition of the land values, high pedestrian flows, amenity, accessibility, and existing and anticipated density of these zones.
- 29.2.2.4 Enable some of the parking required for residential and visitor accommodation activities and for residential and visitor accommodation activities in the Business Mixed Use Zone to be provided off-site provided it is located in close proximity to the residential or visitor accommodation activity it is associated with and is secured through legal agreements.
- 29.2.2.5 Enable a reduction in the minimum number of car parking spaces required only where:
- a. There will be positive or only minor adverse effects on the function of the surrounding transport network and amenity of the surrounding environment; and/ or
 - b. there is good accessibility by active and/or public transport and the activity is designed to encourage public and/or active transport use and projected demand can be demonstrated to be lower than the minimum required by the rules ; and/ or
 - c. the characteristics of the activity or the site justify less parking and projected demand can be demonstrated to be lower than the minimum required by the rules and/ or
 - d. there is an ability for shared or reciprocal parking arrangements to meet on-site car parking demands at all times and demand can be demonstrated to be lower than the minimum required by the rules.
- 29.2.2.6 Provide for non-accessory parking, excluding off-site parking, only where:
- a. the amount, location, design, and type of parking will consolidate and rationalise the provision of parking for a particular locality and result in more efficient land-use or better enable the planned growth and intensification enabled by the zone; and
 - b. there is an existing or projected undersupply of parking to service the locality and providing additional parking and the pricing of that parking will not undermine the success of public transport systems or discourage people from walking or cycling
- 29.2.2.7 Discourage non-accessory parking and off-site and non-accessory coach parking in the Queenstown, Arrowtown, and Wanaka Town Centre zones other than on sites at the edge of the zone.
- 29.2.2.8 Require Park and Ride and public transport facilities to be located and designed in a manner that:
- a. is convenient to users;
 - b. is well connected to public and active transport networks;
 - c. improves the operational efficiency of the existing and future public transport network; and
 - d. extends the catchment of public transport users.

- e. makes it accessible and safe for users, including pedestrians and cyclists within and beyond the facility;
 - f. provides an integrated and attractive interface between the facility and adjacent streets and public open spaces;
 - g. mitigates effects on the residential amenity of adjoining properties, including effects from noise, vehicle emissions, and visual effects; and
 - h. minimises adverse effects on the operation of the transport network.
- 29.2.2.9 Non-accessory parking and off-site parking facilities are to be designed, managed, and operated in a manner that:
- a. makes it accessible and safe for users, including pedestrians and cyclists within and beyond the facility;
 - b. provides an integrated and attractive interface between the facility and adjacent streets and public open spaces;
 - c. mitigates effects on the residential amenity of adjoining properties, including effects from noise, vehicle emissions, and visual effects; and
 - d. minimises adverse effects on the operation of the transport network.
- 29.2.2.10 Prioritise pedestrian movement, safety, and amenity in the Town Centre zones, particularly along the main pedestrian streets, by discouraging the provision of off-street parking other than on the edge of the zones and discouraging the provision of on-site loading along these streets.
- 29.2.2.10 Mitigate the effects on safety and efficiency arising from the location, number, width, and design of vehicle crossings and accesses, particularly in close proximity to intersections and adjoining the State Highway, while not unreasonably preventing development and intensification.

29.2.3 Objective - Roads that facilitate continued growth, are safe and efficient for all users and modes of transport and are compatible with the level of amenity anticipated in the adjoining zones.

Policies

- 29.2.3.1 Establish design standards for roads and accesses, including those in Table 3.2 of the QLDC Land Development and Subdivision Code of Practice (2018), and require adherence to those standards unless it can be demonstrated that the effects of the proposed design on the active and public transport networks, amenity values, urban design, landscape values, and the efficiency and safety of the roading network are no more than minor.
- 29.2.3.2 Enable transport infrastructure to be constructed, maintained, and repaired within roads in a safe and timely manner while:
- a. mitigating adverse effects on the streetscape and amenity of adjoining properties resulting from earthworks, vibration, construction noise, utilities, and any substantial building within the road;
 - b. enabling transport infrastructure to be designed in a manner that reflects the identity of special character areas and historic management areas and avoids, remedies, or mitigates any adverse effects on listed heritage items or protected trees; and
 - c. requiring transport infrastructure to be undertaken in a manner that avoids or mitigates effects on landscape values.
- 29.2.3.3 Ensure new roads are designed, located, and constructed in a manner that:

- a. provides for the needs of all modes of transport in accordance with the Council's active transport network plan and public transport network plan and for the range of road users that are expected to use the road, based on its classification;
 - b. provides connections to existing and future roads and active transport network;
 - c. avoids, remedies, or mitigates effects on listed heritage buildings, structures and features, or protected trees and reflects the identity of any adjoining special character areas and historic management areas;
 - d. avoids, remedies, or mitigates adverse effects on Outstanding Natural Landscapes and Outstanding Natural Features and on landscape values in other parts of the District; and
 - e. provides sufficient space and facilities to promote safe walking, cycling, and public transport within the road to the extent that it is relevant given the location and design function of the road.
- 29.2.3.4 Provide for services and new linear network utilities to be located within road corridors and, where practicable, within the road reserve adjacent to the carriageway in a manner consistent with the provisions of Chapter 30.
- 29.2.3.5 Allocate space within the road corridor and at intersections for different modes of transport and other uses such as on-street parking in a manner that reflects the road classification, makes the most efficient use of the road corridor, and contributes to the implementation of council's active and public transport network plans.
- 29.2.3.6 Enable public amenities within the road in recognition that the road provides an important and valuable public open space for the community which, when well designed, encourages human interaction and enriches the social and cultural wellbeing of the community.
- 29.2.3.7 Encourage the incorporation of trees and vegetation within new roads and as part of roading improvements, subject to road safety and operational requirements and maintaining important views of the landscape from roads.

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

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

Policies

- 29.2.4.1 That vehicle storage and parking in association with commercial activities and home occupations in residential zones be restricted to prevent adverse effects on residential amenity or the safety of the transport network. This includes the storage of business-related vehicles and rental vehicles and other vehicles being parked on streets adjoining the residential zones when not in use.
- 29.2.4.2 Ensure that commercial and industrial activities that are known to require storage space for large numbers of vehicles provide adequate vehicle parking either onsite or in an offsite carpark and do not store vehicles on roads.
- 29.2.4.3 Promote the uptake of public and active transport by requiring that specific large scale commercial, health, community, and educational activities provide bicycle parking, showers, and changing facilities/ lockers while acknowledging that such provision may be unnecessary in some instances due to the specific nature or location of the activity.

- 29.2.4.4 Avoid or mitigate the adverse effects of high traffic generating activities on the transport network and the amenity of the environment by taking into account the location and design of the activity and the effectiveness of the methods proposed to limit increases in traffic generation and to encourage people to walk, cycle, or travel by public transport.
- 29.2.4.5 Encourage compact urban growth through reduced parking requirements in the most accessible parts of the District.
- 29.2.4.6 Ensure that the nature and scale of activities alongside roads is compatible with the road's District Plan classification, while acknowledging that where this classification is no longer valid due to growth and land-use changes, it may be appropriate to consider the proposed activity and its access against more current traffic volume data.
- 29.2.4.7 Control the number, location, and design of additional accesses onto the State Highway and arterial roads.
- 29.2.4.8 Require any large scale public transport facility or Park and Ride to be located, designed, and operated in a manner that mitigates adverse effects on the locality and, in particular, on the amenity of adjoining properties, while recognising that they are an important part of establishing an effective transport network.
- 29.2.4.9 Ensure the location, design, and layout of access, manoeuvring, car parking spaces and loading spaces of vehicle-orientated commercial activities, such as service stations and rural selling places, avoids or mitigates adverse effects on the safety and efficiency of the adjoining road(s) and provides for the safe movement of pedestrians within and beyond the site, taking into account:
- a. The relative proximity of other accesses or road intersections and the potential for cumulative adverse effects; and
 - b. The ability to mitigate any potential adverse effect of the access on the safe and efficient functioning of the transport network.

29.3 Other Provisions and Rules

29.3.1 District Wide

Attention is drawn to the following District Wide chapters.

1 Introduction	2 Definitions	3 Strategic Direction
4 Urban Development	5 Tangata Whenua	6 Landscapes
25 Earthworks	26 Historic Heritage	27 Subdivision
28 Natural Hazards	30 Energy and Utilities	31 Signs
32 Protected Trees	33 Indigenous Vegetation and Biodiversity	34 Wilding Exotic Trees
35 Temporary Activities and Relocated Buildings	36 Noise	37 Designations
Planning Maps		

29.3.2 Interpreting and Applying the Rules

- 29.3.2.1 Any land vested in the Council or the Crown as road, shall be deemed to be a "road" from the date of vesting or dedication in and subject to all the provisions that apply to roads, as outlined in Table 29.2 and

- a. At the time the land is vested or dedicated as road, the land shall no longer be subject to any zone provisions, including sub-zone provisions; and
- b. The following overlays and identified features shown on the planning maps continue to have effect from the time the land is vested or dedicated as road
 - (i) The Special Character Area;
 - (ii) The Outstanding Natural Landscape, Outstanding Natural Feature, and Rural Landscape classifications;
 - (iii) Significant Natural Area;
 - (iv) Protected trees; and
 - (v) Listed heritage buildings, structures, and features.
- c. all rules in the district wide chapters that refer specifically to 'roads' take effect from the time the land is vested or dedicated as road; and
- d. all district-wide provisions that are not zone specific but, rather, apply to all land within the district, shall continue to have effect from the time the land is vested or dedicated as road.

29.3.2.2 At the time a road is lawfully stopped under any enactment, the land shall no longer be subject to the provisions that apply to roads (Table 29.2 and Table 29.4) and the provisions from the adjoining zone (as shown on the Planning Maps) apply from the date of the stopping. Where there are two different zones adjoining either side of the road, the adjacent zone extends to the centre line of the former road.

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

29.3.2.4 Activities on zoned land are also subject to the zone-specific provisions. The provisions relating to activities outside of roads in this chapter apply in addition to those zone-specific provisions, except that the rules in Table 29.1 take precedence over those zone rules which make activities which are not listed in the zone rules a non-complying or discretionary activity.

29.3.3 Advice Notes - General

29.3.3.1 The following documents are incorporated in this chapter via reference:

- a. Section 3 and Appendices E and F of the Queenstown Lakes District Council Land Development and Subdivision Code of Practice (2015); and
- b. Queenstown Lakes District Council Southern Light Part One - A Lighting Strategy (March 2017) and Queenstown Lakes District Council Southern Light Part Two – Technical Specifications (March 2017).

29.3.3.2 The roads shown on the planning maps will not necessarily be accurate at any point in time as the vesting, forming, and stopping of roads is an ongoing process.

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

29.4 Rules – Activities

	Table 29.1 – Transport related activities outside a road	Activity Status
29.4.1	Activities that are listed in this Table as permitted (P) and comply with all relevant standards in Table 29.3 in this Chapter.	P
29.4.2	Transport activities that are not listed in this Table.	P
29.4.3	Parking for activities listed in Table 29.4, other than where listed elsewhere in this table.	P
29.4.4	Loading spaces, set down spaces, manoeuvring (including the installation of vehicle turntables), and access	P
29.4.5	Bus shelters, bicycle parking, and development of the active transport network	P
29.4.6	<p>Off-site and non-accessory parking used exclusively for the parking of coaches and buses in the Business Mixed Use Zone and Local Shopping Centre Zone</p> <p>Control is reserved over:</p> <ul style="list-style-type: none"> a. Design, external appearance, and landscaping and the resultant potential effects on visual amenity and the quality of the streetscape; b. Effects on the amenity of adjoining sites' compatibility with surrounding activities; c. The size and layout of parking spaces and associated manoeuvring areas 	<u>C</u>
29.4.7	<p>Off-site parking areas in the Business Mixed Use Zone and Local Shopping Centre Zone, excluding off-site parking used exclusively for the parking of coaches and buses</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Design, external appearance, and landscaping and the resultant potential effects on visual amenity and the quality of the streetscape. b. Effects on the amenity of adjoining sites' compatibility with surrounding activities. <p>Advice Note:</p> <p>This rule applies to the establishment of new parking areas for the express purpose of providing required parking spaces for specific land-uses, which are located on a different site to the car parking area. It does not apply to instances where a land-use consent seeks to lease or otherwise secure offsite parking spaces within an existing parking area.</p>	RD

	Table 29.1 – Transport related activities outside a road	Activity Status
29.4.8	<p>Non-accessory parking, excluding:</p> <ul style="list-style-type: none"> - off-site parking in the Business Mixed Use Zone and Local Shopping Centre Zone; - non-accessory parking used exclusively for the parking of coaches and buses in the Business Mixed Use Zone and Local Shopping Centre Zone; and - off-site parking associated with activities located within Ski Area Sub-Zones. <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Effects on the transport network, including the pedestrian and cycling environment and effects on the feasibility of public transport; b. Effects on land use efficiency and the quality of urban design; c. Location, design and external appearance and effects on visual amenity, the quality of the streetscape and pedestrian environment; d. Effects on safety for its users and the employment of CPTED principles in the design; e. Compatibility with surrounding activities and effects on the amenity of adjoining sites; and f. The provision of electric vehicle charging points/ parking spaces. 	RD
29.4.9	<p>Park and Ride and public transport facilities</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Effects on the transport network, including the pedestrian and cycling environment and effects on the feasibility of public transport; b. Location, design and external appearance and effects on visual amenity and the quality of the streetscape; c. Compatibility with surrounding activities and effects on the amenity of adjoining sites, including consideration of nuisance effects such as noise; d. Effects on the safety of its users and employment of CPTED principles in the design; e. Compatibility with surrounding activities; and f. The provision of electric vehicle charging points/ parking spaces. 	RD
29.4.10	<p>Rental vehicle businesses in those zones where commercial activities are permitted</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Effects on the safety and efficiency of the transport network, resulting from rental vehicles being parked on roads and other public land when not in use; b. Effects on amenity from rental vehicles being parked on roads and other public land when not in use; and c. The amount, location, and management of the vehicle parking/ storage proposed, including the location, accessibility, and legal agreements where parking is not proposed on the same site as the office and reception area. 	RD

	Table 29.1 – Transport related activities outside a road	Activity Status
29.4.11	<p>High Traffic Generating Activities</p> <p>Any new land-use or subdivision activity, including changes in use that exceeds the traffic generation standards or thresholds set out in Table 29.5; except where the associated trip generation and transport effects of the proposed land use or subdivision are the same, similar, or less, in character, intensity and scale, to those identified in an existing resource consent or district plan provisions that were approved on the basis of an Integrated Transport Assessment.</p> <p>Discretion is restricted to effects on the transport network.</p>	RD
29.4.12	Parking for any activity not listed in Table 29.4 and the activity is not a permitted or controlled activity within the zone in which it is located.	D

	Table 29.2 - Activities within a road	Activity Status
29.4.13	Activities that are not listed in this Table.	D
29.4.14	<p>Construction of new transport infrastructure and the operation, use, maintenance, and repair of existing transport infrastructure.</p> <p>Advice Note: There are other activities related to the transport function of the road such as signs, utilities, and temporary activities that are also permitted through other district-wide chapters but are not included in the definition of transport infrastructure. pp</p>	P
29.4.15	Public amenities	P
29.4.16	<p>Any veranda, balcony, or floor area of a building overhanging a road, where the building is a controlled activity in the adjoining zone.</p> <p>For the purpose of this rule, where the road adjoins two different zones, the provisions of the adjoining zone only apply up to the centreline of the road in that location.</p> <p>Control is restricted to those matters listed for buildings in the adjoining zone and:</p> <ol style="list-style-type: none"> a. effects on traffic safety; b. effects on the kerbside movement of high-sided vehicles; and c. effects on the active transport network. 	C
29.4.17	<p>Any veranda, balcony, or floor area of a building overhanging a road, where the building is a restricted discretionary activity in the adjoining zone.</p> <p>For the purpose of this rule, where the road adjoins two different zones, the provisions of the adjoining zone only apply up to the centreline of the road in that location.</p> <p>Discretion is restricted to those matters listed for buildings in the adjoining zone and:</p> <ol style="list-style-type: none"> a. effects on traffic safety; b. effects on the kerbside movement of high-sided vehicles; and 	RD

	c. effects on the active transport network.	
29.4.18	<p>Construction of any unformed road into a formed road for the purpose of vehicular access.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. The safety and functionality of the road design, including the safety of intersections with existing roads; b. Ongoing maintenance costs of the road design; c. Effects on the environment and/ or character of the surrounding area (including effects from dust, noise and vibration and effects on visual amenity); and d. Effects on the ability to continue to provide safe access for other current and potential users of the unformed legal road, including pedestrians and cyclists. 	RD

29.5 Rules - Standards for activities outside roads

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	PARKING AND LOADING	
29.5.1	<p>Minimum Parking Requirements</p> <p>The number of parking spaces (other than cycle parking) shall be provided in accordance with the minimum parking requirements specified in Table 29.4, except that where consent is required for a High Traffic Generating Activity pursuant to Rule 29.4.10 no minimum parking is required.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. The number of parking spaces provided. b. The allocation of parks to staff/ guests and residents/ visitors.
29.5.2	<p>Location and Availability of Parking Spaces</p> <ul style="list-style-type: none"> a. Any parking space required by Table 29.4 or loading space shall be available for staff and visitors during the hours of operation and any staff parking required by this rule shall be marked as such. b. No parking space required by Table 29.4 shall be located on any access or outdoor living space required by the District Plan, such that each parking space required by Table 29.5 shall have unobstructed vehicular access to a road or service lane, except where tandem parking is specifically provided for by Rule 29.5.8. c. Parking spaces and loading spaces may be served by a common manoeuvring area (which may include 	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. The long term availability of parking spaces for staff and visitors. b. The location of parking spaces and manoeuvring areas within a site. c. The proportion of spaces proposed off-site in zones other than the

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	<p>the installation of vehicle turntables), which shall remain unobstructed.</p> <p>d. The following activities may provide some or all of the parking spaces required by Table 29.4 off-site (on a different site to that which the land-use activity is located on),</p> <ul style="list-style-type: none"> (i) Residential units and visitor accommodation units or activities in any High Density Residential Zone, Medium Density Residential Zone, or Business Mixed Use Zone is located within 800m of an established public transport facility or a public transport facility identified on any Council Active Transport Network Plan may provide, all of the car parking required off-site. (ii) some or all coach parking required by Table 29.4 in relation to visitor accommodation activity may be provided off-site. (iii) all other residential activity and visitor accommodation activity not captured by 29.5.2(d)(i) may provide up to one-third of the parking spaces required by Table 29.4 off-site. (iv) all activities other than residential and visitor accommodation activity in the Business Mixed Use Zone may provide all of the car parking required off-site. (v) off-site parking spaces provided in accordance with the above rules 29.5.2(d)(i)-(iv) must be: <ul style="list-style-type: none"> i. dedicated to the units or rooms or floor space within the development; and ii. located so that all the “off-site” car parking spaces allocated to the development are within an 800m walking distance of the boundary of the development. This does not apply to coach parking; iii. not located on a private road or public road; and iv. secured by a legally binding agreement attached to the relevant land titles that guarantees the continued availability of the parking for the units the off-site parking is intended to serve. <p>•</p>	<p>High Density Residential Zone, Medium Density Residential Zone, or Business Mixed Use Zone.</p> <p>d. The location, accessibility, and legal agreements proposed.</p>

	Table 29.3 - Standards for activities outside roads	Non-compliance status								
29.5.3	<p>Size of Parking Spaces and layout</p> <p>a. All required parking spaces and associated manoeuvring areas are to be designed and laid out in accordance with the Car Parking Layout requirements of Table 29.6, Table 29.7, and Diagram 3 (car space layouts) of Schedule 29.2.</p> <p>This standard does not apply to parking, loading and associated access areas for Ski Area Activities in the Ski Area Subzone.</p> <p>b. The installation of a vehicle turntable for residential units and residential flats is an acceptable alternative to achieve the required turning manoeuvres of the swept path Diagram 4.</p> <p>Advice note: Refer to Rule 29.5.8 for additional design requirements of residential parking spaces.</p>	<p>RD</p> <p>Discretion is restricted to the size and layout of parking spaces and associated manoeuvring areas.</p>								
29.5.4	<p>Gradient of Parking Spaces and Parking Areas</p> <p>Parking spaces and parking areas shall have a gradient of no more than 1 in 20 in any one direction.</p>	<p>RD</p> <p>Discretion is restricted to the gradient of the parking space and parking area.</p>								
29.5.5	<p>Mobility Parking spaces</p> <p>a. Other than in relation to residential units and visitor accommodation with less than 6 guests, wherever an activity requires parking to be provided, mobility parking spaces shall be provided in accordance with the following minimum standards:</p> <table border="1" data-bbox="411 1384 1098 1709"> <thead> <tr> <th>Total number of parks to be provided by the activity or activities on the site</th> <th>Minimum number of mobility parking spaces required</th> </tr> </thead> <tbody> <tr> <td>1 to 10 spaces:</td> <td>1 space</td> </tr> <tr> <td>11 to 100 spaces:</td> <td>2 spaces</td> </tr> <tr> <td>More than 100 spaces</td> <td>2 spaces plus 1 space for every additional 50 parking spaces provided</td> </tr> </tbody> </table> <p>b. Mobility parking spaces shall be:</p> <p>(i) on a level surface;</p> <p>(ii) clearly signposted;</p> <p>(iii) located on the same site as the activity;</p>	Total number of parks to be provided by the activity or activities on the site	Minimum number of mobility parking spaces required	1 to 10 spaces:	1 space	11 to 100 spaces:	2 spaces	More than 100 spaces	2 spaces plus 1 space for every additional 50 parking spaces provided	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. The number, location, and design of mobility parking spaces, including the accessibility of the spaces to the building(s); and</p> <p>b. Effectiveness of the associated signage.</p>
Total number of parks to be provided by the activity or activities on the site	Minimum number of mobility parking spaces required									
1 to 10 spaces:	1 space									
11 to 100 spaces:	2 spaces									
More than 100 spaces	2 spaces plus 1 space for every additional 50 parking spaces provided									

	Table 29.3 - Standards for activities outside roads	Non-compliance status								
	<p>(iv) be as close as practicable to the building entrance; and</p> <p>(v) be accessible to the building via routes that give direct access from the car park to the building.</p>									
29.5.6	<p>Drop off/ pick up (set down) areas in all zones except in the Queenstown Town Centre Zone, the Wanaka Town Centre Zone, and the Arrowtown Town Centre Zone</p> <p>a. All day care facilities, educational activities, and healthcare facilities must provide drop off/ pick up (set down) areas to allow vehicles to drop off and pick up children, students, elderly persons, or patients in accordance with the following standards:</p> <table border="1" data-bbox="392 896 1101 1464"> <tbody> <tr> <td data-bbox="392 896 719 1025">(i) A day care facility designed to cater for six or more children/ persons</td> <td data-bbox="719 896 1101 1025">1 drop-off/ pick up car space per 5 persons that the facility designed to cater for (excluding staff).</td> </tr> <tr> <td data-bbox="392 1025 719 1223">(ii) A primary or intermediate school</td> <td data-bbox="719 1025 1101 1223">1 drop-off/ pick up space per 5 students that the school designed to cater for and 1 bus space per 200 students where school bus services are provided.</td> </tr> <tr> <td data-bbox="392 1223 719 1388">(iii) A secondary school</td> <td data-bbox="719 1223 1101 1388">1 drop-off/ pick up space per 10 students that the school designed to cater for and 1 bus space per 200 students where school bus services are provided.</td> </tr> <tr> <td data-bbox="392 1388 719 1464">(iv) A health care facility or hospital</td> <td data-bbox="719 1388 1101 1464">1 drop-off/ pick up space per professional staff</td> </tr> </tbody> </table> <p>b. In calculating the total number of drop-off/ pick up car spaces required, where the required amount results in a fraction of a space less than 0.5 it shall be disregarded and where the fraction is 0.5 or higher, then the requirement shall be rounded up to the next highest whole number and where there are two activities on one site (such as healthcare and day care) the total required shall be combined prior to rounding.</p>	(i) A day care facility designed to cater for six or more children/ persons	1 drop-off/ pick up car space per 5 persons that the facility designed to cater for (excluding staff).	(ii) A primary or intermediate school	1 drop-off/ pick up space per 5 students that the school designed to cater for and 1 bus space per 200 students where school bus services are provided.	(iii) A secondary school	1 drop-off/ pick up space per 10 students that the school designed to cater for and 1 bus space per 200 students where school bus services are provided.	(iv) A health care facility or hospital	1 drop-off/ pick up space per professional staff	<p>RD</p> <p>Discretion is restricted to effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>
(i) A day care facility designed to cater for six or more children/ persons	1 drop-off/ pick up car space per 5 persons that the facility designed to cater for (excluding staff).									
(ii) A primary or intermediate school	1 drop-off/ pick up space per 5 students that the school designed to cater for and 1 bus space per 200 students where school bus services are provided.									
(iii) A secondary school	1 drop-off/ pick up space per 10 students that the school designed to cater for and 1 bus space per 200 students where school bus services are provided.									
(iv) A health care facility or hospital	1 drop-off/ pick up space per professional staff									

	Table 29.3 - Standards for activities outside roads	Non-compliance status
29.5.7	<p>Reverse manoeuvring for any day care facility, educational facility, or healthcare facility</p> <p>a. Where on-site manoeuvring area or drop off/ pick up (set down) areas are required, these shall be located and designed to ensure that no vehicle is required to reverse onto or off any road.</p> <p>Reverse Manoeuvring of heavy vehicles</p> <p>b. Where heavy vehicle parking spaces, on-site manoeuvring, and loading areas are required, these shall be designed and located to ensure that no heavy vehicle is required to reverse manoeuvre from (or onto) any site or service lane onto (or from) any road.</p> <p>c. Where a service lane does not meet the definition of a 'road', a heavy vehicle can reverse onto (or from) a site from (or onto) a service lane but this does not enable a heavy vehicle to then reverse from that service lane onto a road.</p> <p>Reverse Manoeuvring, other than where regulated by 29.5.7a to 29.5.7c above</p> <p>d. On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse onto or off any State Highway or arterial road.</p> <p>e. On-site manoeuvring shall be provided for a B85 vehicle to ensure that no such vehicle is required to reverse either onto or off any collector road where:</p> <ul style="list-style-type: none"> (i) the frontage road speed limit is 80km/h or greater, or (ii) six or more parking spaces are to be serviced by a single accessway; or (iii) three or more residential units share a single accessway; or (iv) the activity is on a rear site. <p>f. On-site manoeuvring shall be provided for a B85 vehicle to ensure that no such vehicle is required to reverse either onto or off any local road where:</p> <ul style="list-style-type: none"> (i) ten or more parking spaces are to be serviced by a single accessway, or (ii) five or more residential units share a single accessway, or (iii) the activity is on a rear site. 	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment. b. The design and location of required parking spaces, loading spaces, and on-site manoeuvring areas.

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	<p>g. Where on-site manoeuvring areas are required, a B85 vehicle shall be able to manoeuvre in and out of any required parking space other than parallel parking spaces, with only one reverse manoeuvre, except:</p> <p>(i) Where such parking spaces are in the immediate vicinity of access driveways, ramps, and circulation roadways, a B99 vehicle shall be able to manoeuvre out of those parking spaces with only one reverse manoeuvre.</p> <p>h. The installation of a vehicle turntable for residential units and residential flats is an acceptable alternative to achieve the required turning manoeuvres illustrated in the swept path diagram 4, in Schedule 29.2.</p> <p>Note: Diagram 4 in Schedule 29.2 provides the vehicle swept path designs for B85 and B99 vehicles and for various heavy vehicle types.</p>	
29.5.8	<p>Residential Parking Space Design</p> <p>a. The minimum width of the entrance to a single garage shall be no less than 2.4 m.</p> <p>b. The minimum length of a garage shall be 5.5m.</p> <p>c. Where a car space is proposed between a garage door and the road boundary, the minimum length of this car space shall be 5.5m.</p> <p>d. Where onsite manoeuvring is required, the minimum manoeuvring area between the road boundary and the garage entrance shall be designed to accommodate a B85 design vehicle.</p> <p>e. Where two parking spaces are provided for on a site containing only a single visitor accommodation unit or a single residential unit, which may also include a single residential flat, the parking spaces may be provided in tandem.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. The design of residential parking spaces.</p> <p>b. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>
29.5.9	<p>Queuing</p> <p>a. On-site queuing space shall be provided for all vehicles entering a parking or loading area in accordance with the following:</p>	<p>RD</p> <p>Discretion is restricted to effects on safety, efficiency, congestion, and amenity of the site and of the transport</p>

Table 29.3 - Standards for activities outside roads		Non-compliance status												
	<table border="1"> <thead> <tr> <th>Number of parking spaces</th> <th>Minimum queuing length</th> </tr> </thead> <tbody> <tr> <td>3 – 20</td> <td>6m</td> </tr> <tr> <td>21 – 50</td> <td>12m</td> </tr> <tr> <td>51 – 100</td> <td>18m</td> </tr> <tr> <td>101 – 150</td> <td>24m</td> </tr> <tr> <td>151 or over</td> <td>30m</td> </tr> </tbody> </table> <p>b. Where the parking area has more than one access the required queuing space may be divided between the accesses based on the expected traffic volume served at each access point.</p> <p>c. Queuing space length shall be measured from the road boundary at the vehicle crossing to the nearest vehicle control point</p>	Number of parking spaces	Minimum queuing length	3 – 20	6m	21 – 50	12m	51 – 100	18m	101 – 150	24m	151 or over	30m	network, including the pedestrian and cycling environment.
Number of parking spaces	Minimum queuing length													
3 – 20	6m													
21 – 50	12m													
51 – 100	18m													
101 – 150	24m													
151 or over	30m													
29.5.10	<p>Loading Spaces</p> <p>a. Off-street loading shall be provided in accordance with this standard on every site in the Business Mixed Use Zone, the Town Centre zones, and the Local Shopping Centre Zone, except in relation to unstaffed utility sites and on sites where access is only available from the following roads:</p> <ul style="list-style-type: none"> • Queenstown Mall • Beach Street • Shotover Street • Camp Street • Rees Street • Marine Parade • Church Street • Earl Street • Ballarat Street • Memorial Street • Helwick Street • Buckingham Street. <p>b. Every loading space shall meet the following dimensions:</p> <table border="1"> <thead> <tr> <th>Activity</th> <th>Minimum size</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	Activity	Minimum size			<p>RD</p> <p>Discretion is restricted to:</p> <p>a. The location, size, and design of the loading space and associated manoeuvring.</p> <p>b. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>								
Activity	Minimum size													

Table 29.3 - Standards for activities outside roads		Non-compliance status						
	<table border="1"> <tr> <td>(i).</td> <td>Offices and activities of less than 1500m² floor area not handling goods and where on-street parking for occasional delivery is available.</td> <td>6m length 3m wide 2.6m high</td> </tr> <tr> <td>(ii)</td> <td>All other activities except residential, visitor accommodation, and those listed in Rule 29.5.13(ii)(a) above.</td> <td>9m length 3.5m wide 4.5m high</td> </tr> </table> <p>c. Notwithstanding the above:</p> <p>(i) Where articulated trucks are used in connection with any site sufficient space not less than 20m in depth shall be provided.</p> <p>(ii) Each loading space required shall have unobstructed vehicular access to a road or service lane.</p> <p>(iii) Parking areas and loading areas may be served in whole or in part by a common manoeuvre area, which shall remain unobstructed.</p>	(i).	Offices and activities of less than 1500m ² floor area not handling goods and where on-street parking for occasional delivery is available.	6m length 3m wide 2.6m high	(ii)	All other activities except residential, visitor accommodation, and those listed in Rule 29.5.13(ii)(a) above.	9m length 3.5m wide 4.5m high	
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29.5.11	<p>Surface of Parking Spaces, Parking Areas, and Loading Spaces</p> <p>a. The surface of all parking, loading and associated access areas and spaces shall be formed, sealed, or otherwise maintained so as to avoid creating a dust or noise nuisance, to avoid water ponding on the surface, and to avoid run-off onto adjoining roads.</p> <p>b. The first 10m of such areas, as measured from the edge of the traffic lane, shall be formed and surfaced to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane.</p> <p>These standards do not apply to parking, loading and associated access areas for Ski Area Activities in the Ski Area Subzone.</p>	<p>RD</p> <p>Discretion is restricted to effects on the efficient use and maintenance, safety, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>						
29.5.12	<p>Lighting of parking areas</p> <p>a. Excluding parking areas accessory to residential activity, where a parking area provides for 10 or more parking spaces, which are likely to be used during the</p>	<p>RD</p>						

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	<p>hours of darkness, the parking and manoeuvring areas and associated pedestrian routes shall be adequately lit.</p> <p>b. Such lighting shall be designed in accordance with the Queenstown Lakes District Council Southern Light Part One - A Lighting Strategy (March 2017) and Queenstown Lakes District Council Southern Light Part Two – Technical Specifications (March 2017).</p> <p>c. Such lighting shall not result in a greater than 10 lux spill (horizontal or vertical) of light onto any adjoining site within the Business Mixed Use Zone, the Town Centre Zones, and the Local Shopping Centre Zone, measured at any point inside the boundary of any adjoining site. or</p> <p>d. Such lighting shall not result in a greater than 3 lux spill (horizontal or vertical) of light onto any adjoining site that is zoned High Density Residential, Medium Density Residential, Low Density Residential, or Airport Zone (Wanaka) measured at any point more than 2m inside the boundary of the adjoining site.</p>	<p>Discretion is restricted to:</p> <p>a. Effects on the safety and amenity of pedestrian, cyclists, and motorists using the parking area.</p> <p>b. Effects from the lighting on adjoining sites.</p>
29.5.13	<p>Bicycle parking and the provision of lockers and showers</p> <p>Bicycle parking, lockers, and showers shall be provided in accordance with the minimum requirements specified in Table 29.7 and the layout of short term bicycle parking, including aisle depth, shall have minimum dimensions presented in Diagram 5 (bicycle layouts) of Schedule 29.2.</p> <p>Advice note: Further guidance on alternative bicycle parking layouts such as hanging bikes is presented in the Cycle Facilities Guidelines, QLDC 2009.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. The amount, location, and design of the cycle parks, charging areas, lockers, and showers proposed.</p> <p>b. Effects on the mode share of those walking and cycling to and from the location.</p>

	Table 29.3 - Standards for activities outside roads	Non-compliance status									
	ACCESS										
29.5.14	<p>Access and Road Design</p> <p>a. All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with Table 3.2 (Road Design Standards) of the QLDC Land Development and Subdivision Code of Practice 2018, including the notes within Table 3.2 and Appendices E and F; except as provided for in 29.5.14b below.</p> <p>b. All shared private vehicular accesses serving residential units and/ or visitor accommodation units in the High Density Residential Zone, Medium Density Residential Zone, and Low Density Residential Zone shall comply with the following standards:</p> <p>(i)</p> <table border="1"> <thead> <tr> <th>The greater of the actual number of units proposed to be serviced or the potential number of units able to be serviced by the permitted density.</th> <th>Formed width (m)</th> <th>Minimum legal width (m)</th> </tr> </thead> <tbody> <tr> <td>1 to 6</td> <td>2.75 - 3.0</td> <td>4.0</td> </tr> <tr> <td>7 to 12</td> <td>5.5 - 5.7</td> <td>6.7</td> </tr> </tbody> </table> <p>(ii) Except;</p> <p>i. where a shared vehicle access for 1 to 6 units adjoins a State Highway, arterial, or collector road, it shall have a formed width of 5.5m - 5.7m and a legal width of at least 6.7m for a minimum length of 6m, as measured from the legal road boundary.</p> <p>ii. To allow vehicles to pass, formed access widths for 1 to 6 units shall include widening to not less than 5.5 m over a 15m length at no more than 50 m spacing (measured from the end of one passing bay to the beginning of the next).</p> <p>iii. The above access width rules do not apply at the time of subdivision to any developments authorised and given effect to by a land-use consent as at the date these provisions are made operative.</p>	The greater of the actual number of units proposed to be serviced or the potential number of units able to be serviced by the permitted density.	Formed width (m)	Minimum legal width (m)	1 to 6	2.75 - 3.0	4.0	7 to 12	5.5 - 5.7	6.7	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p> <p>b. The design of the access, including the width of the formed and legal width.</p> <p>c. The on-going management and maintenance of the access.</p> <p>d. Urban design outcomes</p> <p>e. The vesting of the access in Council</p>
The greater of the actual number of units proposed to be serviced or the potential number of units able to be serviced by the permitted density.	Formed width (m)	Minimum legal width (m)									
1 to 6	2.75 - 3.0	4.0									
7 to 12	5.5 - 5.7	6.7									

	Table 29.3 - Standards for activities outside roads	Non-compliance status												
	<p>c. No private way or private vehicle access or shared access in any zone shall serve sites with a potential to accommodate more than 12 units on the site and adjoining sites.</p> <p>d. Private shared vehicle accesses shall have legally enforceable arrangements for maintenance put in place at the time they are created.</p> <p>e. All vehicle access design shall comply with Schedule 29.2.</p> <p>f. The above access width rules do not apply to existing private shared vehicle accessways for the purpose of controlling the number of units that may be built using the accessways, unless the total land served by the accessway could provide for more than 12 units.</p> <p>Advice notes:</p> <p>The calculation of maximum developable capacity shall require, where necessary, the creation of sections to serve as future accessway extensions to link to other sites beyond the immediate development. As there is no maximum density provision in the High Density Residential Zone, it is not possible to calculate the maximum developable capacity and, as such, the number of units shall be taken as the total number proposed to be serviced by the access, including any existing units.</p>													
29.5.15	<p>Width and design of vehicle crossings - urban zones</p> <p>a. The following vehicle crossing widths shall apply as measured at the property boundary:</p> <table border="1" data-bbox="395 1440 1102 1641"> <thead> <tr> <th data-bbox="395 1440 624 1514">Land use</th> <th colspan="2" data-bbox="624 1440 1102 1514">Width of crossing(m) at the property boundary</th> </tr> <tr> <td data-bbox="395 1514 624 1554"></td> <th data-bbox="624 1514 852 1554">Minimum</th> <th data-bbox="852 1514 1102 1554">Maximum</th> </tr> </thead> <tbody> <tr> <td data-bbox="395 1554 624 1594">a. Residential</td> <td data-bbox="624 1554 852 1594">3.0</td> <td data-bbox="852 1554 1102 1594">6.0</td> </tr> <tr> <td data-bbox="395 1594 624 1641">b. Other</td> <td data-bbox="624 1594 852 1641">4.0</td> <td data-bbox="852 1594 1102 1641">9.0</td> </tr> </tbody> </table> <p>b. Vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16 shall comply with Diagram 2 and with either Diagram 6 or 7 in Schedule 29.2, depending on the activity served by the access, such that:</p> <p>(i) the access crosses the property boundary at an angle of between 45 degrees and 90 degrees;</p>	Land use	Width of crossing(m) at the property boundary			Minimum	Maximum	a. Residential	3.0	6.0	b. Other	4.0	9.0	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p> <p>b. The location, design, and width of the vehicle crossing.</p>
Land use	Width of crossing(m) at the property boundary													
	Minimum	Maximum												
a. Residential	3.0	6.0												
b. Other	4.0	9.0												

	Table 29.3 - Standards for activities outside roads	Non-compliance status																									
	<p>(ii) the vehicle crossing intersects with the carriageway at an angle of 90 degrees plus or minus 15 degrees;</p> <p>(iii) roading drainage shall be continuous across the length of the crossing;</p> <p>(iv) all vehicular accessways adjacent to State Highways shall be sealed from the edge of the carriageway to the property boundary.</p> <p>c. For vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16, the width of the vehicle crossings at the kerb shall be 1.0m wider than the width at the boundary.</p> <p>d. All vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16 shall be located at least 500mm from any internal property boundary and from any other vehicle crossing on the same site.</p>																										
<p>29.5.16</p>	<p>Design of vehicle crossings – Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct</p> <p>Vehicle crossings providing access to a road in the Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, and Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct shall comply with Diagram 2 and with either Diagram 8, 9, or 10 of Schedule 29.2, as determined by the following standards, except that in relation to vehicular crossings providing access to a State Highway reference to Diagram 9 shall be replaced with Diagram 10.</p> <table border="1" data-bbox="395 1496 1099 1993"> <thead> <tr> <th>Type of traffic using access (>1 heavy vehicle movement per week)</th> <th>Volume of traffic using accessway (ecm/ day)</th> <th>Volume of traffic using road (vpd)</th> <th>Access type required</th> </tr> </thead> <tbody> <tr> <td rowspan="6">No</td> <td rowspan="2">1-30</td> <td>< 10,000</td> <td>Diagram 2</td> </tr> <tr> <td>>= 10,000</td> <td>Diagram 9</td> </tr> <tr> <td rowspan="2">31-100</td> <td>< 10,000</td> <td>Diagram 2</td> </tr> <tr> <td>>= 10,000</td> <td>Diagram 9</td> </tr> <tr> <td>101+</td> <td>All</td> <td>Diagram 2</td> </tr> <tr> <td rowspan="2">Yes</td> <td>1-30</td> <td>All</td> <td>Diagram 2</td> </tr> <tr> <td>31-100+</td> <td>All</td> <td>Diagram 2</td> </tr> </tbody> </table>	Type of traffic using access (>1 heavy vehicle movement per week)	Volume of traffic using accessway (ecm/ day)	Volume of traffic using road (vpd)	Access type required	No	1-30	< 10,000	Diagram 2	>= 10,000	Diagram 9	31-100	< 10,000	Diagram 2	>= 10,000	Diagram 9	101+	All	Diagram 2	Yes	1-30	All	Diagram 2	31-100+	All	Diagram 2	<p>RD</p> <p>Discretion is restricted to: effects on safety, efficiency, and amenity of the transport network, including the pedestrian and cycling environment.</p>
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	Table 29.3 - Standards for activities outside roads	Non-compliance status																	
	<p>Advice note:</p> <p>In the absence of undertaking a traffic survey for the purpose of the application, the Council's traffic count data can be supplied on request and relied on to determine the vehicles per day using the road.</p>																		
29.5.17	<p>Maximum Gradient for Vehicle Access</p> <p>a. The maximum gradient for any private way used for vehicle access shall be 1 in 6.</p> <p>b. In residential zones where a private way serves no more than 2 residential units the maximum gradient may be increased to 1 in 5 provided:</p> <p>(i) The average gradient over the full length of the private way does not exceed 1 in 6; and</p> <p>(ii) The maximum gradient is no more than 1 in 6 within 6m of the road boundary; and</p> <p>(iii) The private way is sealed with a non-slip surfacing. For the purpose of this rule gradient (maximum and average) shall be measured on the centreline of the access.</p> <p>c. The vehicle break-over angles shown in Diagram 2 of Schedule 29.2 shall not be exceeded over any part of the width of the vehicle access/ crossing.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects on the efficiency of land-use, safety and maintenance of the access and of the adjoining transport network.</p> <p>b. Effects on congestion resulting from any inability of cars or certain types of cars to readily use the access.</p> <p>c. Effects on the ability to provide adequate emergency vehicle access to the property/ properties.</p>																	
29.5.18	<p>Minimum Sight Distances from Vehicle Access on all roads other than State Highways</p> <p>a. The following minimum sight distances from any access, shall be complied with, as measured from the points shown on Diagram 11 of Schedule 29.2:</p> <table border="1" data-bbox="408 1653 1082 1966"> <thead> <tr> <th rowspan="2">Posted speed limit (km/hr)</th> <th colspan="2">Sight distance (m)</th> </tr> <tr> <th>Residential Activity</th> <th>Other Activities</th> </tr> </thead> <tbody> <tr> <td>50</td> <td>45</td> <td>80</td> </tr> <tr> <td>60</td> <td>65</td> <td>105</td> </tr> <tr> <td>70</td> <td>85</td> <td>140</td> </tr> <tr> <td>80</td> <td>115</td> <td>175</td> </tr> </tbody> </table>	Posted speed limit (km/hr)	Sight distance (m)		Residential Activity	Other Activities	50	45	80	60	65	105	70	85	140	80	115	175	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.
Posted speed limit (km/hr)	Sight distance (m)																		
	Residential Activity	Other Activities																	
50	45	80																	
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	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">90</td> <td style="text-align: center;">140</td> <td style="text-align: center;">210</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">170</td> <td style="text-align: center;">250</td> </tr> </table> <p>b. Proposed and existing landscaping (at maturity) and/or structures shall be considered when assessing compliance with site distances.</p> <p>Advice note: This Rule does not apply to State highways which are, instead, subject to Rule 29.5.19.</p>	90	140	210	100	170	250																		
90	140	210																							
100	170	250																							
29.5.19	<p>Minimum Sight Distances from Vehicle Access onto State Highways</p> <p>The following minimum sight distances from any access, shall be complied with, as measured from the points shown on Diagram 11 of Schedule 29.2:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Posted speed limit (km/hr)</th> <th>Sight distance (m)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">113</td> </tr> <tr> <td style="text-align: center;">60</td> <td style="text-align: center;">140</td> </tr> <tr> <td style="text-align: center;">70</td> <td style="text-align: center;">170</td> </tr> <tr> <td style="text-align: center;">80</td> <td style="text-align: center;">203</td> </tr> <tr> <td style="text-align: center;">90</td> <td style="text-align: center;">240</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">282</td> </tr> </tbody> </table>	Posted speed limit (km/hr)	Sight distance (m)	50	113	60	140	70	170	80	203	90	240	100	282	<p style="text-align: center;">RD</p> <p>Discretion is restricted to the effects on the safety of the transport network.</p>									
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29.5.20	<p>Maximum Number of Vehicle Crossings</p> <p>The following maximum number of crossings shall be complied with:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2">Frontage length (m)</th> <th colspan="3">Type of road frontage</th> </tr> <tr> <th>Local</th> <th>Collector</th> <th>Arterial</th> </tr> </thead> <tbody> <tr> <td>0 - 18</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> </tr> <tr> <td>19 - 60</td> <td style="text-align: center;">2</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> </tr> <tr> <td>61 - 100</td> <td style="text-align: center;">3</td> <td style="text-align: center;">2</td> <td style="text-align: center;">1</td> </tr> <tr> <td>Greater than 100</td> <td style="text-align: center;">3</td> <td style="text-align: center;">3</td> <td style="text-align: center;">2</td> </tr> </tbody> </table> <p>Advice note: This Rule does not apply to State highways which are, instead, subject to Rule 29.5.21.</p>	Frontage length (m)	Type of road frontage			Local	Collector	Arterial	0 - 18	1	1	1	19 - 60	2	1	1	61 - 100	3	2	1	Greater than 100	3	3	2	<p style="text-align: center;">RD</p> <p>Discretion is restricted to effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>
Frontage length (m)	Type of road frontage																								
	Local	Collector	Arterial																						
0 - 18	1	1	1																						
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	Table 29.3 - Standards for activities outside roads	Non-compliance status																
29.5.21	<p>Minimum distance between vehicle crossings onto State Highways</p> <p>a. The minimum distance between any two vehicle crossings onto any State Highway, regardless of the side of the road on which they are located and whether they are single or combined, shall be:</p> <p>(i) 40 metres where the posted speed is equal to or lower than 70 km/h</p> <p>(ii) 100 metres where the posted speed is 80 km/h</p> <p>(iii) 200 metres where the posted speed is 100 km/h.</p>	<p>RD</p> <p>Discretion is restricted to effects on the efficiency of land-use and the safety and efficiency of the transport network, including the pedestrian and cycling environment.</p>																
29.5.22	<p>Minimum distances of Vehicle Crossings from Intersections</p> <p>a. No part of any vehicle crossing shall be located closer to the intersection of any roads than the following minimum distances permitted below and as shown in Diagram 12 of Schedule 29.2:</p> <p>b. Roads with a speed limit of less than 70 km/hr:</p> <table border="1"> <thead> <tr> <th>Frontage Road</th> <th>Minimum Distance (m) from intersecting road</th> </tr> </thead> <tbody> <tr> <td>Arterial</td> <td>40</td> </tr> <tr> <td>Collector</td> <td>30</td> </tr> <tr> <td>Local</td> <td>25</td> </tr> </tbody> </table> <p>c. Roads with a speed limit equal to or greater than 70 km/ hr:</p> <table border="1"> <thead> <tr> <th>Frontage Road</th> <th>Minimum Distance (m) from intersecting road</th> </tr> </thead> <tbody> <tr> <td>Arterial</td> <td>100</td> </tr> <tr> <td>Collector</td> <td>60</td> </tr> <tr> <td>Local</td> <td>50</td> </tr> </tbody> </table> <p>d. Except that where the boundaries of the site do not enable a conforming vehicle crossing to be provided, a single vehicle crossing may be constructed provided it is located 0.5m from the internal boundary of the site in the position that most closely complies with the above provisions.</p> <p>Advice notes:</p> <p>1. Distances shall be measured parallel to the centre line of the carriageway of the frontage road from the centre line of</p>	Frontage Road	Minimum Distance (m) from intersecting road	Arterial	40	Collector	30	Local	25	Frontage Road	Minimum Distance (m) from intersecting road	Arterial	100	Collector	60	Local	50	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects on the efficiency of land-use and the safety and efficiency of the transport network, including the pedestrian and cycling environment.</p> <p>b. Urban design outcomes</p> <p>c. The efficiency of the land-use or subdivision layout</p>
Frontage Road	Minimum Distance (m) from intersecting road																	
Arterial	40																	
Collector	30																	
Local	25																	
Frontage Road	Minimum Distance (m) from intersecting road																	
Arterial	100																	
Collector	60																	
Local	50																	

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	<p>the intersecting road. Where the roadway is median divided the edge of the dividing strip nearest to the vehicle crossing shall for the purposes of this control be deemed the centre line.</p> <p>2. This Rule does not apply to State highways which are, instead, subject to Rule 29.5.23.</p>	
29.5.23	<p>Minimum distances of Vehicle Crossings from Intersections onto State Highways</p> <p>a. No part of any vehicle crossing shall be located closer to the intersection of any state highway than the following minimum distances permitted below and as shown in Diagram 12 of Schedule 29.2:</p> <p>(i) 30 metres where the posted speed is less than 70 km/ h</p> <p>(ii) 100 metres where the posted speed is equal to or greater than 70 km/ h</p> <p>(iii) 200 metres where the posted speed is equal to or greater than 90 km/ h.</p>	<p>RD</p> <p>Discretion is restricted to effects on the efficiency of land-use and the safety and efficiency of the transport network, including the pedestrian and cycling environment.</p>
29.5.24	<p>Service Stations</p> <p>a. All service stations shall comply with the following rules:</p> <p>b. The canopy shall be setback 2m from the road boundary.</p> <p>c. Accessways into Service Stations shall comply with the following minimum separation distances from other driveways.</p> <p>(i) Between driveways for residential activities - 7.5m</p> <p>(ii) Between driveways for other activities - 15m</p> <p>d. The width of any driveway into a Service Station shall comply with the following:</p> <p>(i) One way - 4.5m min and 6.0m max.</p> <p>(ii) Two way: - 6.0m min and 9.0m max.</p> <p>e. Any one-way entrance or exit shall be signposted as such.</p>	<p>RD</p> <p>Discretion is restricted to effects on the efficiency of land-use and the safety and efficiency of the transport network, including the pedestrian and cycling environment.</p>

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	<p>f. The road boundary of the site shall be bordered by a nib wall or other device to control traffic flows and to clearly define entrance and exit points</p> <p>g. Pumps shall be located a minimum of 4.5m from the road boundary and 12m from the midpoint of any vehicle crossing at the road boundary. All vehicles shall be clear of the footpath and accessways when stopped for refuelling</p> <p>h. A minimum path width of 4.5m and a minimum inside turning radius of at least 7.5m shall be provided for vehicles through the service station forecourt, except that for pumps which are not proposed to be used by heavy vehicles, the minimum path width required is 3.5m.</p> <p>i. Tanker access to bulk tank filling positions shall ensure tankers drive in and out in a forward direction, without the need for manoeuvring either on the site or adjacent roadways. Where this cannot be achieved tankers shall be able to be manoeuvred so they can drive out in a forward direction.</p> <p>j. Tankers discharging shall not obstruct the footpath</p>	

29.6 Non-Notification of Applications

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

29.6.2 Any application for resource consent for the following restricted discretionary activities shall not be notified but may require the written consent of other persons and may be limited notified:

- a. Park and Ride.
- b. Access to the State Highway.

29.7 Assessment Matters

29.7.1 In considering whether or not to grant consent or impose conditions on a resource consent, the Council shall have regard to, but not be limited by, the following assessment matters.

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

29.7.2.1 Whether and to what extent the non-accessory parking will:

- a. not undermine the success of the public transport system or discourage people from walking or cycling;
- b. consolidate and rationalise parking provision;
- c. result in more efficient land use within the general locality or better enable the planned growth and intensification enabled by the zone;
- d. improve the quality of the streetscape and amenity by, for example, removing on street parking or providing for some of the required parking to be provided off site;
- e. cater for an existing or projected undersupply of parking in the locality. Related to this is:
 - (i) a consideration of the type of parking proposed (such as whether it is short term or long term parking, campervan parking, or coach parking); and
 - (ii) whether alternative parking exists in the surrounding area to accommodate existing and future parking demands in the area and the extent to which parking demand can be adequately addressed by improved parking management of existing or permitted parking, without providing additional non-accessory parking.

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

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

- a. is within close proximity to public transport stations, stops, or terminals;
- b. is well linked to the active transport network and provides secure bicycle parking in a manner that facilitates the option of travelling to the facility by bicycle;
- c. makes public transport more convenient and more pleasant, thereby encouraging commuters and other users to shift to public transport;
- d. improves the operational efficiency of existing and future investments in the public transport network and facilitates existing and future investments in the public transport network, including public water ferry services; and
- e. assists with extending the catchment for public transport into areas where it is otherwise not cost-effective to provide traditional services or feeders.

29.7.4 Restricted Discretionary Activity - Size of parking spaces and layout

29.7.4.1 Whether, in relation to parking spaces within buildings that do not comply with the required stall width or aisle width, the design is in accordance with the Australian/New Zealand Standard Off-street Parking, Part 1: Car Parking Facilities, AS/NZS 2890.1:2004.

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

29.7.5.1 Whether and to what extent the design, location, and number of accesses/ vehicle crossings proposed will achieve Objective 29.2.2 and the associated policies, taking into account:

- a. the hours of operation of activities on the site and the extent to which they coincide with the peak flows and vehicle queues on the road;

- b. any positive or adverse effects of dispersing the traffic volumes amongst more than one accesses;
- c. the operating speed of the road and volume of vehicles on the road;
- d. the geometry of the road; ~~and~~
- e. any positive or adverse effects on the pedestrian and cycling environment and on the amenity and streetscape values of the locality;
- f. the provision of appropriate access for emergency vehicles;
- g. the extent to which the access design complies with Section 3 and Appendices E and F of the QLDC Land Development and Subdivision Code of Practice (2018) ;and
- h. any site constraints which affect the practicality of constructing to the standards set out in Table 29,3.

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

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

29.7.5.3 Whether and to what extent a narrower private access is acceptable in terms of achieving Objective 29.2.2, taking into account:

- a. the availability of sufficient on-site manoeuvring;
- b. the provision of passing areas and/ or turning heads and adequate on-site parking;
- c. the opportunity for improved urban amenity outcomes from providing a narrower private access;
- d. the extent to which the access design complies with Table 3.2 and Appendices E and F of the QLDC Land Development and Subdivision Code of Practice (2018); and
- e. any site constraints which affect the practicality of constructing to the standards set out in Table 29,3 of the QLDC Land Development and Subdivision Code of Practice (2018).

29.7.5.4 Whether and to what extent a shorter queuing space is acceptable in terms of achieving Objective 29.2.2, taking into account:

- a. the traffic volume in surrounding streets;
- b. the number of parking spaces on the site;
- c. the anticipated peak traffic flows from/ to the site;
- d. tidal flows relation to residential developments and the potential for a reduced chance of vehicles meeting one another; and
- e. in relation to large scale non-accessory parking areas:

- (i) the rate of entry/ exit at control points and the freedom of movement beyond the control point in relation to carparks that have barrier arms, boom gates, or similar; and
 - (ii) the hourly parking accumulation and turnover of the carpark.
- 29.7.5.5 Whether and to what extent a steeper vehicle access gradient is acceptable in terms of achieving Objective 29.2.2, taking into account:
- a. the length, curvature, and width of the access;
 - b. the gradient of the access and break over angles adjacent to the road;
 - c. the surface of the access;
 - d. sight lines; and
 - e. the extent to which the proposed gradient applies with the AS/ NZS2890.1:2004; and
 - f. the provision of appropriate access for emergency vehicles.
- 29.7.5.6 Whether and to what extent on-site loading space is necessary or whether the reduced space proposed is acceptable in terms of achieving Objective 29.2.2, taking into account:
- a. the disruption to the adjacent transport network resulting from on street loading due to the reduced provision or lack of on-site loading space;
 - b. whether a smaller loading space is sufficient due to the nature of the proposed activities on the site; and
 - c. whether loading on-street or allowing manoeuvring areas and/ or loading spaces to be shared will result in a higher quality pedestrian environment, which may be more appropriate in areas where it is desirable to limit access points in order to maintain or enhance safety, amenity, efficient traffic flows, intensification, or high levels of streetscape amenity.
- 29.7.6 Restricted Discretionary Activity - Bicycle parking and the provision of showers, lockers, e bicycle charging, and changing facilities**
- 29.7.6.1 Whether and to what extent the design, location, and amount of bicycle parking and end-of-trip facilities proposed may be appropriate taking into account:
- a. whether there is adequate alternative, safe and secure bicycle parking, showers, and lockers that meet the needs of the intended users in a nearby location that is readily accessible and secured by a legal mechanism;
 - b. whether the required bicycle parking and end of trip facilities can be provided and maintained via a jointly-used facility; and
 - c. whether the location of the activity is such that it is unrealistic to expect staff or visitors to travel by bicycles (including electric bicycle) now or in the future.
- 29.7.7 Restricted Discretionary Activity – High Traffic Generating Activities**
- 29.7.7.1 Whether and to what extent:
- a. Any proposed improvements to the transport network within or in the vicinity of the site are proposed, including additions or improvements to the active and public transport network and infrastructure and the roads themselves, in accordance with

road controlling authority's standards and adopted infrastructure network development plans either within or beyond the site;

- b. the site and/ or its frontage have been designed to accommodate any planned public transport infrastructure proposed by Council;
- c. pedestrian and cycle infrastructure is proposed to be provided or upgraded;
- d. a Travel Demand Management Plan is proposed to be provided; and
- e. electric vehicle charging points/ parking spaces are proposed to be provided.

29.8 Minimum Parking Requirements

Table 29.4			
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
29.8.1	All activities in the: <ul style="list-style-type: none"> • Queenstown Town Centre Zone; • Wanaka Town Centre Zone; • Arrowtown Town Centre Zone; • Local Shopping Centre Zone; • Within the immediate environs of the Queenstown airport terminal facility located within the Airport Zone (Queenstown). 	0	0
Residential Activities			
29.8.2	Residential units and residential flats in the: <ul style="list-style-type: none"> • High Density Residential Zone • Medium Density Residential Zone between Park and Suburb Streets, Queenstown 	0.25 per studio unit/ flat and 1 bedroom unit/ flat 0.5 per unit/ flat for all other units. Footnote (3)	0
29.8.3	Residential units and residential flats in the: <ul style="list-style-type: none"> • Medium Density Residential Zone in Arrowtown and Wanaka • The Jacks Point Village Activity Area of the Jacks Point Zone. 	0.7 per studio unit/ flat and 1 bedroom unit/ flat 1.0 per 2 bedroom unit/ flat 1.5 per unit/ flat comprising 3 or more bedrooms. Footnote (3)	0
29.8.4	Residential units and residential flats in the Medium Density Residential Zone other than the areas of Medium Density Residential Zone listed above in 29.9.2 and 29.9.3	0.5 per studio unit/ flat, 1 bedroom unit/ flat, and 2 bedroom unit/ flat 1.0 per unit/ flat comprising 3 or more bedrooms. Footnote (3)	0

Table 29.4			
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
29.8.5	Residential units and residential flats in the Business Mixed Use Zone	0.7 per residential unit/ flat containing 3 bedrooms or less; and For units/ flats containing more than 3 bedrooms, 0.7 for every 3 bedrooms Footnote (3)	0
29.8.6	Minimum number of carparks required for a residential flat in all zones, except otherwise listed in standards 29.9.1 - 29.9.5	1 per flat. Footnote (3)	0
29.8.7	Minimum number of carparks required for a residential unit in all zones, except otherwise listed in standards 29.9.1 - 29.9.5	2 per unit. Footnote (3)	0
29.8.8	Elderly persons housing unit and elderly care homes, either within a retirement village or not	1 per residential unit 1 per 5 beds for elderly care homes	1 per 5 beds for elderly care homes. Footnote (1)
Visitor Accommodation Activities			
29.8.9	Homestay or a registered homestay	1 per bedroom used for homestay	0
29.8.10	Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) in the: <ul style="list-style-type: none"> • High Density Residential Zone • Medium Density Residential Zone between Park and Suburb Streets, Queenstown • Business Mixed Use Zone 	0.25 per studio unit and 1 bedroom unit 0.5 per unit for all other units; In addition, where over 30 units are proposed over one or more sites, 1 coach park per 30 units, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation. Footnotes (3)(4)	0
29.8.11	Unit type visitor accommodation (includes all units containing a kitchen facility. E.g. motels and cabins) in the: <ul style="list-style-type: none"> • Medium Density Residential Zone in Wanaka 	0.7 per studio unit and 1 bedroom unit 1.0 per 2 bedroom unit 1.5 per unit comprising 3 or more bedrooms. Footnote (3)(4)	0

Table 29.4			
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
	<ul style="list-style-type: none"> • Medium Density Residential Zone in Arrowtown • The Jacks Point Village Activity Area of the Jacks Point Zone. 		
29.8.12	Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) in the Medium Density Residential Zone other than the areas of Medium Density Residential listed above in 29.9.10 and 29.9.11	0.5 per studio unit, 1 bedroom unit, and 2 bedroom unit 1.0 per unit comprising 3 or more bedrooms Footnotes (3)(4)	0.2 per 5 units. Footnotes (1)(2)(3)
29.8.13	Unit type visitor accommodation (includes all units containing a kitchen facility. E.g. motels and cabins) in the: <ul style="list-style-type: none"> • Low Density Residential Zone • Arrowtown Residential Historic Management Zone 	2 per unit. Footnote (3)	0
29.8.14	Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) except in those zones listed in standards 29.9.10 - 29.9.13 above	1 per unit up to 15 units; thereafter 1 per 2 units. In addition, where over 30 units are proposed over one or more sites: 1 coach park per 30 units, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation. Footnotes (3) (4)	For developments comprising 10 or more units, 1 per 10 units. Footnotes (1)(2)(3)
29.8.15	Guest room type visitor accommodation (e.g. hotels) in the: <ul style="list-style-type: none"> • High Density Residential Zone • Medium Density Residential Zone between Park and Suburb Streets, Queenstown • Business Mixed Use Zone 	1 per 4 guest rooms up to 60 guest rooms; thereafter 1 per 5 guest rooms. Footnotes (1)(2)(3) In addition, where over 50 guest rooms are proposed over one or more sites; 1 coach park per 50 guest rooms, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a	1 per 20 beds. Footnotes (1)(2)(3)(4)

Table 29.4			
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
		loading area shall be provided on the site containing the visitor accommodation.	
29.8.16	Guest room type visitor accommodation (e.g. hotels) in all zones other those zones listed in Rule 29.9.15	1 per 3 guest rooms up to 60 guest rooms; thereafter 1 per 5 guest rooms. Footnotes (1)(2)(3) In addition, where over 50 guest rooms are proposed over one or more sites; 1 coach park per 50 guest rooms, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation.	1 per 20 beds. Footnotes (1)(2)(3)(4)
29.8.17	Backpacker hostel type visitor accommodation	1 per 5 guest beds. In addition, where over 50 beds are proposed over one or more sites; 1 coach park per 50 beds, provided that coach parks may overlay the required car parking spaces or may be located off-site in accordance with Rule 29.5.2 provided that where located off-site, a loading area shall be provided on the site containing the visitor accommodation. Footnotes (3) (4).	1 per 20 beds Footnotes (1)(2)(3)
Commercial Activities			
29.8.18	Commercial activity, other than where the commercial activity is more specifically defined elsewhere in this table (Table 29.5)	1 per 25m ² GFA; and For large format retail, of the total parking provided, 1 park per 500m ² GFA shall accommodate a medium rigid truck (in order to accommodate campervans and other vehicles larger than a B85 vehicle).	0
29.8.19	Industrial activity or service activity, other than where the activity is more specifically defined elsewhere in this table (Table 29.5)	0	1 per 50m ² of indoor and outdoor area/ GFA; except 1 per 100m ² of GFA used for

Table 29.4			
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
			warehousing and indoor or outdoor storage (including self-storage units); and 1 per 100m ² of GFA for distribution centres
29.8.20	Motor vehicle repair and servicing	1 per 25m ² of servicing/ workshop area or 2.5 per work bay (up to a maximum of 50m ² for each work bay), whichever is greater. In addition, 2 heavy vehicle parking spaces per establishment	1 per 25m ² servicing/ workshop area or 1 per work bay, whichever is greater Note: parking spaces will also be required for any on-site office and retail space pursuant to those rules.
29.8.21	Drive-through facility except in the Town Centre	5 queuing spaces per booth or facility, based on a B85 vehicle.	0
29.8.22	Office	0	1 per 50m ² GFA
29.8.23	Restaurant	1 per 25m ² PFA	1 per 100m ² PFA (2 minimum)
29.8.24	Tavern or bar	2 per 25m ² PFA	1 per 100m ² PFA (2 minimum)
29.8.25	Rural selling place	3 for the initial 25m ² GFA and outdoor display area; and thereafter 1 per 25m ² GFA and outdoor display area.	0
29.8.26	Home occupation (in addition to residential requirements)	1 per home occupation activity	0
29.8.27	Service station	1 per 25m ² of GFA used for retail sales	2 per service station
	Community Activities		
29.8.28	Place of assembly or place of entertainment, except where specifically listed below	1 per 10m ² PFA or per 10 seats, whichever is greater; except for: Libraries, museums, and non-commercial art galleries, which shall provide 1 per 50m ² GFA	0

	Table 29.4		
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
29.8.29	Swimming pools for public use or private club use	1 per 15m ² swimming pool area	1 per 200m ² swimming pool area
29.8.30	Gymnasiums for public use or private club use	1 per 100m ² GFA	1 per 200m ² PFA
29.8.31	Sports courts for public or private club use	1 per 75m ² court area	1 per 200m ² court area
29.8.32	Sports fields	12.5 per hectare of playing area	0
29.8.33	Hospital Note: Also see drop off/ pick up (set down) Rule 29.5.7	1 per 5 beds	2 per bed
29.8.34	Health care facility Note: Also see drop off/ pick up (set down) Rule 29.5.7 <u>6</u>	2 per professional staff	1 per professional staff In addition; 1 per 2 other full time staff, or 1 per consulting room, whichever is greater.
29.8.35	Education activity Note: Also drop off/ pick up (set down) Rule 29.5.7 <u>6</u>	1 per classroom for Year 11 and above. Tertiary education: 0.5 per FTE employee plus 0.25 per FTE student the facility is designed to accommodate	1 per 2 staff.
29.8.36	Day care facility Note: Also see drop off/ pick up (set down) Rule 29.5.7 <u>6</u>	1 per 10 children/elderly person	0.5 per staff.
29.8.37	Convention centre	1 car park per 10 persons or 1 car park per 10 m ² of public floor area, whichever is greater. In addition, one coach park per 50 people the site is designed to accommodate.	0
29.8.38	Commercial recreational activity	1 carpark per 5 people the facility is designed to accommodate.	0
29.8.39	Unstaffed utility	0	1 for any unstaffed utility which includes a building or structure with a GFA of over 25m ²

	Table 29.4		
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
29.8.40	Emergency Service Facilities:	1 space / emergency service vehicle bay	1 space/ emergency service vehicle bay

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

29.8.41.1 In calculating the total parking requirement:

- a. the requirement for residents/ visitors and the requirement for guests/ staff shall be added together (including fractional spaces), then rounded up or down in accordance with 29.9.38.1(c) below.
- b. where a development comprises more than one activity, the parking requirements for all activities shall be added together (including fractional spaces), and then then rounded up or down in accordance with 29.9.38.1(c) below.
- c. where the total parking requirement (as outlined in (a) and (b) above) for the development includes a fraction less than 0.5 it shall be disregarded and where it includes a fraction equal to or greater than 0.5, the parking requirement shall be rounded up to the next highest whole number, except that where the total carpark requirement is a fraction less than 1.0 (e.g. in the case of a single residential unit in the High Density Residential zone) then this shall be rounded up to 1.0.
- d. The area of any parking space(s) and vehicular access, drives, and aisles provided within a building shall be excluded from the assessment of gross floor area of that building for the purpose of ascertaining the total number of parking spaces required or permitted.
- e. Where the parking requirement is based on the number of bedrooms within a residential or visitor accommodation unit, any room with a window and which is able to be shut off from any living room or communal part of the unit shall be deemed to be a bedroom, regardless of whether it is identified as such on the building plans.

29.8.42 The following footnotes apply only where indicated in Table 29.5:

Footnote (1): Where the site is used for visitor accommodation these spaces shall be made available for staff. Where the site is used for residential purposes these spaces are to be accessible to guests, or for use for parking trailers and other vehicles.

Footnote (2): These spaces shall all be located on land that is held in common ownership. Once the total onsite requirement is established in accordance with 29.9.38.1(c) above, if the number of 'staff/ guest' spaces required results in a fractional space, then in regard to the locating these spaces, the staff/ guest component of the overall parking requirement be may be rounded down to the next highest whole number.

Footnote (3): Some or all of these carparks can be provided off-site in accordance with Rule 29.5.2.

Footnote (4): The site's access and three of the spaces must be arranged so that a tour coach can enter and park on or near these spaces. This includes

applications to develop over 30 units over one or more sites in the Medium Density Residential Zone where no coach parking is specifically required.

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

Table 29.5			
	Activity	Development type	Threshold
29.9.1	Residential	Residential units	50 Residential units
29.9.2	Visitor accommodation	Visitor accommodation (unit type construction)	100 units
29.9.3	Visitor accommodation	Visitor accommodation (guest room type construction).	150 rooms
29.9.4	Commercial Activities, other than those specifically listed below		2000m ²
29.9.5	Office		2000m ²
29.9.6	Retail		1000m ²
29.9.7	Industrial		5000m ²
29.9.8	All other activities		50 or more car parking spaces proposed and/or required under Table 29.5.
29.9.9	All other activities		Traffic generation of greater than 400 additional vehicle trips per day or 50 additional trips during the commuter peak hour.

29.10 Minimum requirements for cycle parking, lockers and showers

Table 29.6				
	Activity	Customer/Visitor Short-Term Bicycle Parking	Private Long-Term Bicycle Parking. This is for the use of staff, students, and residents.	End of trip facilities
29.10.1	Office	2 bicycle spaces (i.e. 1 stand) for the first 500m ² GFA and 1 space for every 750m ² GFA, thereafter.	For offices at least 150m ² in area, 1 space per 150m ² GFA	Where 1 long-term bicycle parking space is required: no end of trip facilities required.
29.10.2	Industrial and Service Activities	Nil	For such activities of at least 500m ² in area, 1 space per 500 m ² GFA	Where 8 2-10 long-term bicycle parking spaces required: 1 locker per every space required_ Where 11-100_long-term bicycle parking spaces required: 1 locker for every space required and 1 shower per every 10 spaces required_Footnote (1). Where >100 long-term bicycle parking spaces required: 10 showers for the first 100 spaces required plus two showers for each additional 50 spaces required
29.10.3	Hospital	1 bicycle space per 25 beds	1 per 10 beds	
29.10.4	Other Health Care Facility	For facilities of at least 100m ² in area, 1 per 100m ² GFA	For facilities of at least 200m ² in area, 1 space per 200m ² GFA	
29.10.5	Restaurants, Cafes, Taverns and Bars	2 bicycle spaces (i.e. 1 stand) for the first 125m ² PFA and 1 space for every 150m ² GFA, thereafter	For such activities facilities of at least 500m ² in area, 1 space per 500m ² GFA	
29.10.6	Day care facility	2 bicycle spaces per centre	For facilities with at least 10 workers, 1 bicycle space per 10 on-site workers	
29.10.7	Educational Facility – primary and secondary	1 visitor space per 50 students (capacity)	1 per 5 pupils Year 5 and above (capacity) for primary and secondary schools	Nil
29.10.8	Educational Facility - tertiary	1 visitor space per 50 students (capacity)	1 student/staff space per 5 FTE students (capacity)	Where 1 long-term bicycle parking space is required: no end of trip facilities required. Where 2-20 long-term bicycle parking spaces are required: 1 locker per every space required. Where >20 long-term bicycle parking spaces are required: 1 locker for every space required and 1 shower per every 10 spaces required. Footnote (1).
29.10.9	Retail < 300m ²	Nil	Nil	Nil

Table 29.6				
	Activity	Customer/Visitor Short-Term Bicycle Parking	Private Long-Term Bicycle Parking. This is for the use of staff, students, and residents.	End of trip facilities
29.10.10	Retail $\geq 300\text{m}^2$	For retail at least 300m^2 in area, 1 space per 300m^2 GFA	For retail of at least 200m^2 in area, 1 space per 200m^2 GFA	Nil
29.10.11	Recreational Activity	1 space per court/bowling alley lane Gymnasium of at least 200m^2 in area: 1 space per 200m^2 of GFA 3 spaces per field for field sports 3 spaces per netball court 1 space per tennis court 1 space per 15m^2 of GFA for Club for clubhouse component	Nil	Nil
29.10.12	Places of assembly, community activities, and places of entertainment	For such activities of at least 500m^2 in area, 2 bicycle spaces per 500m^2 located directly outside the main entrance or ticket office	For such activities of at least 500m^2 in area, 1 space per 500m^2 GFA	Nil

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

29.10.14 In calculating the requirement, all development floor areas cited in the above table shall be rounded down. For example, an office space development of 150m^2 would require one Private Long-Term Bicycle Parking space and an office of 510m^2 would require four spaces.

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

Footnote (1): One unisex shower where the shower and associated changing facilities are provided independently of gender separated toilets, or a minimum of two showers (one separate shower per gender) with associated gender separated toilet/changing facilities.

29.11 Car Parking Sizes and Layout

Table 29.7									
Parking Angle		Stall Width (m)	Aisle Width (m)	Aisle Run (m)	Stall Depth (m)	Overhang (m)	Wheel-stop Depth (m)	Interlock Depth (m)	Stall Depth (m)
90	Class 1 User	2.4	7.0		5.0	0.8	4.2		
		2.5	6.6		5.0	0.8	4.2		
		2.6	6.2		5.0	0.8	4.2		
	Class 2 User	2.5	8.0		5.0	0.8	4.2		
		2.6	7.0		5.0	0.8	4.2		
		2.7	6.0		5.0	0.8	4.2		
Disabled		3.6	8.0		5.0	0.8	4.2		
60°		2.5	4.5	2.9				1.25	5.55
		2.7	4.0	3.1				1.35	5.65
		2.9	3.5	3.4	5.4	0.8	4.6	1.45	5.75
		3.0	3.5	3.5				1.5	5.8
45°		2.5	3.8	3.5				1.8	5.3
		2.7	3.5	3.8				1.9	5.4
		2.9	3.5	4.2	5.0	0.7	4.3	2.05	5.55
		3.0	3.5	4.2				2.1	5.6
30°		2.5	3.5	5.0				2.15	4.65
		2.7	3.5	5.4				2.3	4.8
		2.9	3.5	5.8	4.4	0.6	3.8	2.5	5.0
		3.0	3.5	6.0				2.6	5.1
Parallel parking		Stall Length (m) = 6.1		Stall Width (m) = 2.5		Aisle Width (m) = 3.7			

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

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

29.12 Heavy Vehicle Parking Layout

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

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

Advice note: Alternative heavy vehicle parking arrangements may be appropriate where design vehicle tracking curves demonstrate unimpeded manoeuvring into spaces with no more than one reverse manoeuvre permitted when entering, and no more than one reverse manoeuvre permitted upon exit.

29.13 Schedule 29.1- Road Classification

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

Arterial Roads		
Road Name	Start Name	End Name
Arrowtown		
Arrowtown-Lake Hayes Road	Butel Road	Malaghans Road
Bedford Street	Buckingham Street	Suffolk Street
Berkshire Street	Malaghans Road	Buckingham Street
Berkshire Street/Wiltshire Street Roundabout	Whiltshire Street	Whiltshire Street
Buckingham Street (East)	Wiltshire Street	Bedford Street
Centennial Avenue	Bedford, Suffolk, Ford, Devon Streets	McDonnell Road
Crown range Road	State Highway 6	Glencoe Road
Malaghans Road	Middlerigg Lane	Lake Hayes/ Arrowtown Road
Wiltshire Street	Roundabout	Buckingham Street
Arthurs Point		
Arthurs Point Road	Oxenbridge Place Road	Littles Road
Gorge Road	Industrial Place	Oxenbridge Place Road
Ben Lomond		
Glenorchy-Queenstown Road	Sunshine Bay Boat Ramp	Moke Lake Road
Cardrona		
Cardrona Valley Road	Bridge #11/erp 16/8.11	Riverbank Road
Closeburn		
Glenorchy-Queenstown Road	Moke Lake Road	Twelve Mile Delta
Dalefield		
Lower Shotover Road	Spence Road	Speargrass Flat & Hunter Road
Malaghans Road	Littles Road	Middlerigg Lane
Fernhill		
Fernhill Road	Queenstown Glenorchy Road	Watts Road
Glenorchy-Queenstown Road	Fernhill Road (North)	Sunshine Bay Boat Ramp
Frankton		
Glenda Drive	SH Roundabout	End of Road
Grant Road	State Highway 6	Shopping Centre Entrance
Hardware Lane	State Highway 6	Jock Boyd Place
Hardware Lane Roundabout	Hardware Lane	Hardware Lane
Hawthorne / Glenda Drive Roundabout	Start of Roundabout	End of Roundabout
Hawthorne Drive	Roundabout	Glenda Drive
Hawthorne Drive North section	State Highway Roundabout	Glenda Drive Roundabout
Hawthorne Drive Roundabout	Lucas Place	Lucas Place
Lucas Place	State Highway 6	Robertson Street Roundabout
Lucas Place Roundabout	Lucas Place	Lucas Place
Kelvin Heights		
Peninsula Road	State Highway 6	Willow Place
Lake Hayes		
Arrowtown-Lake Hayes Road	State Highway 6	Butel Road

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

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

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

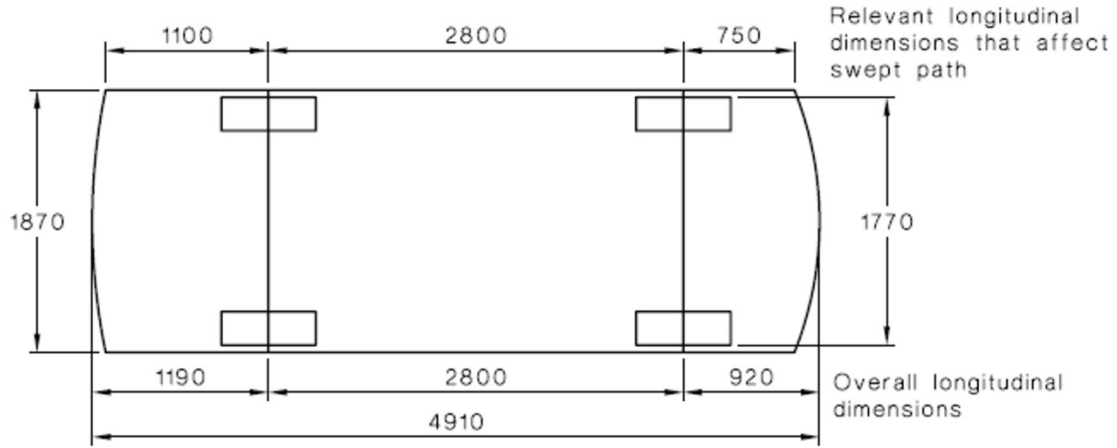
Collector Roads		
Road Name	Start Name	End Name
Edgar Street	Hallenstein Street	Kent Street
Edinburgh Drive	York Street/Dublin Street	Wakatipu Heights
Frankton Road	Stanley Street	Sydney Street
Fryer Street	Hamilton Road	High School-end Fryer Street
Goldfield Heights	State Highway 6A	St Georges Avenue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

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

Local Roads
All other roads

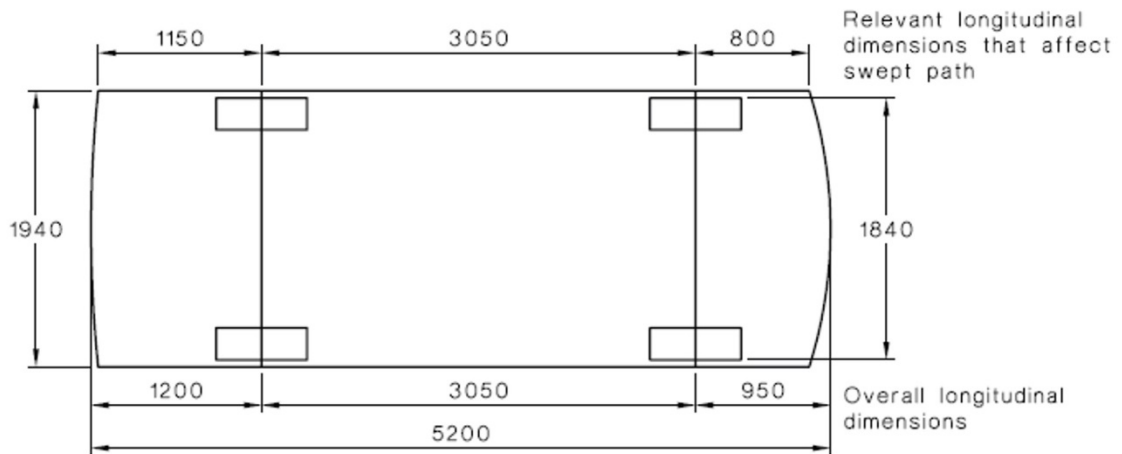
29.14 Schedule 29.2 - Interpretive Diagrams

29.14.1 Diagram 1 – B85 and B99 design vehicle dimensions



DIMENSIONS IN MILLIMETRES

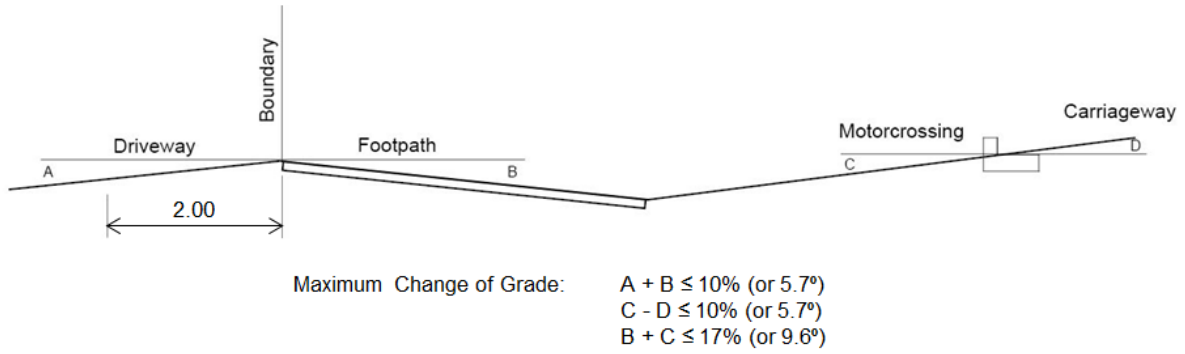
B85 (85TH PERCENTILE) CAR



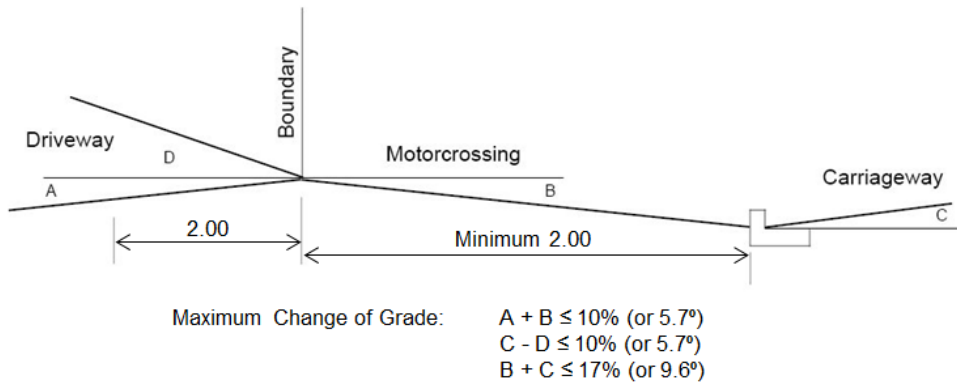
DIMENSIONS IN MILLIMETRES

B99 (99.8TH PERCENTILE) VEHICLE

29.14.2 Diagram 2 – Maximum Breakover Angles for Vehicle Crossings



Low Level Footpath

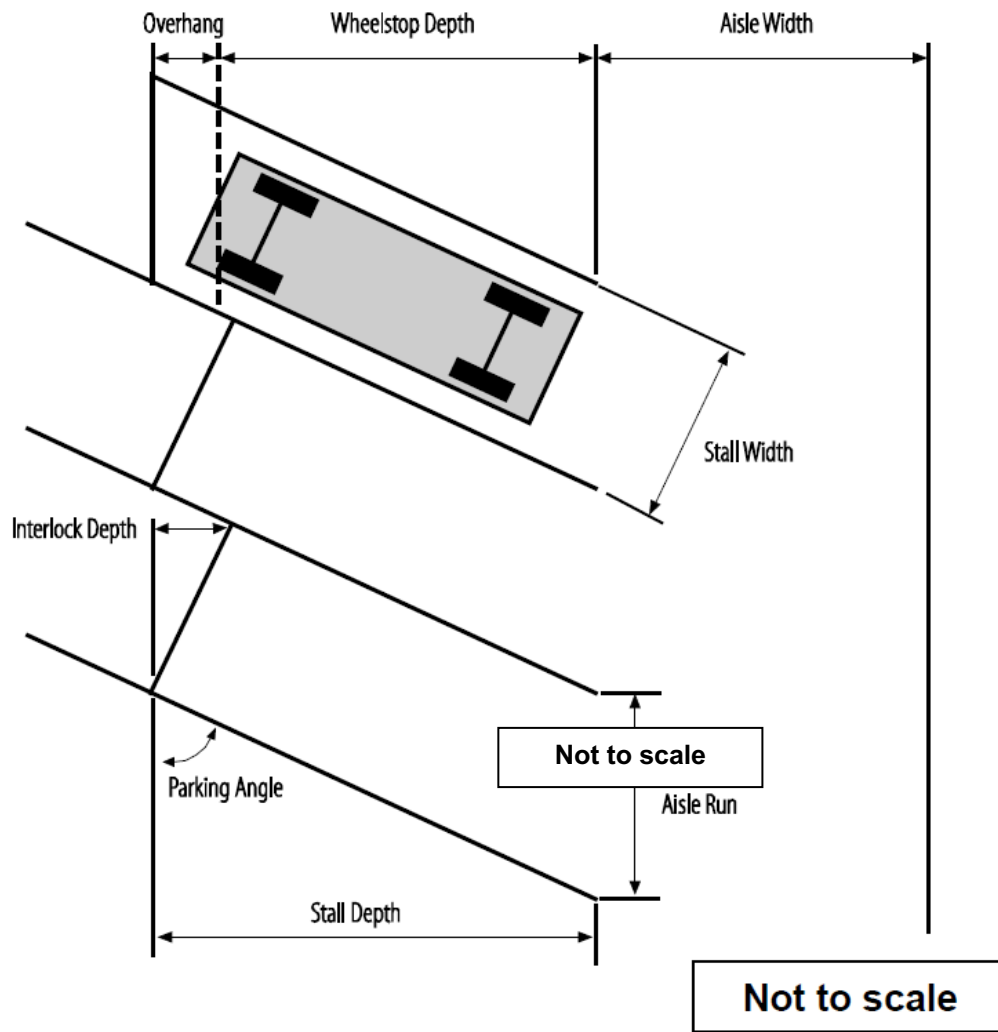


Standard Footpath

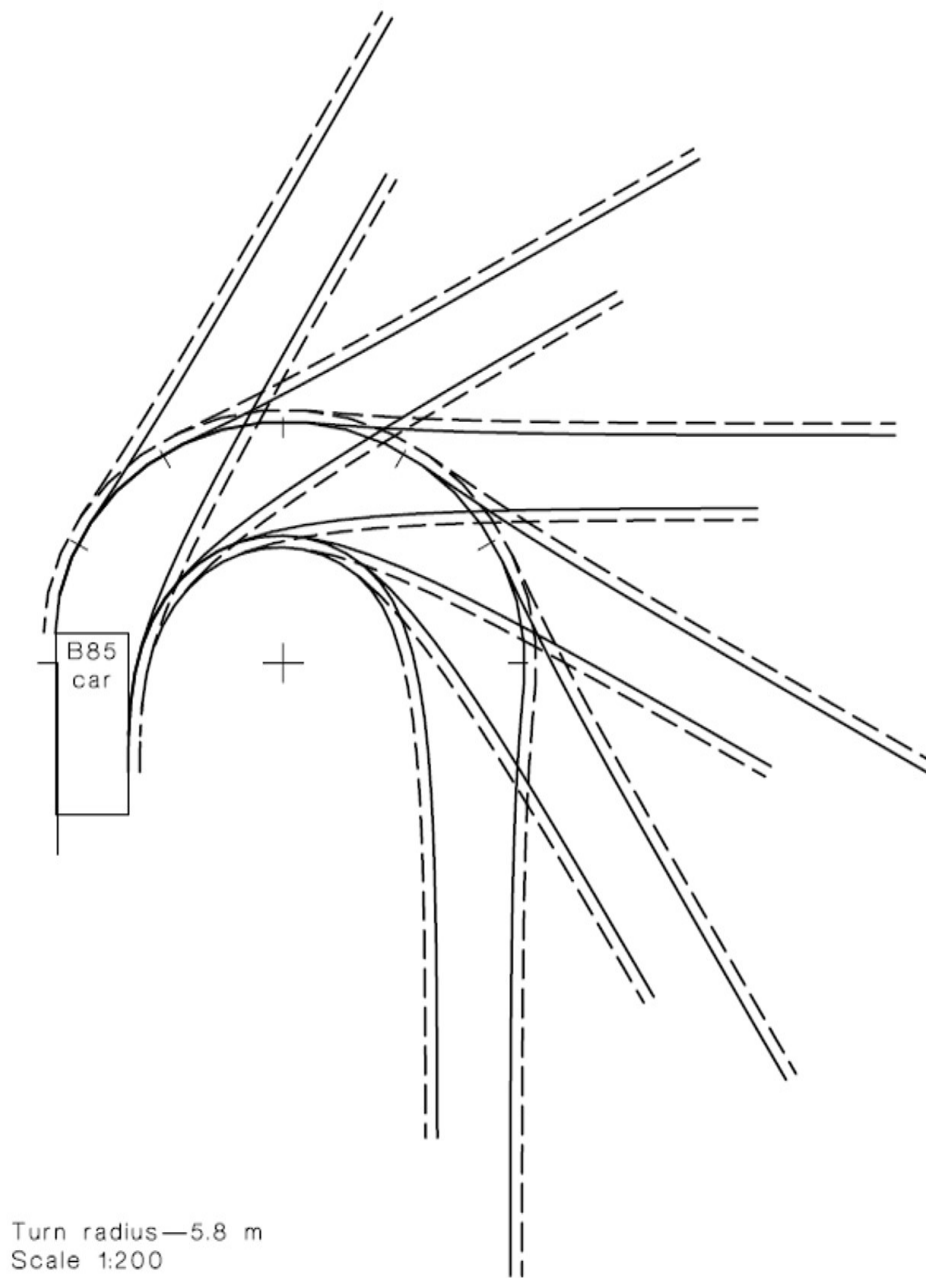
Note:

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

29.14.3 Diagram 3 - Carpark Layouts



29.14.4 Diagram 4 – Vehicle Swept Path Design



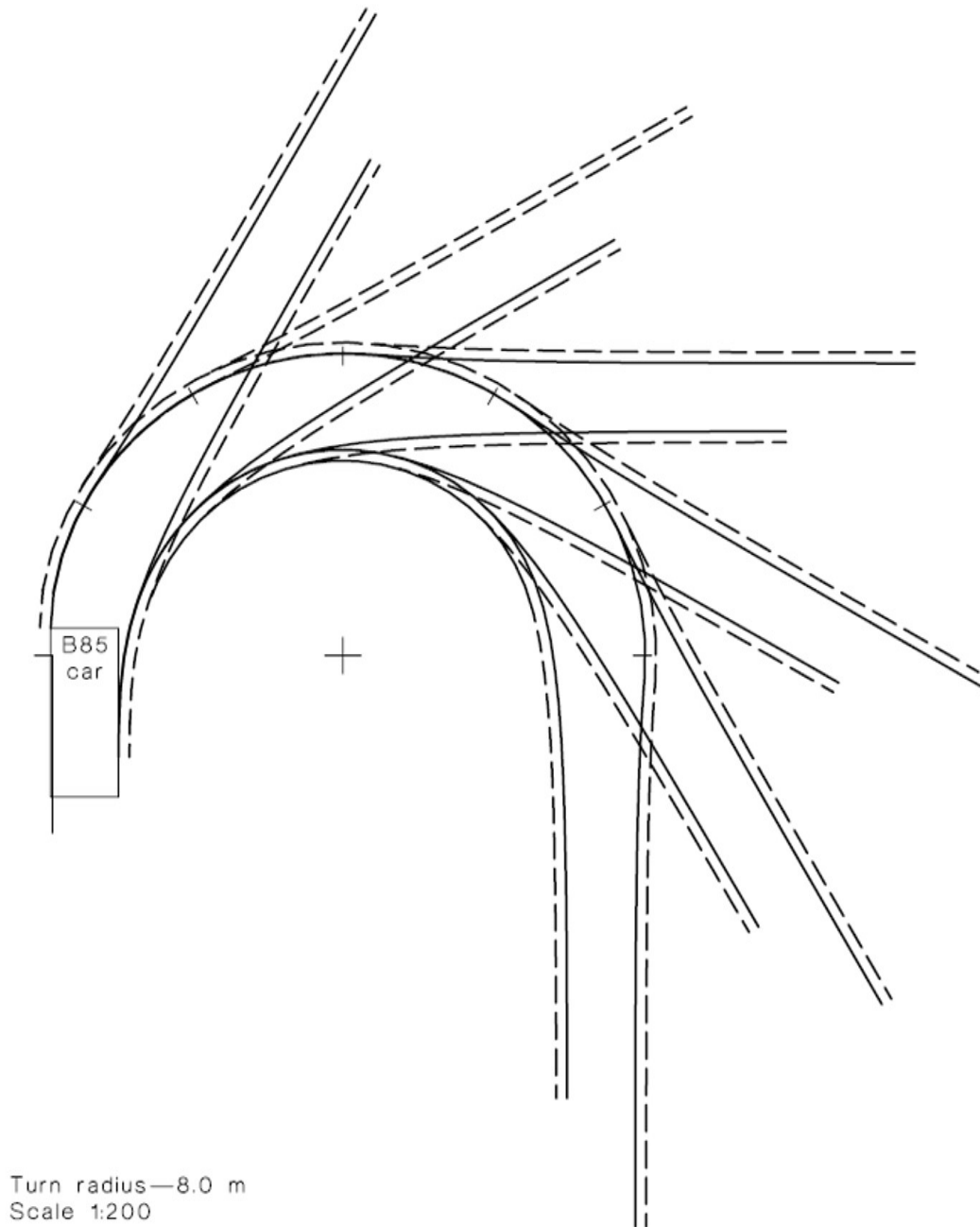
LEGEND:

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

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

Example of the B85 Design Template

5.8m Radius Turn

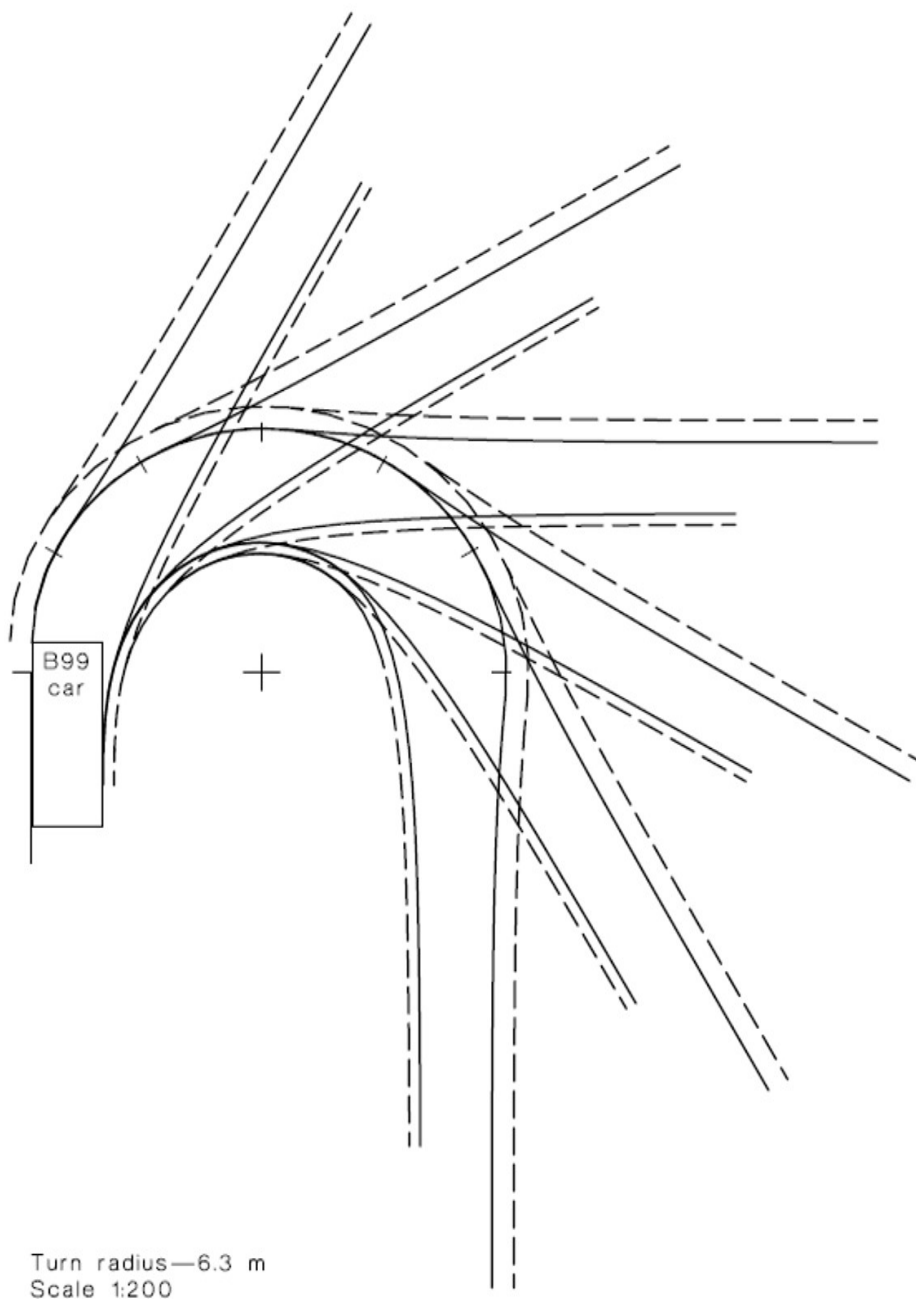


LEGEND:

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

Example of the B85 Design Template

8.0m Radius Turn



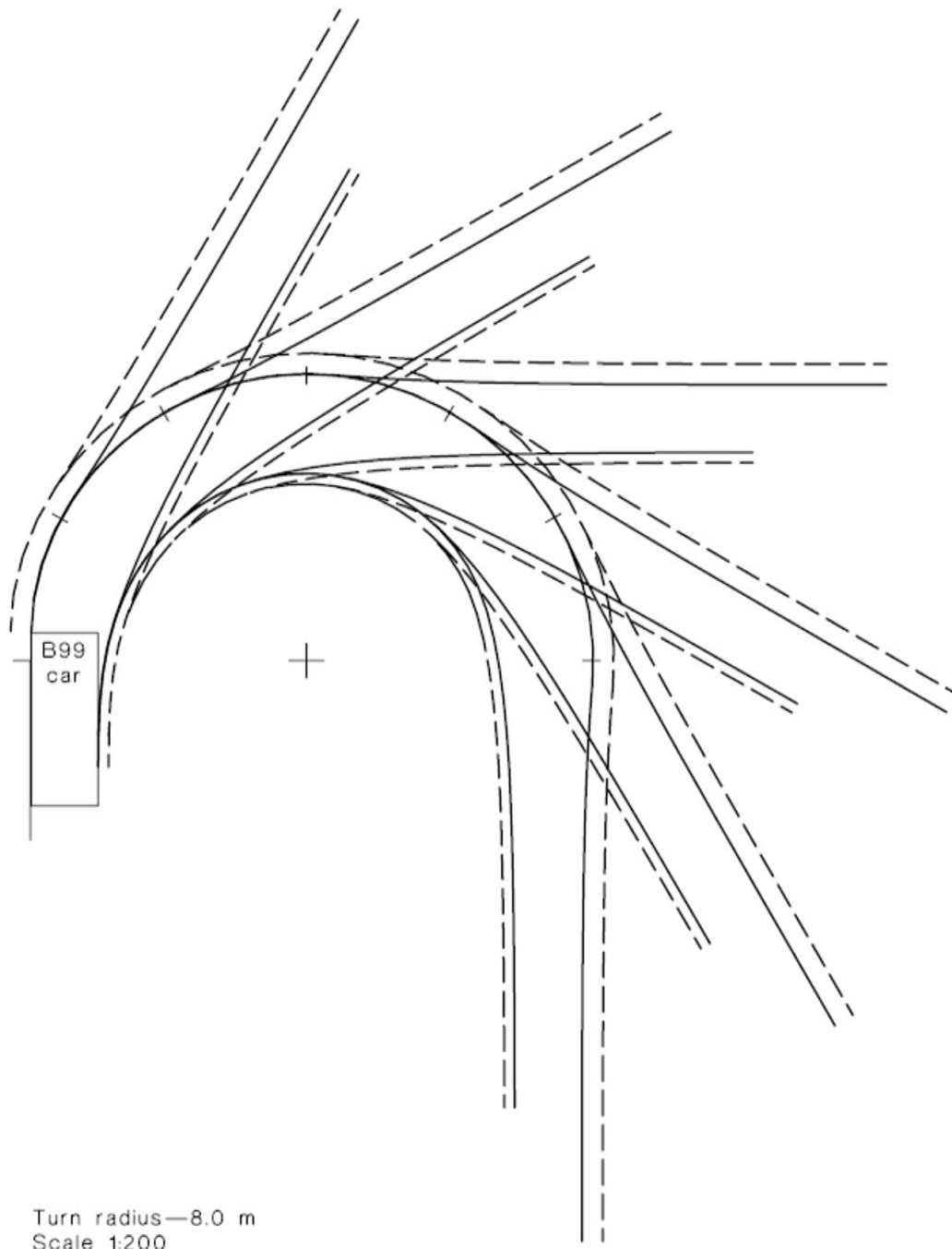
LEGEND:

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

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

Example of the B99 Design Template

6.3m Radius Turn

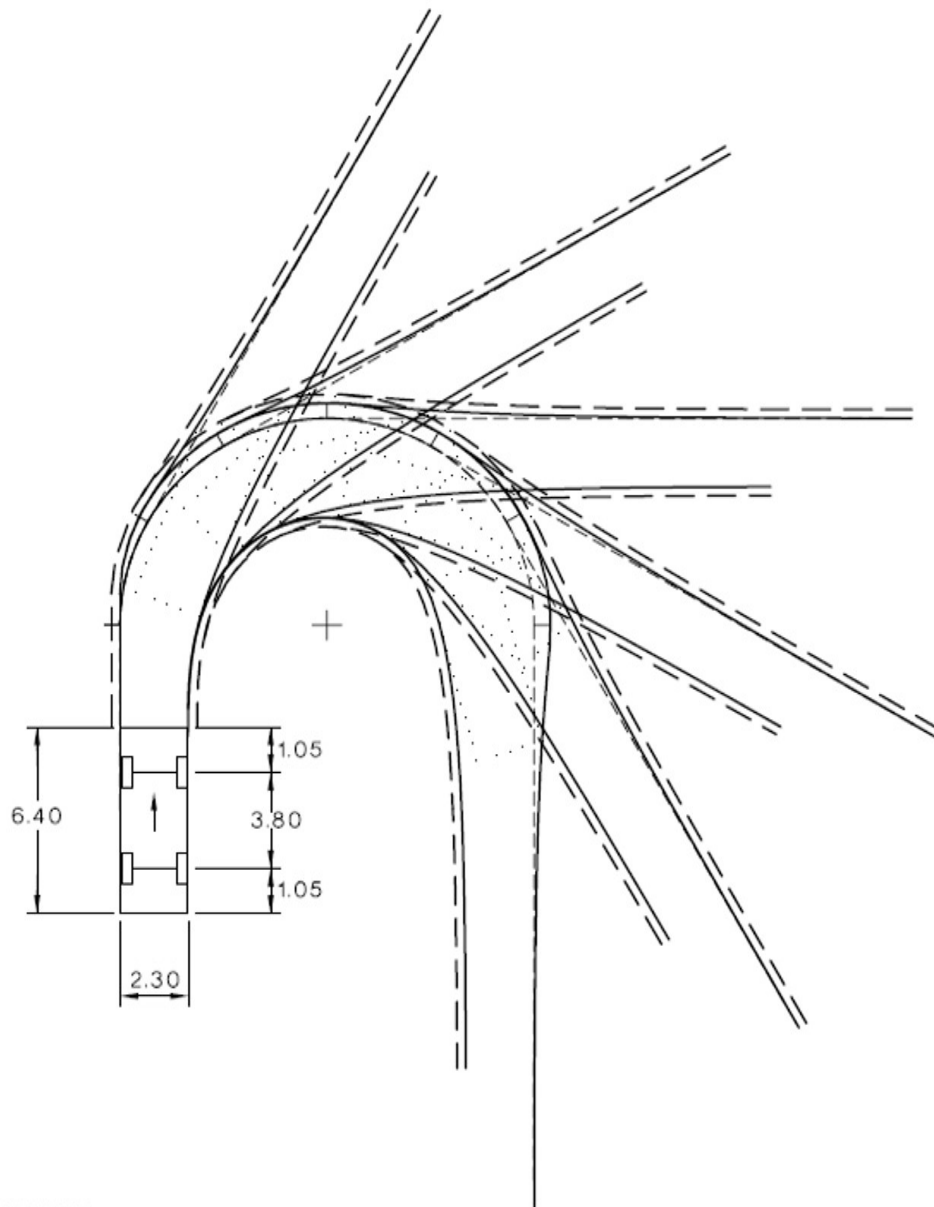


LEGEND:

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

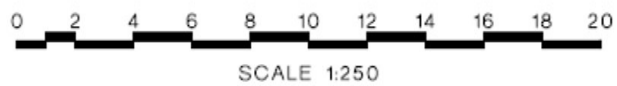
Example of the B99 Design Template

8.0m Radius Turn



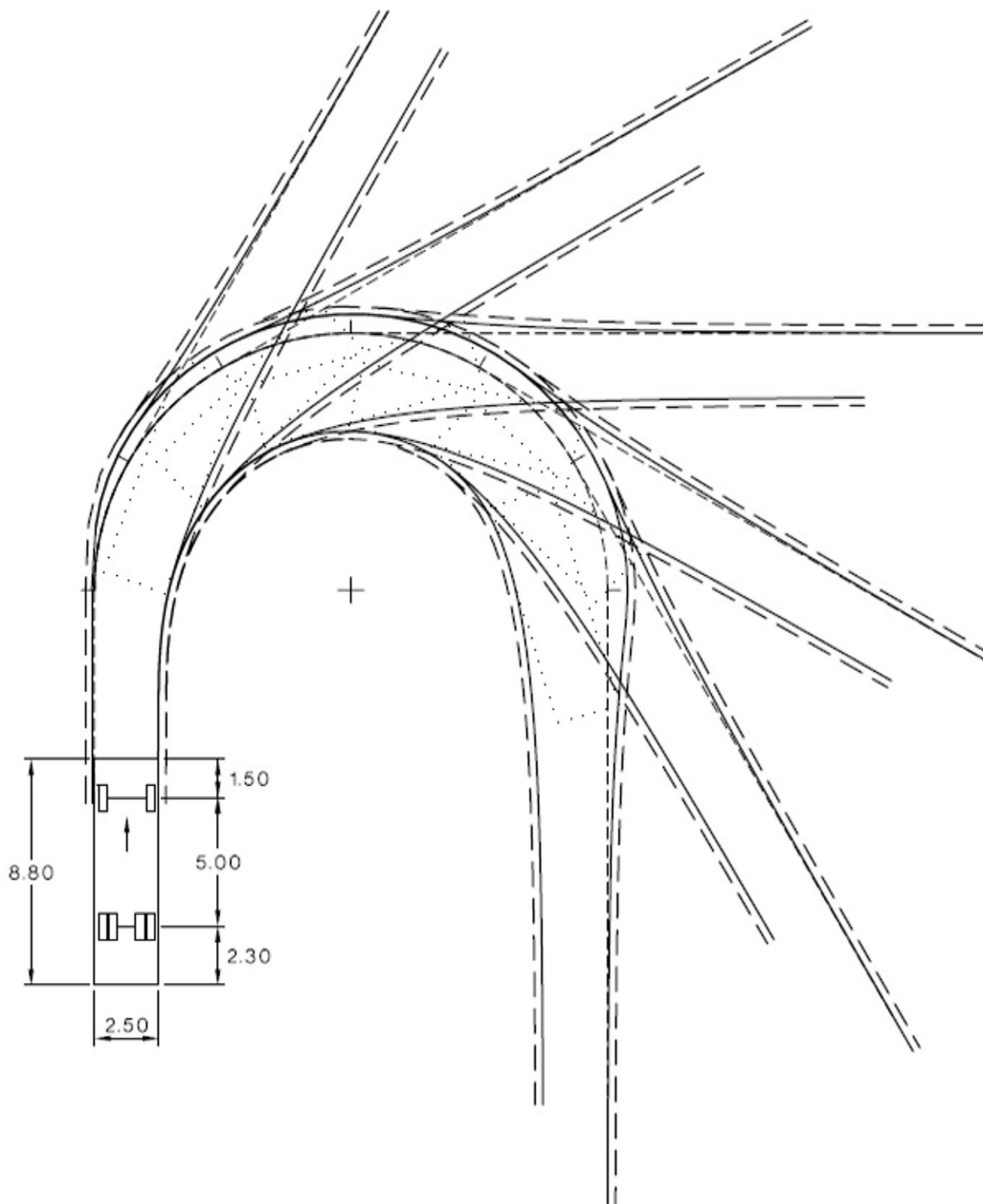
LEGEND:

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



DIMENSIONS IN METRES

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



LEGEND:

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

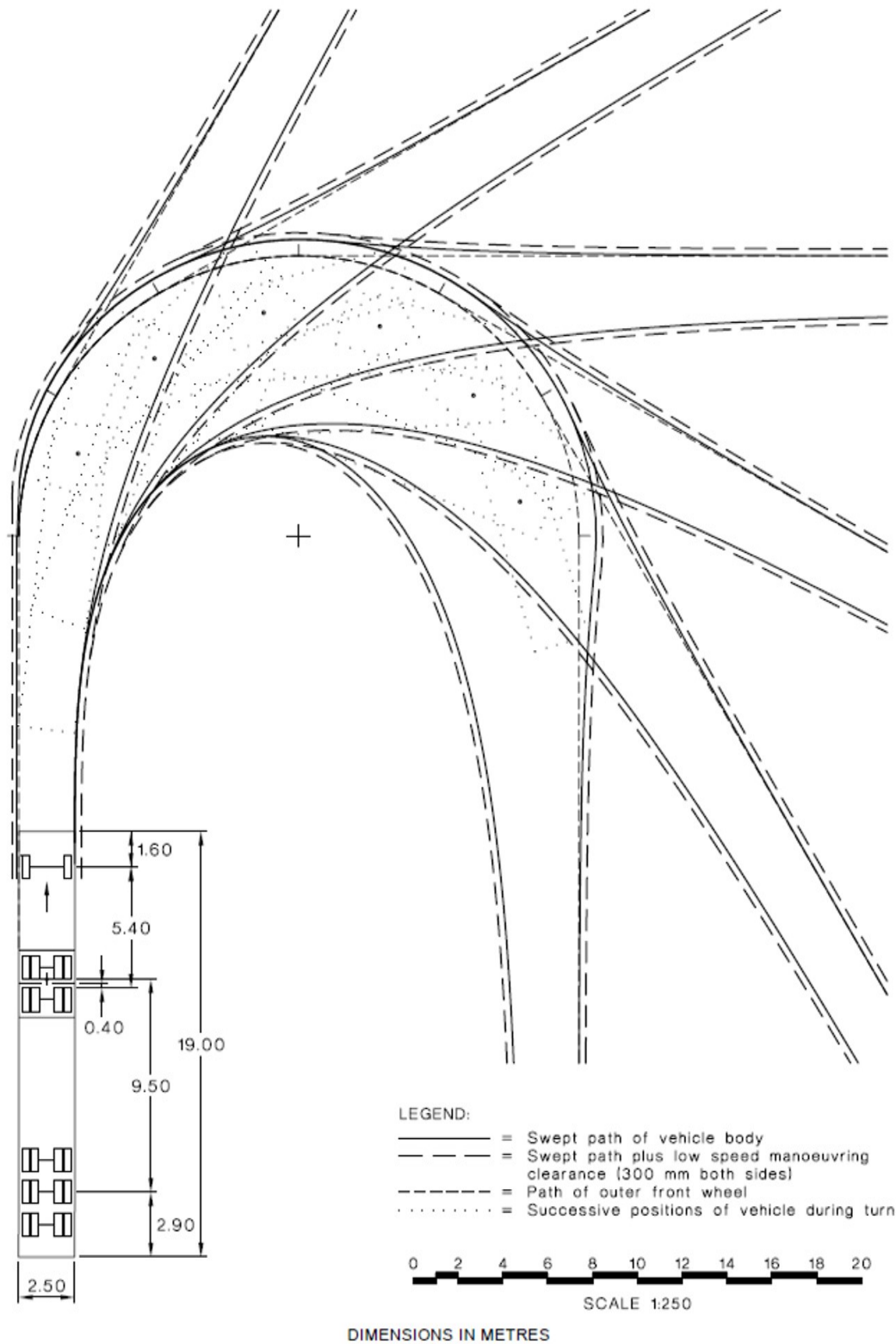


SCALE 1:250

DIMENSIONS IN METRES

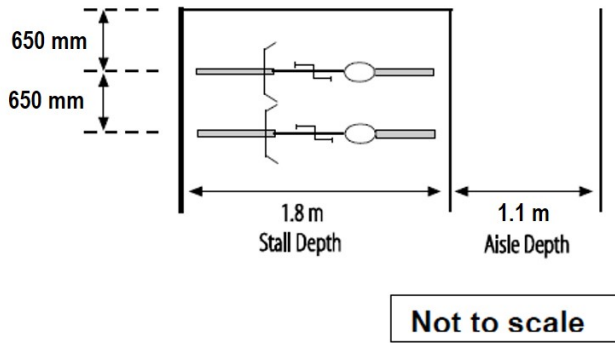
Turning Path Template - Medium Rigid Vehicle

Minimum Radius Turn (10m)

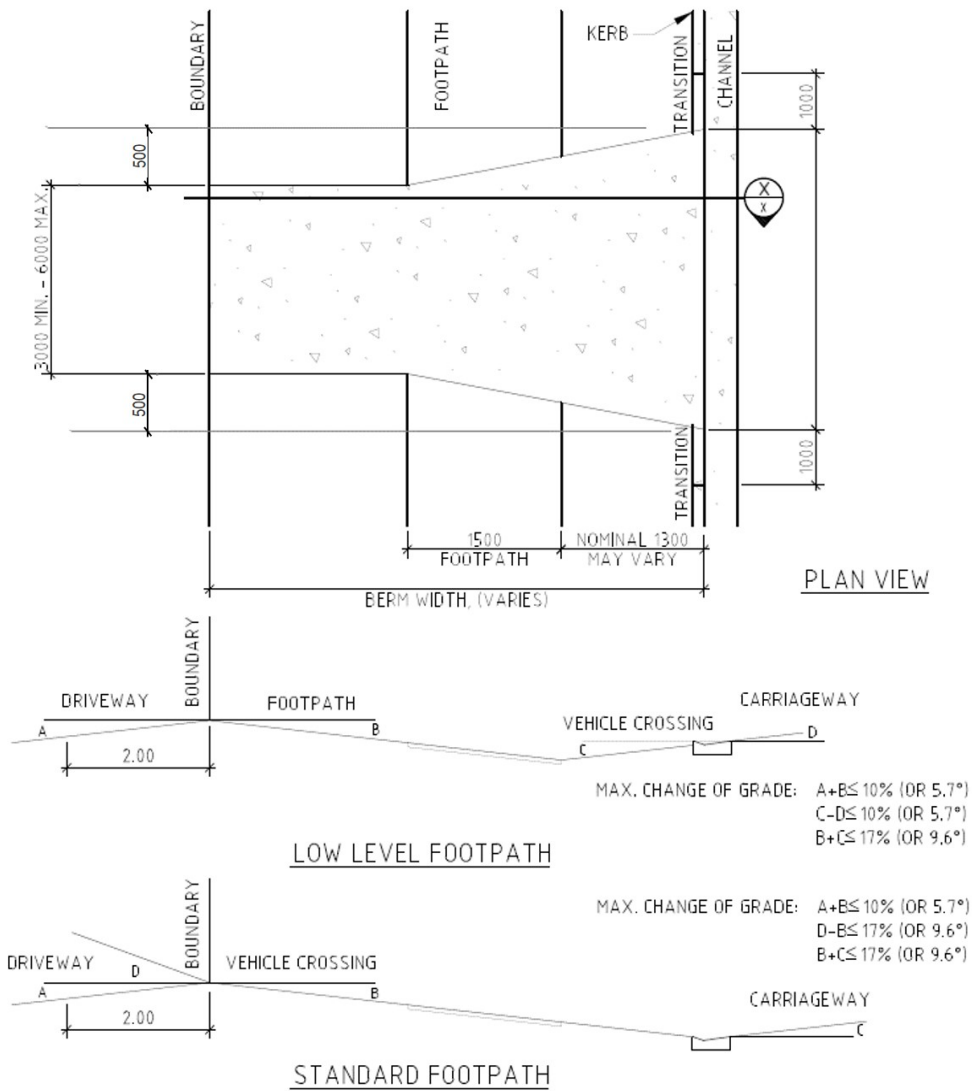


Turning Path Template - Articulated Vehicle
Minimum Radius Turn (12.5m)

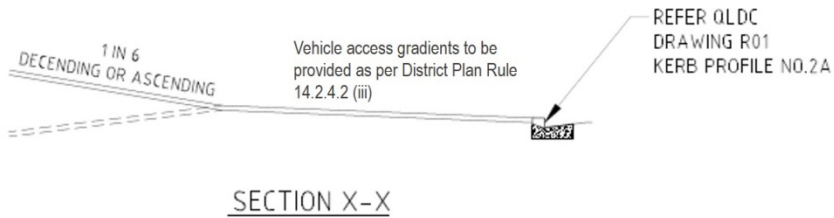
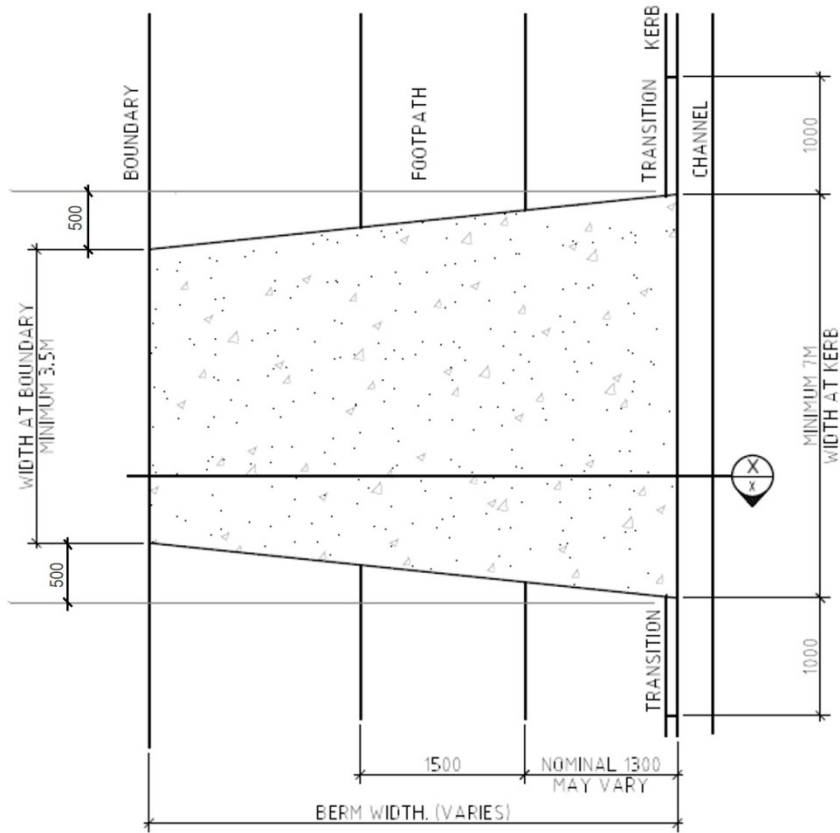
29.14.5 Diagram 5 - Bicycle Parking Layout



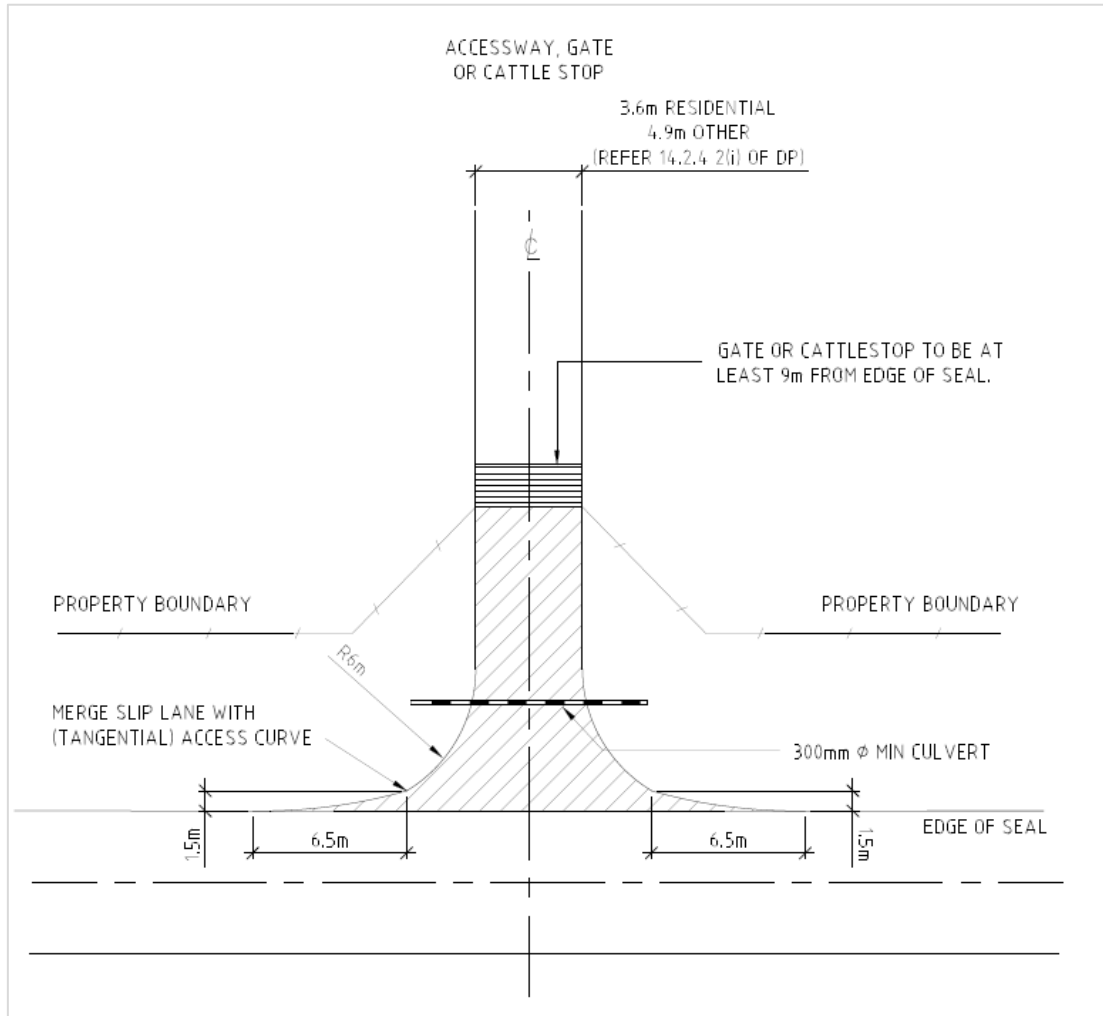
29.14.6 Diagram 6 - Residential Vehicle Crossing



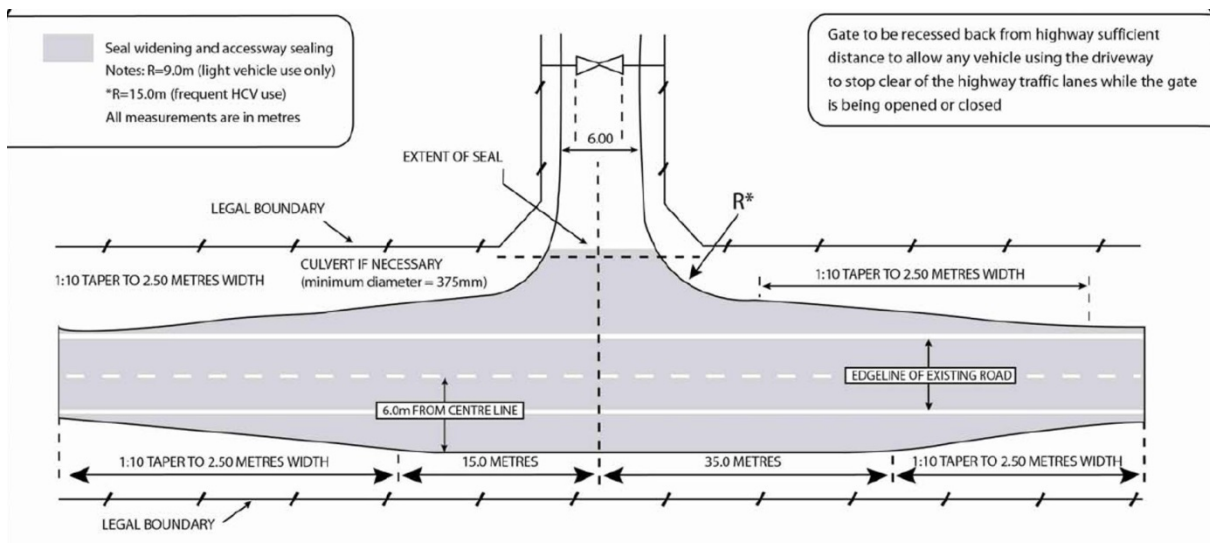
29.14.7 Diagram 7 - Commercial Vehicle Crossing



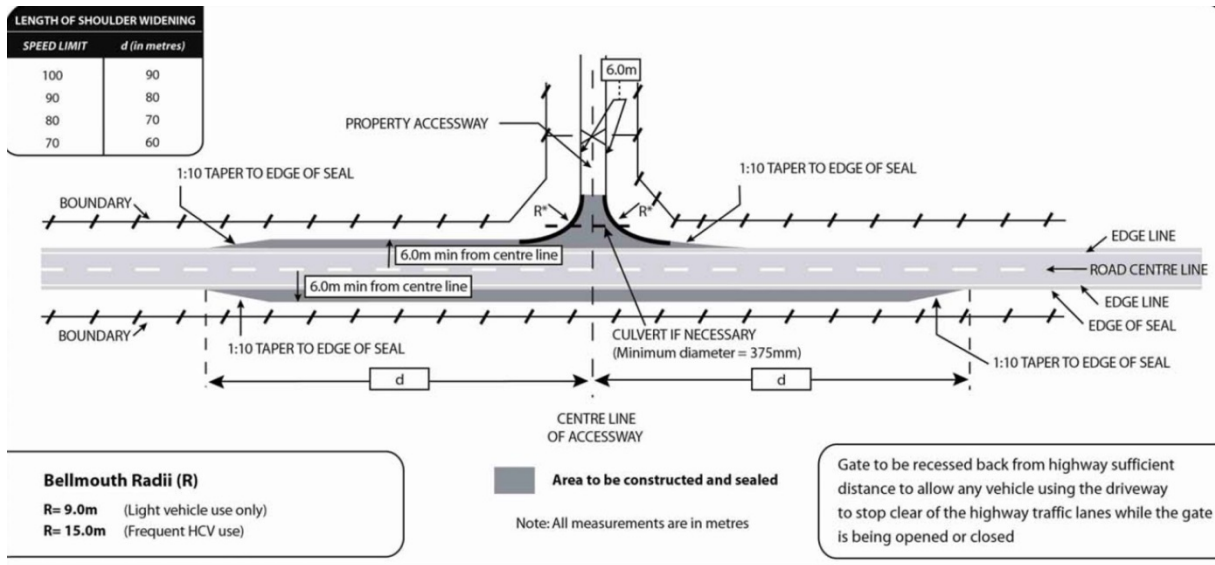
29.14.8 Diagram 8 - Access Design



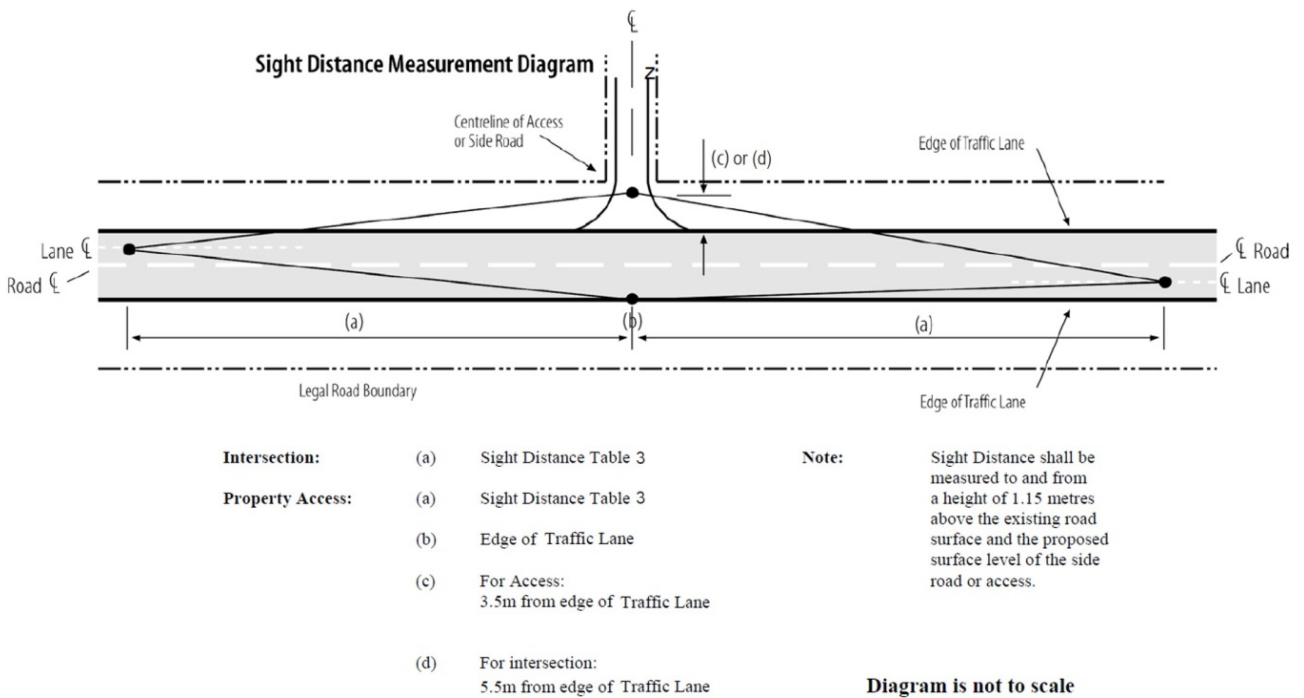
29.14.9 Diagram 9 - Access Design



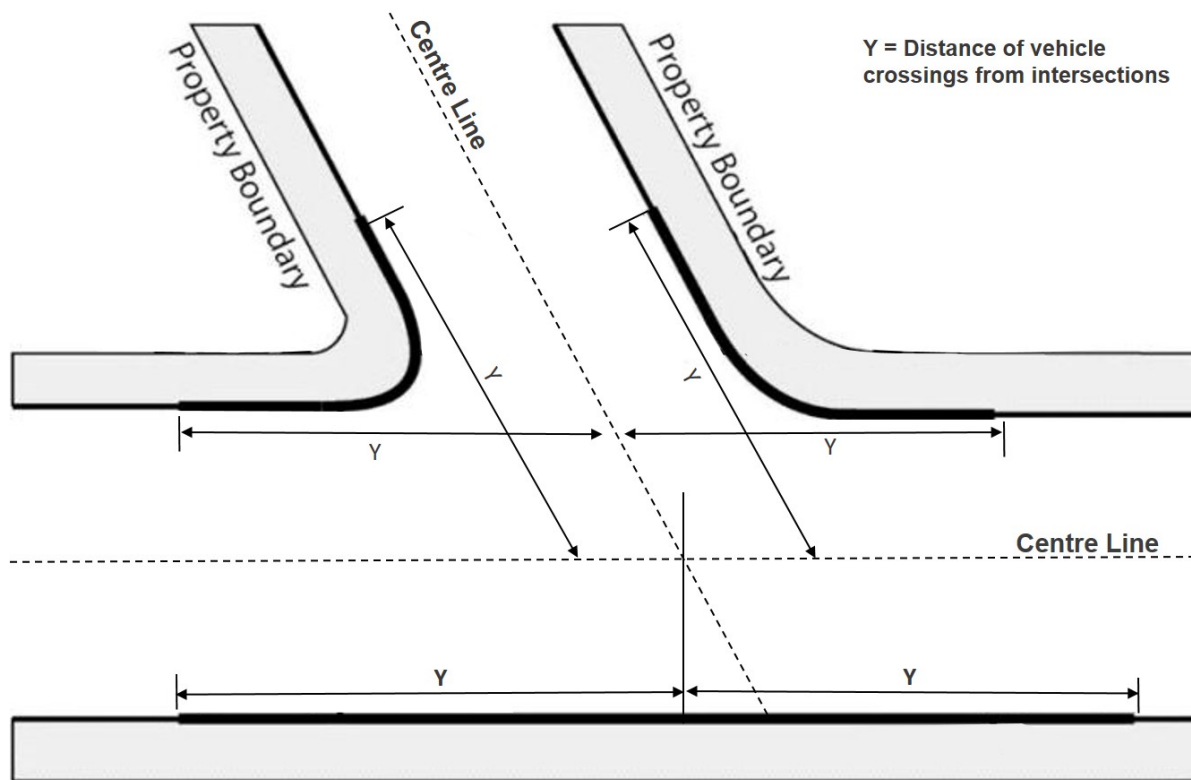
29.14.10 Diagram 10 - Access Design



29.14.11 Diagram 11 – Sight Distance Measurement Diagram



29.14.12 Diagram 12 – Sight Distance Measurement Diagram



Variation to Stage 1 PDP Chapter 2 Definitions:

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

<p>Park and Ride</p>	<p>Means an area to leave vehicles and transfer to public transport or car pool to complete the rest of a journey into an urban area.</p> <p><u>Means a parking area which is located and purposely designed to support the frequent public transport network and to provide specifically for users of a public transport network who:</u></p> <ul style="list-style-type: none"> • <u>travel by private vehicle to the park and ride parking area, then</u> • <u>leave their vehicle at the facility and transfer to the frequent public transport network to continue their journey.</u> <p>Park and Ride facilities includes car parking areas, public transport interchange and associated security measures, <u>bicycle parking</u>, fencing, lighting, ticketing systems, shelter and ticketing structures, landscape planting and earthworks.</p>
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New Stage 2 PDP Chapter 2 Definitions

<p><u>Accessory car park (area)</u></p>	<p><u>Means parking that serves a supportive function to the primary activity and is located on the same site as the primary activity.</u></p>
<p><u>Active transport network</u></p>	<p><u>The network of commuter and recreational trails, pathways, and footpaths that provide for transport modes that rely on human power, including electric bicycles, primarily walking and cycling, and includes those that are located within and outside of the road network.</u></p>
<p><u>Balcony</u></p>	<p><u>Means a floor at other than ground level having at least one side completely open except for a balustrade of a maximum height of 1.2m above balcony floor level. The balcony may be roofed and shall have direct access to the residential unit it serves.</u></p>
<p><u>Elderly care home</u></p>	<p><u>Means a facility providing rest home care within the meaning of the Health and Disability Services (Safety) Act (2001), or a home for the residential care of older persons and/or any land or buildings used for the care of older persons within a retirement village.</u></p>
<p><u>Large Format Retail</u></p>	<p><u>Means any single retail tenancy which occupies 500m² or more of GFA. Refer definition of GFA.</u></p>
<p><u>Mobility parking space</u></p>	<p><u>Means a parking space designed and reserved for the exclusive use of people whose mobility is restricted and who have a mobility permit issued. It also means 'accessible park/parking' and 'disabled/disability park/parking' as referred to in various external standards and guidance documents.</u></p>
<p><u>Motor vehicle repair and servicing</u></p>	<p><u>Means land and/or buildings used for the servicing, repair (including panel beating and spray painting repair) of motor vehicles, agricultural machinery or boats and ancillary activities (including the sale and/or fitting of accessories).</u></p>
<p><u>Non-accessory parking</u></p>	<p><u>Parking that is provided as a principal activity on the site and is not accessory to any of the approved activities on the site. The parking may be:</u></p> <ul style="list-style-type: none"> • <u>available to members of the public for a charge or fee</u> • <u>reserved or leased.</u> <p><u>Excludes:</u></p> <ul style="list-style-type: none"> • <u>Park and Ride</u> <p><u>Includes:</u></p> <ul style="list-style-type: none"> • <u>short term, long term, and off-site parking</u>

<p><u>Off-site parking</u></p>	<p><u>Parking on a site that is dedicated to the use of an activity taking place on another site and provides parking which would have otherwise been required or permitted on the same site as the activity.</u></p>
<p><u>Professional Staff</u> (For the purposes of Chapter 29 only)</p>	<p><u>Means staff excluding administrative staff in relation to Health Care Services.</u></p>
<p><u>Public amenities</u></p>	<p><u>Means, the following facilities established for the convenience and amenity of the public:</u></p> <ul style="list-style-type: none"> • <u>landscaping and planting</u> • <u>public toilets</u> • <u>street furniture, including seating, and picnic tables</u> • <u>bicycle stands</u> • <u>fountains</u> • <u>drinking fountains</u> • <u>rubbish bins</u> • <u>barbeques</u> • <u>lighting</u> • <u>shelters</u> • <u>post boxes</u> • <u>telephone booths</u> • <u>showers and changing rooms</u> • <u>playgrounds</u> • <u>public artwork</u>
<p><u>Public transport facility</u></p>	<p><u>A facility for passenger movements on/off and between public transport services, including:</u></p> <ul style="list-style-type: none"> • <u>Passenger waiting areas</u> • <u>Shelters</u> • <u>Public ferry terminals</u> • <u>Ticketing and other passenger facilities</u> • <u>Bus interchanges</u>
<p><u>Staff</u> (For the purposes of Chapter 29 only)</p>	<p><u>Means full time staff or full time staff equivalent. Provision for a full time staff equivalent is based on recognition of the fact that some businesses are operated in shifts.</u></p>

<p><u>Transport infrastructure</u></p>	<p><u>Means:</u></p> <ul style="list-style-type: none"> • <u>footpaths, footways and footbridges, bridges for roads, tunnels, retaining walls for roads;</u> • <u>site access including vehicle crossings;</u> • <u>the road carriageway including widening;</u> • <u>bicycle paths and parking facilities, including electric bicycle and electric vehicle charging stations;</u> • <u>road lighting and support structures;</u> • <u>engineering measures (road markings, rumble strips, removal of roadside hazards, barriers, widened road margins, improving skid resistance, improving road geometry on bends and at intersections, fine tuning of signalised intersections, improving visibility at non-signalised intersections, fencing, speed humps, traffic separators);</u> • <u>public transport facilities and systems and supporting ancillary equipment and structures including seats, shelters, real time information systems and ticketing facilities, bicycle storage, and cabinets;</u> • <u>traffic control devices (including traffic islands, pedestrian crossings and roundabouts and intersection controls), traffic and cycle monitoring devices, traffic signals and support structures, cabinets and ancillary equipment associated with traffic signals;</u> • <u>devices and structures to implement regulatory controls (no stopping, no overtaking, parking control, bus lane controls, vehicle restrictions) including parking meters and pay and display kiosks, and speed cameras and red light/traffic cameras; and</u> • <u>parking; and</u> • <u>any other structures required for transport activities on land in relation to the establishment of roads, cycleways, walkways, rail, or any other means.</u>
<p><u>Transport Network</u></p>	<p><u>Means the public roading network, all transport infrastructure, park and ride, public transport facilities, and the on-road and off-road public transport network and active transport network.</u></p>
<p><u>Unformed road</u> (For the purposes of Chapter 29 only)</p>	<p><u>Means land that is vested or dedicated as road that has never been formed in full or in part.</u></p>
<p><u>Vehicle control point</u> (For the purposes of Chapter 29 only)</p>	<p><u>Means a point on a vehicle access route controlled by a barrier (or similar means) at which a vehicle is required to stop, or a point where conflict with vehicles already on the site may arise. For example, a point where vehicles on the access route may need to wait for a vehicle reversing from a parking space on the site or queueing for a service station filling point).</u></p>
<p><u>Public water ferry service</u></p>	<p><u>Means a ferry service for the carriage of passengers for hire or reward, which is available to the public generally and is operated to a fixed regular schedule, including during normal commuting hours, runs between various stops and provides the ability for passengers to embark and disembark from the vessel at those various stops, but does not include any such service that:</u></p> <ul style="list-style-type: none"> • <u>is contracted or funded by the Ministry of Education for the sole or primary purpose of transporting school children to and from school; or</u> • <u>is operated for the sole or primary purpose of transporting passengers to or from a predetermined event.</u> <p><u>The definition is limited to that part of the ferry service that occurs on the surface of the water and excludes any associated activity that occurs on land or on a structure attached to land, including the lake bed.</u></p>

2.2 Acronyms Used in the District Plan

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

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

Variation to Stage 1 PDP Chapter 37 Designations:

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

37.2 Schedule of Designations

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

~~A.1 Stopped Roads~~

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

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

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

Variation to Stage 1 PDP Chapter 21 Rural Zone:

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

<u>21.15.5</u>	<u>Public water ferry services</u> <u>Discretion is restricted to:</u> <ul style="list-style-type: none">• <u>Effects on the transport network.</u>• <u>Effects on navigational safety.</u>• <u>Location, scale, and intensity of the activity.</u>• <u>Effects on landscape and amenity values.</u>• <u>Congestion and safety, including effects on other commercial operators and recreational users.</u>• <u>Waste disposal.</u>• <u>Cumulative effects.</u>	<u>RD</u>
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Variation to Stage 1 PDP Chapter 12 Queenstown Town Centre:

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

12.4.7	<p><u>12.4.7.4 Public water ferry services (surface of water activity only) within the Queenstown Town Centre Waterfront Sub-Zone as shown on the Planning Maps.</u></p> <p><u>In respect of 12.4.7.4, discretion is restricted to:</u></p> <ul style="list-style-type: none">a. <u>Effects on the transport network.</u>b. <u>Effects on navigational safety.</u>c. <u>Location, scale and, intensity of the activity.</u>d. <u>Effects on landscape and amenity values.</u>e. <u>Congestion and safety, including effects on other commercial operators and recreational users.</u>f. <u>Waste disposal.</u>g. <u>Cumulative effects.</u>	<u>RD</u>
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Variation to Stage 1 PDP Chapter 9 High Density Residential:

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

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

Variation to Stage 1 PDP Planning Maps:

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

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

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

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

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

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

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

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

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

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
5121	18	Lot 3, DP 449599, 16.7836Ha	Low Density Res	Lot 900, DP 509001, 1.0417Ha		ROAD	Garnet Grove	10432.3
5147	18	Pt Section 52 Blk XIV, Lower Wanaka SD, 4381m ²	Low Density Res			ROAD	Kidson Lane	155.5
1091	24	Lot 1012, DP 475648, 13.2818Ha	Township	Lot 972, DP 483256, 3249m ²		ROAD	Finch St	3250.8
1637	24	Lot 1012, DP 475648, 13.2818Ha	Township	Lot 971, DP 492801, 3692m ²		ROAD	Kingfisher Cr	3697.8
2315	24	Lot 1012, DP 475648, 13.2818Ha	Large Lot Residential	Lot 971, DP 496259, 9286m ²		ROAD	Kingfisher Cr	9298.0
2857	24	Lot 1012, DP 475648, 13.2818Ha	Township	Lot 972, DP 498916, 7522m ²		ROAD	Kingfisher Cr	7534.1
3832	24	Pt Lot 1, DP 304935, 1.1711Ha	Township	Lot 13, DP 506991, 1563m ²		ROAD	Hebbard Court	1565.6
95	25	Crown Land Block XXI Town of Glenorchy, , 3.3471~Ha	Rural	Sec 2, SO 460860, 1240m ²		ROAD	Glenorchy-Queenstown Rd	1243.9
193	25	Section 15, SO 369025, 29.8891Ha	Rural			ROAD	Glenorchy-Queenstown Rd	38.3
194	25	Crown Land Block IV Glenorchy Survey District, , 4.1096~Ha	Rural			ROAD	Glenorchy-Queenstown Rd	23.1
195	25	Section 27 Blk IV, Glenorchy SD, 5893m ²	Rural			ROAD	Glenorchy-Queenstown Rd	293.1
257	25	Crown Land Block XXI Town of Glenorchy, , 3.3471~Ha	Rural	Sec 3, SO 460860, 1651m ²		ROAD	Glenorchy-Queenstown Rd	1583.2
320	25	Crown Land Block IV Glenorchy Survey District, , 4.1096~Ha	Rural	Sec 6, SO 460860, 405m ²		ROAD	Glenorchy-Queenstown Rd	407.1
493	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 800, DP 485096, 5466m ²		ROAD	Myles Way	5476.5
494	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 801, DP 485096, 391m ²		ROAD	Primrose Lane	391.8

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
495	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 802, DP 485096, 663m ²		ROAD	Primrose Lane	665.0
642	30	Lot 2, DP 479975, 2.0392Ha	Shotover Country SZ	Lot 101, DP 486079, 2034m ²		ROAD	Marston Rd	2038.0
645	30	Lot 2, DP 479975, 2.0392Ha	Shotover Country SZ	Lot 100, DP 486079, 1896m ²		ROAD	Coventry Cr	1900.2
1059	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 801, DP 488075, 1.1835Ha		ROAD	Marsden Place	11859.4
1060	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 802, DP 488075, 255m ²		ROAD	Tudor Lane	255.7
1061	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 803, DP 488075, 379m ²		ROAD	Violet Way	379.5
1062	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 804, DP 488075, 1798m ²		ROAD	Violet Way	1802.1
1575	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 800, DP 491188, 3091m ²		ROAD	Ashenhurst Way	2144.8
1576	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 800, DP 491188, 3091m ²		ROAD	Ashenhurst Way	952.6
1577	30	Lot 4, DP 473343, 17.7892Ha	Shotover Country SZ	Lot 801, DP 491188, 6702m ²		ROAD	Toni's Terrace	4309.7
1578	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 801, DP 491188, 6702m ²		ROAD	Toni's Terrace	2404.5
1735	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Sec 3, SO 494244, 411m ²		ROAD	Ashenhurst Way	411.0
2179	30	Lot 601, DP 473621, 4.3188Ha	Shotover Country SZ	Lot 600, DP 496374, 4270m ²		ROAD	Cheltenham Rd	4275.7
2181	30	Lot 601, DP 473621, 4.3188Ha	Shotover Country SZ	Lot 601, DP 496374, 2962m ²		ROAD	Cheltenham Rd	2966.9

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
2182	30	Lot 1, DP 459652, 6914m ²	Shotover Country SZ	Lot 604, DP 496374, 1303m ²		ROAD	Cheltenham Rd	1306.4
2271	30	Lot 4, DP 479975, 1.7730Ha	Shotover Country SZ	Lot 103, DP 491820, 3036m ²		ROAD	Coventry Cr	3041.6
2273	30	Lot 4, DP 479975, 1.7730Ha	Shotover Country SZ	Lot 104, DP 491820, 1910m ²		ROAD	Stone Walls Terrace	1913.7
2361	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 806, DP 491187, 1438m ²		ROAD	Primrose Lane	1441.1
2600	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 805, DP 497934, 2323m ²		ROAD	Tudor Lane	2327.8
2601	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 807, DP 497934, 720m ²		ROAD	Tudor Lane	721.5
2942	30	Lot 14, DP 386956, 8.3215Ha	Shotover Country SZ	Lot 2000, DP 501112, 9536m ²		ROAD	Regent St	5465.3
2943	30	Lot 15, DP 386956, 10.4683Ha	Shotover Country SZ	Lot 2000, DP 501112, 9536m ²		ROAD	Nobles Lane	2799.7
2944	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 2000, DP 501112, 9536m ²		ROAD	Regent St	1292.1
2945	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 2001, DP 501112, 1392m ²		ROAD	Ashenhurst Way	1394.8
2946	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 2002, DP 501112, 807m ²		ROAD	Stalker Rd	809.1
3195	30	Lot 2, DP 20797, 4.3946Ha	Rural			ROAD	Herries Lane	19.8
3202	30	Lot 500, DP 470412, 23.6578Ha	Shotover Country SZ			ROAD	Howards Dr	16.3
3279	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 2002, DP 503962, 8452m ²		ROAD	Regent St	1807.7
3280	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 2002, DP 503962, 8452m ²		ROAD	Peterley Rd	6660.2

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
3964	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 800, DP 506583, 2880m ²		ROAD	Chadlington Way	2494.9
3965	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 800, DP 506583, 2880m ²		ROAD	Stalker Rd	391.4
3966	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 801, DP 506583, 2012m ²		ROAD	Masons Court	1923.3
3967	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 801, DP 506583, 2012m ²		ROAD	Peterley Rd	93.4
3968	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 802, DP 506583, 1523m ²		ROAD	Chadlington Way	1526.0
3969	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 803, DP 506583, 919m ²		ROAD	Masons Court	548.0
3970	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 803, DP 506583, 919m ²		ROAD	Masons Court	372.6
4275	30	Lot 3, DP 337268, 4013m ²	Low Density Res	Lot 200, DP 505513, 1413m ²		ROAD	Red Cottage Dr	1414.0
4276	30	Lot 1, DP 26719, 3.8393Ha	Low Density Res	Lot 201, DP 505513, 1.1482Ha		ROAD	Bathans Lane	10948.0
4278	30	Lot 3, DP 392823, 6843m ²	Low Density Res	Lot 201, DP 505513, 1.1482Ha		ROAD	Dewar St	521.5
4279	30	Lot 4, DP 447906, 27.3981Ha	Low Density Res	Lot 201, DP 505513, 1.1482Ha		ROAD	Lorne St	30.8
4281	30	Lot 3, DP 392823, 6843m ²	Low Density Res	Lot 202, DP 505513, 7637m ²		ROAD	Lauder St	1412.4
4282	30	Lot 4, DP 447906, 27.3981Ha	Low Density Res	Lot 202, DP 505513, 7637m ²		ROAD	Clover Lane	6239.0
4285	30	Lot 4, DP 447906, 27.3981Ha	Rural	Lot 203, DP 505513, 5820m ²		ROAD	Hayes Creek Rd	5829.3

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
4288	30	Lot 4, DP 447906, 27.3981Ha	Rural	Lot 204, DP 505513, 2554m ²		ROAD	Huxley Place	2558.4
4293	30	Lot 1, DP 26719, 3.8393Ha	Low Density Res	Lot 300, DP 505513, 1656m ²		ROAD	Red Cottage Dr	1134.1
4294	30	Lot 3, DP 392823, 6843m ²	Low Density Res	Lot 300, DP 505513, 1656m ²		ROAD	Red Cottage Dr	525.4
4979	30	Lot 4, DP 473343, 17.7892Ha	Shotover Country SZ	Lot 800, DP 510123, 7046m ²		ROAD	Cherwell Lane	4396.4
4980	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 800, DP 510123, 7046m ²		ROAD	Butler Lane	2664.8
4981	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 801, DP 510123, 7861m ²		ROAD	Peterley Rd	1711.3
4982	30	Lot 4, DP 473343, 17.7892Ha	Shotover Country SZ	Lot 801, DP 510123, 7861m ²		ROAD	Cherwell Lane	2619.3
4983	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 801, DP 510123, 7861m ²		ROAD	Foxwell Way	3545.4
4984	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 802, DP 510123, 291m ²		ROAD	Chadlington Way	121.5
4985	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 802, DP 510123, 291m ²		ROAD	Chadlington Way	170.3
4986	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 803, DP 510123, 1826m ²		ROAD	Butler Lane	1829.5
4987	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 804, DP 510123, 900m ²		ROAD	Butler Lane	902.1
4988	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 805, DP 510123, 751m ²		ROAD	Headley Dr	752.9
4989	30	Lot 4, DP 473343, 17.7892Ha	Rural	Lot 806, DP 510123, 541m ²		ROAD	Peasmoor Rd	542.8
4990	30	Lot 4, DP 473343, 17.7892Ha	Rural	Lot 807, DP 510123, 2499m ²		ROAD	Hicks Rd	2504.0

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
4991	30	Lot 4, DP 473343, 17.7892Ha	Rural	Lot 808, DP 510123, 762m ²		ROAD	Cherwell Lane	764.0
2389	32	Lot 2, DP 305273, 3.5103Ha	Low Density Res	Lot 200, DP 490069, 6778m ²		ROAD	Highlands Close	6791.9
502	33	Lot 7, DP 475347, 43.9200Ha	Remarkables Park SZ	Lot 4, DP 485537, 2698m ²		ROAD	Red Oaks Dr	2702.9
1667	33	Lot 4, DP 475347, 11.0935Ha	Remarkables Park SZ	Lot 3, DP 492600, 960m ²		ROAD	Cherry Blossom Ave	962.7
4541	33	Lot 103, DP 411971, 2.2181Ha	Low Density Res	Lot 501, DP 505699, 7578m ²		ROAD	Middleton Rd	226.6
4542	33	Lot 102, DP 411971, 20.3888Ha	Low Density Res	Lot 501, DP 505699, 7578m ²		ROAD	Florence Close	6871.5
4543	33	Lot 104, DP 411971, 661m ²	Low Density Res	Lot 501, DP 505699, 7578m ²		ROAD	Middleton Rd	485.2
4545	33	Lot 102, DP 411971, 20.3888Ha	Low Density Res	Lot 502, DP 505699, 119m ²		ROAD	Middleton Rd	116.5
4547	33	Lot 102, DP 411971, 20.3888Ha	Low Density Res	Lot 510, DP 505699, 1460m ²		ROAD	Middleton Rd	1454.3
1963	39	Lot 104, DP 454410, 7.4031Ha	Low Density Res	Lot 101, DP 495396, 3170m ²		ROAD	Evening Star Rd	3175.0
131	9	Pt Reserve D Blk X, Glenorchy SD, 63.0931~Ha	Rural			ROAD	Glenorchy-Queenstown Rd	14079.4
165	9	Pt Reserve D Blk X, Glenorchy SD, 63.0931~Ha	Rural	Sec 8, SO 471631, 487m ²		ROAD	Glenorchy-Queenstown Rd	488.7
1	10		ROAD	Pt Sec 16 BLK XVIII, Shotover SD, 594m ²		Rural		222.9
2	10		ROAD	Pt Sec 16 BLK XVIII, Shotover SD, 594m ²		Rural		867.4
4	10		ROAD	Sec 12, SO 467007, 58m ²		Rural		59.0
53	10		ROAD	Sec 76, SO 357952, 613m ²		Rural		613.6

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
94	10		ROAD	Sec 83, SO 357952, 968m ²		Rural		1855.6
96	10		ROAD	Sec 4, SO 467007, 23m ²		Rural		23.7
99	10		ROAD	Sec 11, SO 467007, 192m ²		Rural		193.3
102	10		ROAD	Sec 9, SO 467007, 324m ²		Rural		324.8
104	10		ROAD	Sec 59, SO 357952, 6188m ²		Rural		232.5
105	10		ROAD	Sec 59, SO 357952, 6188m ²		Rural		5731.1
109	10		ROAD	Sec 2, SO 467007, 97m ²		Rural		97.3
125	10		ROAD	Sec 65, SO 357952, 22m ²		Rural		159.7
155	10		ROAD	Sec 69, SO 357952, 201m ²		Rural		216.9
192	10		ROAD	Sec 61, SO 357952, 53m ²		Rural		168.8
220	10		ROAD	Sec 82, SO 357952, 211m ²		Rural		231.9
267	10		ROAD	Sec 18, SO 357952, 4129m ²		Rural		4132.5
294	10		ROAD	Sec 10, SO 467007, 195m ²		Rural		195.5
3283	10		ROAD	Lot 3, DP 493411, 91.8608Ha		Rural		3276.1
66	12		ROAD	Sec 9, SO 471631, 350m ²		Rural		351.4
5164	12		ROAD	Sec 5, SO 510753, 6.2793Ha		Rural		871.6
1996	13		ROAD	Sec 1, SO 495820, 1234m ²		Rural		266.8
3114	18		ROAD	Pt Sec 4 Blk XI, Lower Wanaka SD, 25.77~Ha		Rural		1943.7
3117	18		ROAD	Pt Sec 9 Blk VI, Lower Hawea SD, 71.77~Ha		Rural		5506.1
3121	18		ROAD	Pt Sec 11 Blk VI, Lower Hawea SD, 57.85~Ha		Rural		6091.9

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
184	25		ROAD	Sec 5, SO 460860, 321m ²		Rural		299.1
234	25		ROAD	Sec 7, SO 460860, 6350m ²		Rural		6871.7
3194	30		ROAD	Sec 9, SO 504525, 927m ²		Rural		920.4
5151	9		ROAD	Sec 1, SO 510753, 22.1739Ha		Rural		54.5
5156	9		ROAD	Sec 2, SO 510753, 425.9659Ha		Rural		16900.0
5176	9		ROAD			Rural		13.5
5184	9		ROAD	Sec 3, SO 510753, 1484.2954Ha		Rural		958.6
3189	16		ROAD	Sec 2, SO 502159, 6.3561Ha		Rural Lifestyle		88.3
2869	30	Lot 101, DP 386956, 4980m ²	ROAD	Lot 555, DP 501112, 2044m ²	Shotover Country SZ			101.6
2871	30	Lot 101, DP 386956, 4980m ²	ROAD	Lot 556, DP 501112, 4273m ²	Shotover Country SZ			153.2
2874	30	Lot 101, DP 386956, 4980m ²	ROAD	Lot 557, DP 501112, 813m ²	Shotover Country SZ			152.2
7430989	31	Section 53, SO 459748, 12201m ²	ROAD	Lot 9, DP 491052, 41.9717Ha	Remarkables Park SZ			12219.0
7430990	31	Section 54, SO 459748, 17574m ²	ROAD	Lot 6, DP 475347, 18.8921Ha	Remarkables Park SZ			17623.0

Appendix 2: Recommendations on Submissions and Further Submissions

Appendix 2: Recommendations on Submissions

Part A: Submissions

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
380.51	Villa del Lago	Accept in Part	18.5
2014.1	Aaron Cowie	Reject	10
2019.1	Jonathan Holmes	Accept in part	3
2019.5	Jonathan Holmes	Reject	3
2020.1	Dan Gerard	Reject	10
2020.2	Dan Gerard	Reject	12
2040.1	Public Health South	Accept	5.1
2040.10	Public Health South	Reject	12
2040.11	Public Health South	Reject	12
2040.12	Public Health South	Reject	12
2040.13	Public Health South	Reject	12
2040.14	Public Health South	Reject	12
2040.15	Public Health South	Reject	12
2040.2	Public Health South	Reject	5.1
2040.3	Public Health South	Accept	5.2
2040.4	Public Health South	Accept	5.3
2040.5	Public Health South	Accept in Part	5.4
2040.6	Public Health South	Reject	15
2040.7	Public Health South	Reject	15
2040.8	Public Health South	Reject	15
2040.9	Public Health South	Reject	15
2076.1	Loris King	Accept in Part	3
2076.2	Loris King	Accept in Part	3
2076.3	Loris King	Out of scope	3
2076.4	Loris King	Accept in Part	3

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2078.1	Active Transport Wanaka	Accept in Part	5
2078.13	Active Transport Wanaka	Accept in Part	5
2078.14	Active Transport Wanaka	Reject	14
2078.2	Active Transport Wanaka	Accept	4
2078.3	Active Transport Wanaka	Accept in Part	10
2078.4	Active Transport Wanaka	Accept in Part	12
2078.5	Active Transport Wanaka	Reject	5
2078.6	Active Transport Wanaka	Accept in Part	9
2133.2	Tonnie & Erna Spijkerbosch	Reject	7.3
2133.6	Tonnie & Erna Spijkerbosch	Out of scope	7.3
2136.1	GRB Limited	Accept in Part	5.1
2136.2	GRB Limited	Accept in Part	5.1
2136.3	GRB Limited	Accept in Part	5.2
2136.4	GRB Limited	Accept in Part	5.2
2136.5	GRB Limited	Reject	5.2
2136.6	GRB Limited	Accept in part	5.2
2136.7	GRB Limited	Accept	5.4
2136.8	GRB Limited	Reject	10
2136.9	GRB Limited	Reject	2
2151.10	Ministry of Education	Accept in Part	7.3
2151.11	Ministry of Education	Accept	7.3.13
2151.12	Ministry of Education	Accept	7.3
2151.16	Ministry of Education	Accept	7.3.7
2151.3	Ministry of Education	Accept in Part	5.1
2151.4	Ministry of Education	Accept in Part	5.1
2151.5	Ministry of Education	Accept	5.3
2151.6	Ministry of Education	Accept in Part	5.4
2151.7	Ministry of Education	Accept	5.4

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2151.8	Ministry of Education	Accept in Part	5.4
2151.9	Ministry of Education	Accept in Part	7.1.6
2194.14	Chorus	Accept in Part	5.2
2194.15	Chorus	Accept in Part	5.2
2194.16	Chorus	Accept in Part	7.3.10
2194.17	Chorus	Accept	7.3.10
2195.14	Spark New Zealand Trading Ltd	Accept in Part	5.2
2195.15	Spark New Zealand Trading Ltd	Accept in Part	5.2
2195.16	Spark New Zealand Trading Ltd	Accept in Part	10
2195.17	Spark New Zealand Trading Ltd	Accept	7.3.10
2238.10	Nona James	Reject	10
2238.1	Nona James	Reject	10
2238.11	Nona James	Reject	10
2238.3	Nona James	Accept in Part	5.2
2238.32	Nona James	Reject	7.3.2
2238.4	Nona James	Reject	5.2
2238.5	Nona James	Reject	5.2
2238.6	Nona James	Accept in Part	5.2
2238.7	Nona James	Accept in Part	5.2
2238.8	Nona James	Reject	7.1.2
2238.9	Nona James	Reject	10
2239.10	QLDC Chief Executive - submitting on behalf of Queenstown Lakes District Council	Accept	7.1
2239.1	QLDC Chief Executive - submitting on behalf of Queenstown Lakes District Council	Accept	2
2239.11	QLDC Chief Executive - submitting on behalf of Queenstown Lakes District Council	Accept	14

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2239.2	QLDC Chief Executive - submitting on behalf of Queenstown Lakes District Council	Accept	3
2239.3	QLDC Chief Executive - submitting on behalf of Queenstown Lakes District Council	Accept	10
2239.4	QLDC Chief Executive - submitting on behalf of Queenstown Lakes District Council	Accept	5.1
2239.5	QLDC Chief Executive - submitting on behalf of Queenstown Lakes District Council	Accept	5.1
2242.5	Department of Conservation	Accept in Part	5.1
2242.6	Department of Conservation	Accept in Part	5.1
2242.7	Department of Conservation	Accept	2
2242.8	Department of Conservation	Reject	2
2262.2	Chris Paul	Out of scope	3
2271.1	Ross Carrick	Out of scope	3
2277.5	Wanaka Golf Club Incorporated	Out of scope	5.4
2297.1	Clark Fortune McDonald & Associates	Accept in Part	5.3
2297.2	Clark Fortune McDonald & Associates	Accept in part	6.1
2297.3	Clark Fortune McDonald & Associates	Accept in Part	7.3.14
2297.4	Clark Fortune McDonald & Associates	Accept in Part	3
2297.6	Clark Fortune McDonald & Associates	Accept in Part	3
2326.5	Gerry Oudhoff and James Hennessy	Accept in Part	10
2329.3	Te Runanga o Moeraki, Kati Huirapa Runaka ki Puketeraki, Te Runanga o Otakou, Hokonui Runanga, Te Runanga o Waihopai, Te Runanga o Awarua and Te Runanga o Oraka-Aparima (Kai Tahu)	Reject	3

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2329.8	Te Runanga o Moeraki, Kati Huirapa Runaka ki Puketeraki, Te Runanga o Otakou, Hokonui Runanga, Te Runanga o Waihopai, Te Runanga o Awarua and Te Runanga o Oraka-Aparima (Kai Tahu)	Reject	3
2335.1	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	Accept in Part	3
2335.10	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	Accept in Part	5.4
2335.11	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	Accept in part	7.1.6
2335.12	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	Reject	7.3.10
2335.13	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	Accept in part	15
2335.2	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	Accept in Part	5.1
2335.3	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	Accept in part	5.1
2335.4	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	Accept in Part	5.2
2335.5	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	Accept in Part	5.2
2335.6	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	Accept	5.4
2335.7	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	Accept in Part	5.1
2335.8	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	Reject	5.2
2335.9	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	Accept	5.4
2336.1	Ngai Tahu Property Limited	Accept in Part	5.1
2336.10	Ngai Tahu Property Limited	Accept	10
2336.11	Ngai Tahu Property Limited	Accept	10

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2336.12	Ngai Tahu Property Limited	Accept	10
2336.13	Ngai Tahu Property Limited	Accept (re-numbered as S42A 29.4.40(1)(c))	10
2336.14	Ngai Tahu Property Limited	Accept in Part	5.1
2336.15	Ngai Tahu Property Limited	Accept in part	5.2
2336.16	Ngai Tahu Property Limited	Accept	5.4
2336.17	Ngai Tahu Property Limited	Accept in part	5.4
2336.18	Ngai Tahu Property Limited	Accept	7.1.6
2336.19	Ngai Tahu Property Limited	Reject	10
2336.2	Ngai Tahu Property Limited	Accept in part	5.1
2336.20	Ngai Tahu Property Limited	Accept in part	7.3.1
2336.21	Ngai Tahu Property Limited	Accept in Part	7.3.2
2336.22	Ngai Tahu Property Limited	Reject	7.3.10
2336.23	Ngai Tahu Property Limited	Accept	7.3.14
2336.24	Ngai Tahu Property Limited	Reject	7.3.20
2336.25	Ngai Tahu Property Limited	Accept in Part	12
2336.26	Ngai Tahu Property Limited	Accept	13
2336.27	Ngai Tahu Property Limited	Accept in Part	13
2336.28	Ngai Tahu Property Limited	Accept in part	10
2336.29	Ngai Tahu Property Limited	Reject	11
2336.3	Ngai Tahu Property Limited	Accept in Part	5.2
2336.30	Ngai Tahu Property Limited	Accept	14
2336.31	Ngai Tahu Property Limited	Accept in part	15
2336.4	Ngai Tahu Property Limited	Accept	5.2
2336.5	Ngai Tahu Property Limited	Accept in Part	5.2
2336.6	Ngai Tahu Property Limited	Accept	5.2
2336.7	Ngai Tahu Property Limited	Accept	5.4
2336.8	Ngai Tahu Property Limited	Accept in Part	7.1.3

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2336.9	Ngai Tahu Property Limited	Accept	10
2339.10	Safari Group of Companies Limited	Reject	7.1.6
2339.11	Safari Group of Companies Limited	Accept in Part	10
2339.12	Safari Group of Companies Limited	Reject	10
2339.13	Safari Group of Companies Limited	Accept in part	7.3.1
2339.14	Safari Group of Companies Limited	Accept	7
2339.15	Safari Group of Companies Limited	Reject	7.3
2339.16	Safari Group of Companies Limited	Reject	7.3.2
2339.17	Safari Group of Companies Limited	Reject	7.3
2339.18	Safari Group of Companies Limited	Accept in Part	10
2339.19	Safari Group of Companies Limited	Reject	10
2339.4	Safari Group of Companies Limited	Accept in part	3
2339.5	Safari Group of Companies Limited	Accept in Part	10
2339.6	Safari Group of Companies Limited	Accept in part	5
2339.7	Safari Group of Companies Limited	Accept in Part	5
2339.8	Safari Group of Companies Limited	Accept in Part	7
2339.9	Safari Group of Companies Limited	Accept in Part	7.3
2341.1	St Peter's Church Parish	Reject	5
2341.2	St Peter's Church Parish	Out of scope	3
2341.3	St Peter's Church Parish	Reject	3
2341.4	St Peter's Church Parish	Reject	3
2349.13	Sean McLeod	Accept	14
2349.19	Sean McLeod	Reject	7.3.17
2349.20	Sean McLeod	Reject	10
2349.21	Sean McLeod	Reject	10
2349.3	Sean McLeod	Reject	7.3.14
2349.4	Sean McLeod	Reject	10
2369.1	Frankton Community Association	Reject	8

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2369.2	Frankton Community Association	Accept in Part - or in full if MRC come back with actual numbers	12
2369.4	Frankton Community Association	Accept	14
2376.47	Darby Planning LP	Accept in part	5.1
2376.48	Darby Planning LP	Reject	5.2
2376.49	Darby Planning LP	Accept in Part	5.2
2376.50	Darby Planning LP	Accept in part	5.3
2376.51	Darby Planning LP	Accept in part	5.4
2376.52	Darby Planning LP	Reject	6.2
2376.53	Darby Planning LP	Reject	6.2
2376.54	Darby Planning LP	Reject	7.1.6
2381.22	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	Accept in part	5.1
2381.23	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	Accept	5.2
2381.24	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	Accept in Part	5.2
2381.25	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	Accept in Part	5.3
2381.26	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	Reject	6.2
2381.27	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	Reject	7.1.6
2381.29	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	Reject	6
2381.36	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	Accept in Part	5.4
2408.1	Willowridge Developments Limited	Accept in part	7.1.6
2408.2	Willowridge Developments Limited	Reject	11
2408.3	Willowridge Developments Limited	Reject	3

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2408.4	Willowridge Developments Limited	Accept	3
2421.4	Paul Parker	Out of scope	3
2442.14	Transpower New Zealand Limited	Accept in part	6.2
2446.2	Heritage New Zealand	Accept	3
2448.10	Millennium & Copthorne Hotels NZ Ltd	Accept in part	5.1
2448.11	Millennium & Copthorne Hotels NZ Ltd	Accept in Part	5.2
2448.12	Millennium & Copthorne Hotels NZ Ltd	Reject	5.2
2448.13	Millennium & Copthorne Hotels NZ Ltd	Accept in part	5.2
2448.14	Millennium & Copthorne Hotels NZ Ltd	Reject	5.2
2448.15	Millennium & Copthorne Hotels NZ Ltd	Accept in Part	5.3
2448.16	Millennium & Copthorne Hotels NZ Ltd	Accept in part	5.3
2448.17	Millennium & Copthorne Hotels NZ Ltd	Accept in Part	5.4
2448.18	Millennium & Copthorne Hotels NZ Ltd	Reject	5.4
2448.19	Millennium & Copthorne Hotels NZ Ltd	Accept in Part	5.4
2448.20	Millennium & Copthorne Hotels NZ Ltd	Accept	6.2
2448.21	Millennium & Copthorne Hotels NZ Ltd	Accept in Part	7.1.6
2448.22	Millennium & Copthorne Hotels NZ Ltd	Reject	7.1.6
2448.23	Millennium & Copthorne Hotels NZ Ltd	Accept in part	7.2.5
2448.24	Millennium & Copthorne Hotels NZ Ltd	Reject	7.2.5
2448.25	Millennium & Copthorne Hotels NZ Ltd	Reject	7.2.5
2448.26	Millennium & Copthorne Hotels NZ Ltd	Reject	3
2448.27	Millennium & Copthorne Hotels NZ Ltd	Accept in part	7.3.2
2448.28	Millennium & Copthorne Hotels NZ Ltd	Reject	7.3.5
2448.29	Millennium & Copthorne Hotels NZ Ltd	Reject	7.3.8
2448.3	Millennium & Copthorne Hotels NZ Ltd	Accept in part	2.2
2448.30	Millennium & Copthorne Hotels NZ Ltd	Accept	7.3.12
2448.31	Millennium & Copthorne Hotels NZ Ltd	Accept	7.3.13
2448.32	Millennium & Copthorne Hotels NZ Ltd	Accept in Part	7.3.14

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2448.33	Millennium & Copthorne Hotels NZ Ltd	Accept in part	7.3.20
2448.34	Millennium & Copthorne Hotels NZ Ltd	Accept	7.4
2448.35	Millennium & Copthorne Hotels NZ Ltd	Accept	7.4
2448.36	Millennium & Copthorne Hotels NZ Ltd	Reject	9
2448.37	Millennium & Copthorne Hotels NZ Ltd	Reject	10
2448.38	Millennium & Copthorne Hotels NZ Ltd	Accept in Part	10
2448.39	Millennium & Copthorne Hotels NZ Ltd	Reject	10
2448.4	Millennium & Copthorne Hotels NZ Ltd	Accept in Part	5
2448.40	Millennium & Copthorne Hotels NZ Ltd	Accept	10
2448.41	Millennium & Copthorne Hotels NZ Ltd	Reject	10
2448.42	Millennium & Copthorne Hotels NZ Ltd	Accept	7.3.6
2448.5	Millennium & Copthorne Hotels NZ Ltd	Reject	2.5
2448.6	Millennium & Copthorne Hotels NZ Ltd	Reject	3
2448.7	Millennium & Copthorne Hotels NZ Ltd	Accept in Part	5.1
2448.8	Millennium & Copthorne Hotels NZ Ltd	Reject	5.1
2448.9	Millennium & Copthorne Hotels NZ Ltd	Accept	5.1
2453.10	N W Cashmore	Accept in Part	5.2
2453.11	N W Cashmore	Reject	5.2
2453.12	N W Cashmore	Reject	5.3
2453.13	N W Cashmore	Accept in part	5.3
2453.14	N W Cashmore	Accept in Part	5.4
2453.15	N W Cashmore	Reject	5.4
2453.16	N W Cashmore	Accept in Part	5.4
2453.17	N W Cashmore	Accept	6.2
2453.18	N W Cashmore	Accept in Part	7.1.5
2453.19	N W Cashmore	Reject	7.1.6
2453.2	N W Cashmore	Accept in part	2.2
2453.20	N W Cashmore	Accept in part	7.2.4

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2453.21	N W Cashmore	Reject	7.2.5
2453.22	N W Cashmore	Accept in part	7.3.1
2453.23	N W Cashmore	Accept in part	7.3.2
2453.24	N W Cashmore	Reject	7.3.5
2453.25	N W Cashmore	Accept	7.3.6
2453.26	N W Cashmore	Reject	7.3.8
2453.27	N W Cashmore	Accept	7.3.12
2453.28	N W Cashmore	Accept	7.3.13
2453.29	N W Cashmore	Accept in Part	7.3.14
2453.3	N W Cashmore	Reject	2.5
2453.30	N W Cashmore	Accept in part	7.3.20
2453.31	N W Cashmore	Accept	7.4
2453.32	N W Cashmore	Accept	7.4
2453.33	N W Cashmore	Reject	9
2453.34	N W Cashmore	Reject	10
2453.35	N W Cashmore	Accept in Part	5
2453.4	N W Cashmore	Accept	5.1
2453.5	N W Cashmore	Reject	5.1
2453.6	N W Cashmore	Reject	5.1
2453.7	N W Cashmore	Accept in part	5.1
2453.8	N W Cashmore	Accept in Part	5.2
2453.9	N W Cashmore	Accept in Part	5.2
2457.18	Paterson Pitts (Wanaka)	Accept in Part	2
2457.19	Paterson Pitts (Wanaka)	Reject	5.4
2457.20	Paterson Pitts (Wanaka)	Accept in part	14
2457.21	Paterson Pitts (Wanaka)	Reject	5
2457.22	Paterson Pitts (Wanaka)	Reject	5.2
2457.23	Paterson Pitts (Wanaka)	Accept in Part	5.3

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2457.24	Paterson Pitts (Wanaka)	Reject	5.3
2457.25	Paterson Pitts (Wanaka)	Accept	7.3.6
2457.26	Paterson Pitts (Wanaka)	Accept in Part	7.3.14
2460.3	Queenstown Central Limited	Accept in part	7.1.6
2460.4	Queenstown Central Limited	Accept in Part	7.2.5
2460.5	Queenstown Central Limited	Out of scope	10
2460.6	Queenstown Central Limited	Reject	10
2460.7	Queenstown Central Limited	Accept in Part	12
2460.8	Queenstown Central Limited	Reject	14
2462.10	Queenstown Park Limited	Reject	9
2462.11	Queenstown Park Limited	Accept in part	2
2462.8	Queenstown Park Limited	Accept in Part	5.1
2462.9	Queenstown Park Limited	Reject	7.1.4
2465.10	RCL Henley Downs Ltd	Accept in part	5.2
2465.11	RCL Henley Downs Ltd	Reject	5.2
2465.12	RCL Henley Downs Ltd	Reject	5.3
2465.13	RCL Henley Downs Ltd	Accept in part	5.3
2465.14	RCL Henley Downs Ltd	Accept in Part	5.4
2465.15	RCL Henley Downs Ltd	Reject	5.4
2465.16	RCL Henley Downs Ltd	Accept in Part	5.4
2465.17	RCL Henley Downs Ltd	Accept	6.2
2465.18	RCL Henley Downs Ltd	Accept in Part	7.1.5
2465.19	RCL Henley Downs Ltd	Reject	7.1.6
2465.20	RCL Henley Downs Ltd	Accept in part	7.2.4
2465.21	RCL Henley Downs Ltd	Reject	7.2.5
2465.22	RCL Henley Downs Ltd	Reject	7.2.5
2465.23	RCL Henley Downs Ltd	Reject	7.3.1
2465.24	RCL Henley Downs Ltd	Accept	7.3.2

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2465.25	RCL Henley Downs Ltd	Reject	7.3.5
2465.26	RCL Henley Downs Ltd	Accept	7.3.6
2465.27	RCL Henley Downs Ltd	Reject	7.3.8
2465.28	RCL Henley Downs Ltd	Accept	7.3.12
2465.29	RCL Henley Downs Ltd	Accept	7.3.13
2465.3	RCL Henley Downs Ltd	Accept in part	2.2
2465.30	RCL Henley Downs Ltd	Accept	12
2465.31	RCL Henley Downs Ltd	Accept in Part	7.3.14
2465.32	RCL Henley Downs Ltd	Accept in part	7.3.20
2465.33	RCL Henley Downs Ltd	Accept	7.4
2465.34	RCL Henley Downs Ltd	Accept	7.4
2465.35	RCL Henley Downs Ltd	Reject	9
2465.36	RCL Henley Downs Ltd	Accept in Part	10
2465.37	RCL Henley Downs Ltd	Reject	10
2465.38	RCL Henley Downs Ltd	Accept	5
2465.39	RCL Henley Downs Ltd	Reject	5.1
2465.4	RCL Henley Downs Ltd	Accept in Part	10
2465.40	RCL Henley Downs Ltd	Reject	5
2465.5	RCL Henley Downs Ltd	Reject	2
2465.6	RCL Henley Downs Ltd	Reject	3
2465.7	RCL Henley Downs Ltd	Accept	5.1
2465.8	RCL Henley Downs Ltd	Accept in part	5.1
2465.9	RCL Henley Downs Ltd	Reject	5.2
2466.1	Real Journeys Ltd	Accept in Part	3
2466.155	Real Journeys Ltd	Accept in part	5
2466.2	Real Journeys Ltd	Accept in Part	3
2466.3	Real Journeys Ltd	Accept	3
2466.31	Real Journeys Ltd	Accept in part	2.2

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2466.32	Real Journeys Ltd	Accept in part	2.2
2466.33	Real Journeys Ltd	Reject	3
2466.34	Real Journeys Ltd	Reject	5
2466.35	Real Journeys Ltd	Reject	2
2466.36	Real Journeys Ltd	Accept in Part	2
2466.37	Real Journeys Ltd	Reject	3
2466.38	Real Journeys Ltd	Accept in Part	5.1
2466.39	Real Journeys Ltd	Reject	5.2
2466.4	Real Journeys Ltd	Reject	3
2466.40	Real Journeys Ltd	Accept	5.1
2466.41	Real Journeys Ltd	Accept in part	5.2
2466.42	Real Journeys Ltd	Accept in Part	5.2
2466.43	Real Journeys Ltd	Reject	5.2
2466.44	Real Journeys Ltd	Accept in Part	5.2
2466.45	Real Journeys Ltd	Accept	5.2
2466.46	Real Journeys Ltd	Reject	5.2
2466.47	Real Journeys Ltd	Reject	5.3
2466.48	Real Journeys Ltd	Accept in Part	5.4
2466.49	Real Journeys Ltd	Accept in part	5.3
2466.50	Real Journeys Ltd	Accept in part. NB: incorrectly summarised against 29.2.4.3 (should be 29.2.4.2)	5.4
2466.51	Real Journeys Ltd	Reject	5.4
2466.52	Real Journeys Ltd	Accept in Part	5.4
2466.53	Real Journeys Ltd	Accept	6.2
2466.57	Real Journeys Ltd	Accept in Part	7.1.5
2466.58	Real Journeys Ltd	Reject	7.1.6
2466.59	Real Journeys Ltd	Accept in part	7.2.4

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2466.60	Real Journeys Ltd	Reject	7.2.5
2466.61	Real Journeys Ltd	Accept	7
2466.62	Real Journeys Ltd	Accept in part	7.3.1
2466.63	Real Journeys Ltd	Accept in part	7.3.2
2466.64	Real Journeys Ltd	Reject	7.3.5
2466.65	Real Journeys Ltd	Accept	7.3.6
2466.66	Real Journeys Ltd	Reject	7.3.8
2466.67	Real Journeys Ltd	Accept	7.3.12
2466.68	Real Journeys Ltd	Accept	7.3.13
2466.69	Real Journeys Ltd	Accept in part	7.3.20
2466.70	Real Journeys Ltd	Accept	7.4
2466.71	Real Journeys Ltd	Accept	7.4
2466.72	Real Journeys Ltd	Reject	9
2466.73	Real Journeys Ltd	Accept	10
2466.74	Real Journeys Ltd	Reject	10
2466.75	Real Journeys Ltd	Accept	10
2466.76	Real Journeys Ltd	Reject	10
2466.77	Real Journeys Ltd	Reject	10
2466.78	Real Journeys Ltd	Reject	10
2466.79	Real Journeys Ltd	Accept in Part	10
2467.1	Reavers NZ Limited	Accept	3
2467.2	Reavers NZ Limited	Accept in Part	5.1
2467.3	Reavers NZ Limited	Accept	5.2
2467.4	Reavers NZ Limited	Accept in Part	5.2
2467.5	Reavers NZ Limited	Accept in part	5.2
2467.6	Reavers NZ Limited	Accept in Part	5.4
2467.7	Reavers NZ Limited	Accept in Part	5
2468.10	Remarkables Park Ltd	Accept in Part	10

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2468.11	Remarkables Park Ltd	Reject	10
2468.12	Remarkables Park Ltd	Accept in Part	5.1
2468.13	Remarkables Park Ltd	Reject	7.1.4
2468.14	Remarkables Park Ltd	Reject	9
2468.15	Remarkables Park Ltd	Accept in part	2
2468.27	Remarkables Park Ltd	Reject	10
2474.10	Shundi Customs Limited	Reject	5.2
2474.11	Shundi Customs Limited	Reject	5.2
2474.12	Shundi Customs Limited	Reject	5.3
2474.13	Shundi Customs Limited	Accept in part	5.3
2474.14	Shundi Customs Limited	Accept in Part	5.4
2474.15	Shundi Customs Limited	Reject	5.4
2474.16	Shundi Customs Limited	Accept in Part	5.4
2474.17	Shundi Customs Limited	Accept	6.2
2474.18	Shundi Customs Limited	Accept in Part	7.1.5
2474.19	Shundi Customs Limited	Reject	7.1.6
2474.2	Shundi Customs Limited	Reject	2.2
2474.20	Shundi Customs Limited	Accept in part	7.2.4
2474.21	Shundi Customs Limited	Reject	7.2.5
2474.22	Shundi Customs Limited	Reject	7.2.5
2474.23	Shundi Customs Limited	Accept in part	7.3.1
2474.24	Shundi Customs Limited	Accept in part	7.3.2
2474.25	Shundi Customs Limited	Reject	7.3.5
2474.26	Shundi Customs Limited	Accept	7.3.6
2474.27	Shundi Customs Limited	Reject	7.3.5
2474.28	Shundi Customs Limited	Accept in part	7.3.12
2474.29	Shundi Customs Limited	Accept	7.3.13
2474.3	Shundi Customs Limited	Accept in Part	5

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2474.30	Shundi Customs Limited	Accept	12
2474.31	Shundi Customs Limited	Accept in Part	7.3.14
2474.32	Shundi Customs Limited	Accept in part	7.3.20
2474.33	Shundi Customs Limited	Accept	7.4
2474.34	Shundi Customs Limited	Accept	7.4
2474.35	Shundi Customs Limited	Reject	9
2474.36	Shundi Customs Limited	Accept in Part	10
2474.37	Shundi Customs Limited	Reject	10
2474.4	Shundi Customs Limited	Reject	2.5
2474.5	Shundi Customs Limited	Reject - The matters consider effects of the proposal which includes positive effects so amendment not necessary	3
2474.6	Shundi Customs Limited	Accept	5.1
2474.7	Shundi Customs Limited	Accept in part	5.1
2474.8	Shundi Customs Limited	Accept in Part	5.2
2474.9	Shundi Customs Limited	Accept in Part	5.2
2478.14	Vodafone New Zealand Limited	Reject	5.2
2478.15	Vodafone New Zealand Limited	Reject	5.2
2478.16	Vodafone New Zealand Limited	Accept in Part	10
2478.17	Vodafone New Zealand Limited	Accept	7.3.10
2484.11	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	Reject	5.4
2484.12	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	Accept	7.3.7
2484.13	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	Accept in Part	7.3.9
2484.14	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	Accept in Part	2

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2484.15	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	Accept	7.3.11
2484.16	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	Accept in Part	7.3.22
2484.17	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	Accept in Part	10
2484.18	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	Accept	12
2484.9	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	Accept	5.2
2492.113	Cardrona Alpine Resort Limited	Accept in part	5
2492.25	Cardrona Alpine Resort Limited	Accept in part	2.2
2492.26	Cardrona Alpine Resort Limited	Accept in part	2.2
2492.27	Cardrona Alpine Resort Limited	Reject	5
2492.28	Cardrona Alpine Resort Limited	Reject	3
2492.29	Cardrona Alpine Resort Limited	Reject	2
2492.3	Cardrona Alpine Resort Limited	Accept in part	3
2492.30	Cardrona Alpine Resort Limited	Accept in Part	2
2492.31	Cardrona Alpine Resort Limited	Reject	2.2
2492.32	Cardrona Alpine Resort Limited	Accept in Part	5.1
2492.33	Cardrona Alpine Resort Limited	Reject	5.2
2492.34	Cardrona Alpine Resort Limited	Accept	5.1
2492.35	Cardrona Alpine Resort Limited	Accept in part	5.2
2492.36	Cardrona Alpine Resort Limited	Accept in Part	5.2
2492.37	Cardrona Alpine Resort Limited	Reject	5.2
2492.38	Cardrona Alpine Resort Limited	Accept in Part	5.2
2492.39	Cardrona Alpine Resort Limited	Accept	5.2
2492.4	Cardrona Alpine Resort Limited	Reject	3
2492.40	Cardrona Alpine Resort Limited	Reject	5.2
2492.41	Cardrona Alpine Resort Limited	Reject	5.3

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2492.42	Cardrona Alpine Resort Limited	Accept in Part	5.4
2492.43	Cardrona Alpine Resort Limited	Accept in part	5.3
2492.44	Cardrona Alpine Resort Limited	Accept in part. Relates to 29.2.4.2; not 29.4.3.	5.4
2492.45	Cardrona Alpine Resort Limited	Reject	5.4
2492.46	Cardrona Alpine Resort Limited	Accept in Part	5.4
2492.47	Cardrona Alpine Resort Limited	Accept	6.2
2492.51	Cardrona Alpine Resort Limited	Accept in Part	7.1.5
2492.52	Cardrona Alpine Resort Limited	Reject	7.1.6
2492.53	Cardrona Alpine Resort Limited	Accept in part	7.2.4
2492.54	Cardrona Alpine Resort Limited	Reject	7.2.5
2492.55	Cardrona Alpine Resort Limited	Accept	7
2492.56	Cardrona Alpine Resort Limited	Accept in part	7.3.1
2492.57	Cardrona Alpine Resort Limited	Accept in part	7.3.2
2492.58	Cardrona Alpine Resort Limited	Reject	7.3.5
2492.59	Cardrona Alpine Resort Limited	Accept	7.3.6
2492.60	Cardrona Alpine Resort Limited	Reject	7.3.8
2492.61	Cardrona Alpine Resort Limited	Accept	7.3.12
2492.62	Cardrona Alpine Resort Limited	Accept	7.3.13
2492.63	Cardrona Alpine Resort Limited	Accept in part	7.3.20
2492.64	Cardrona Alpine Resort Limited	Accept	7.4
2492.65	Cardrona Alpine Resort Limited	Accept	7.4
2492.66	Cardrona Alpine Resort Limited	reject (2492.66)	9
2492.67	Cardrona Alpine Resort Limited	Accept	10
2492.68	Cardrona Alpine Resort Limited	Reject	10
2492.69	Cardrona Alpine Resort Limited	Accept	10
2492.70	Cardrona Alpine Resort Limited	Reject	10
2492.71	Cardrona Alpine Resort Limited	Reject	10

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2492.72	Cardrona Alpine Resort Limited	Reject	10
2492.73	Cardrona Alpine Resort Limited	Accept in Part	10
2493.22	Skyline Enterprises Limited	Accept in Part	5.1
2493.23	Skyline Enterprises Limited	Accept in part	5.1
2493.24	Skyline Enterprises Limited	Accept in Part	5.2
2493.25	Skyline Enterprises Limited	Accept in Part	5.2
2493.26	Skyline Enterprises Limited	Accept in part	5.2
2493.27	Skyline Enterprises Limited	Accept	5.4
2493.28	Skyline Enterprises Limited	Accept	10
2494.1	Te Anau Developments Limited	Accept in Part	2.2
2494.152	Te Anau Developments Limited	Accept in part	5
2494.2	Te Anau Developments Limited	Accept in Part	2.2
2494.29	Te Anau Developments Limited	Reject	2.2
2494.30	Te Anau Developments Limited	Accept in part	2.2
2494.31	Te Anau Developments Limited	Reject	3
2494.32	Te Anau Developments Limited	Reject	3
2494.33	Te Anau Developments Limited	Accept in part	2
2494.34	Te Anau Developments Limited	Accept in Part	2
2494.35	Te Anau Developments Limited	Reject	3
2494.36	Te Anau Developments Limited	Accept in Part	5.1
2494.37	Te Anau Developments Limited	Reject	5.2
2494.38	Te Anau Developments Limited	Accept	5.1
2494.39	Te Anau Developments Limited	Accept in part	5.2
2494.40	Te Anau Developments Limited	Accept in Part	5.2
2494.41	Te Anau Developments Limited	Reject	5.2
2494.42	Te Anau Developments Limited	Accept in Part	5.2
2494.43	Te Anau Developments Limited	Accept	5.2
2494.44	Te Anau Developments Limited	Reject	5.2

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2494.45	Te Anau Developments Limited	Reject	5.3
2494.46	Te Anau Developments Limited	Accept in Part	5.4
2494.47	Te Anau Developments Limited	Accept in part	5.3
2494.48	Te Anau Developments Limited	Accept in part. Relates to 29.2.4.2; not 29.4.3.	5.4
2494.49	Te Anau Developments Limited	Reject	5.4
2494.50	Te Anau Developments Limited	Accept in Part	5.4
2494.51	Te Anau Developments Limited	Accept	6.2
2494.55	Te Anau Developments Limited	Accept in Part	7.1.5
2494.56	Te Anau Developments Limited	Accept	7.1.6
2494.57	Te Anau Developments Limited	Accept in part	7.2.4
2494.58	Te Anau Developments Limited	Reject	7.2.5
2494.59	Te Anau Developments Limited	Accept	7
2494.60	Te Anau Developments Limited	Accept in part	7.3.1
2494.61	Te Anau Developments Limited	Accept in part	7.3.2
2494.62	Te Anau Developments Limited	Reject	7.3.5
2494.63	Te Anau Developments Limited	Accept	7.3.6
2494.64	Te Anau Developments Limited	Reject	7.3.8
2494.65	Te Anau Developments Limited	Accept	7.3.12
2494.66	Te Anau Developments Limited	Accept	7.3.13
2494.67	Te Anau Developments Limited	Accept in part	7.3.20
2494.68	Te Anau Developments Limited	Accept	7.4
2494.69	Te Anau Developments Limited	Accept	7.4
2494.70	Te Anau Developments Limited	Reject	9
2494.71	Te Anau Developments Limited	Accept	10
2494.72	Te Anau Developments Limited	Reject	10
2494.73	Te Anau Developments Limited	Accept	10
2494.74	Te Anau Developments Limited	Reject	10

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2494.75	Te Anau Developments Limited	Reject	10
2494.76	Te Anau Developments Limited	Reject	10
2494.77	Te Anau Developments Limited	Accept in Part	10
2495.1	Young Changemakers - Wakatipu Youth Trust Advisory Group	Out of scope	3
2495.8	Young Changemakers - Wakatipu Youth Trust Advisory Group	Out of scope	3
2495.9	Young Changemakers - Wakatipu Youth Trust Advisory Group	Out of scope	3
2497.4	Otago Regional Council	Accept in part	3
2508.5	Aurora Energy Limited	Reject	5.3
2508.6	Aurora Energy Limited	Accept in Part	5.3
2508.7	Aurora Energy Limited	Reject	5.4
2508.8	Aurora Energy Limited	Accept in Part	6.2
2511.3	Shaping our Future	Accept in Part	3
2511.4	Shaping our Future	Accept in part	5
2518.1	C & J Properties Ltd	Accept in Part	5.1
2518.2	C & J Properties Ltd	Accept	5.2
2518.3	C & J Properties Ltd	Accept in Part	5.2
2518.4	C & J Properties Ltd	Accept in part	5.2
2518.5	C & J Properties Ltd	Accept	5
2518.6	C & J Properties Ltd	Accept in Part	3
2520.1	Camp Street Properties Limited	Accept in Part	5.1
2520.2	Camp Street Properties Limited	Accept	5.2
2520.3	Camp Street Properties Limited	Accept	5.2
2520.4	Camp Street Properties Limited	Accept in Part	5.2
2520.5	Camp Street Properties Limited	Accept	5.4
2538.32	NZ Transport Agency	Accept	5.1
2538.33	NZ Transport Agency	Reject	5.1

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2538.34	NZ Transport Agency	Accept	5.1
2538.35	NZ Transport Agency	Reject	5.1
2538.36	NZ Transport Agency	Accept in part	5.1
2538.37	NZ Transport Agency	Accept in Part	5.1
2538.38	NZ Transport Agency	Accept in Part	5.2
2538.39	NZ Transport Agency	Accept	5.2
2538.40	NZ Transport Agency	Accept	5.2
2538.41	NZ Transport Agency	Accept in Part	5.2
2538.42	NZ Transport Agency	Accept in Part	5.2
2538.43	NZ Transport Agency	Accept	5.2
2538.44	NZ Transport Agency	Accept in Part	5.2
2538.45	NZ Transport Agency	Accept	5.2
2538.46	NZ Transport Agency	Accept	5.2
2538.47	NZ Transport Agency	Accept in Part	5.2
2538.48	NZ Transport Agency	Accept	5.2
2538.49	NZ Transport Agency	Reject	5.2
2538.50	NZ Transport Agency	Accept	5.3
2538.51	NZ Transport Agency	Accept	5.3
2538.52	NZ Transport Agency	Accept	5.3
2538.53	NZ Transport Agency	Accept	5.4
2538.54	NZ Transport Agency	Accept in Part	5.4
2538.55	NZ Transport Agency	Accept	5.4
2538.56	NZ Transport Agency	Reject	5.4
2538.57	NZ Transport Agency	Accept	5.4
2538.58	NZ Transport Agency	Accept	5.4
2538.59	NZ Transport Agency	Accept	5.4
2538.60	NZ Transport Agency	Accept	7.1.1
2538.61	NZ Transport Agency	Accept in Part	7.1.3

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2538.62	NZ Transport Agency	Accept in Part	7.1.4
2538.63	NZ Transport Agency	Accept in Part	7.1.5
2538.64	NZ Transport Agency	Accept	7.1.6
2538.65	NZ Transport Agency	Accept in part	7.1.7
2538.66	NZ Transport Agency	Accept	7.2.2
2538.67	NZ Transport Agency	Accept in Part	7.2.4
2538.68	NZ Transport Agency	Accept in Part	7.2.5
2538.69	NZ Transport Agency	Accept in Part	7.2.5
2538.70	NZ Transport Agency	Accept in part	7.3.14
2538.71	NZ Transport Agency	Accept	7.3.15
2538.72	NZ Transport Agency	Accept in part	7.3.16
2538.73	NZ Transport Agency	Accept	7.3.19
2538.74	NZ Transport Agency	Accept	7.3.19
2538.75	NZ Transport Agency	Accept	7.3.21
2538.76	NZ Transport Agency	Accept	8
2538.77	NZ Transport Agency	Accept	9
2538.78	NZ Transport Agency	Accept	9
2538.79	NZ Transport Agency	Accept in Part	9
2538.80	NZ Transport Agency	Accept	14
2538.81	NZ Transport Agency	Accept	14
2538.82	NZ Transport Agency	Reject	15
2538.83	NZ Transport Agency	Accept in Part	2.4
2538.84	NZ Transport Agency	Accept	18.3
2538.85	NZ Transport Agency	Accept	18.4
2540.57	Federated Farmers of New Zealand	Accept in Part	5.1
2540.58	Federated Farmers of New Zealand	Accept in Part	5.3
2547.3	Gibbston Valley Station	Accept in Part	3
2552.10	Greenwood Group Ltd	Reject	5.2

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2552.11	Greenwood Group Ltd	Reject	5.2
2552.12	Greenwood Group Ltd	Reject	5.3
2552.13	Greenwood Group Ltd	Accept in part	5.3
2552.14	Greenwood Group Ltd	Accept in Part	5.4
2552.15	Greenwood Group Ltd	Accept in Part	5.4
2552.16	Greenwood Group Ltd	Accept	6.2
2552.17	Greenwood Group Ltd	Accept in Part	7.1.5
2552.18	Greenwood Group Ltd	Reject	7.1.6
2552.19	Greenwood Group Ltd	Accept in part	7.1.6
2552.20	Greenwood Group Ltd	Reject	7.2.5
2552.21	Greenwood Group Ltd	Accept in part	3
2552.22	Greenwood Group Ltd	Accept in part	7.3.2
2552.23	Greenwood Group Ltd	Reject	7.3.5
2552.24	Greenwood Group Ltd	Accept	7.3.6
2552.25	Greenwood Group Ltd	Reject	7.3.8
2552.26	Greenwood Group Ltd	Accept	7.3.12
2552.27	Greenwood Group Ltd	Accept	7.3.13
2552.28	Greenwood Group Ltd	Accept	12
2552.29	Greenwood Group Ltd	Accept in Part	7.3.14
2552.3	Greenwood Group Ltd	Reject	2.2
2552.30	Greenwood Group Ltd	Reject (summary incorrectly states 29.5.2.2)	7.3.20
2552.31	Greenwood Group Ltd	Accept	7.4
2552.32	Greenwood Group Ltd	Accept	7.4
2552.33	Greenwood Group Ltd	Reject	9
2552.34	Greenwood Group Ltd	Accept in Part	10
2552.35	Greenwood Group Ltd	Reject	5.4
2552.36	Greenwood Group Ltd	Reject	10

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2552.4	Greenwood Group Ltd	Accept in Part	3
2552.5	Greenwood Group Ltd	Reject	2.5
2552.6	Greenwood Group Ltd	Reject	3
2552.7	Greenwood Group Ltd	Accept	5.1
2552.8	Greenwood Group Ltd	Accept in part	5.1
2552.9	Greenwood Group Ltd	Reject	5.2
2560.10	Jade Lake Queenstown Ltd	Reject	5.2
2560.11	Jade Lake Queenstown Ltd	Accept in part	5.2
2560.12	Jade Lake Queenstown Ltd	Reject	5.2
2560.13	Jade Lake Queenstown Ltd	Reject	5.3
2560.14	Jade Lake Queenstown Ltd	Accept in part	5.3
2560.15	Jade Lake Queenstown Ltd	Accept in Part	5.4
2560.16	Jade Lake Queenstown Ltd	Reject	5.4
2560.17	Jade Lake Queenstown Ltd	Accept in Part	5.4
2560.18	Jade Lake Queenstown Ltd	Accept	6.2
2560.19	Jade Lake Queenstown Ltd	Accept in Part	7.1.5
2560.20	Jade Lake Queenstown Ltd	Reject	7.1.6
2560.21	Jade Lake Queenstown Ltd	Accept in part	7.1.6
2560.22	Jade Lake Queenstown Ltd	Reject	7.2.5
2560.23	Jade Lake Queenstown Ltd	Accept in part	3
2560.24	Jade Lake Queenstown Ltd	Accept in part	7.3.2
2560.25	Jade Lake Queenstown Ltd	Reject	7.3.5
2560.26	Jade Lake Queenstown Ltd	Accept	7.3.6
2560.27	Jade Lake Queenstown Ltd	Reject	7.3.8
2560.28	Jade Lake Queenstown Ltd	Accept	7.3.12
2560.29	Jade Lake Queenstown Ltd	Accept	7.3.13
2560.30	Jade Lake Queenstown Ltd	Accept	12
2560.31	Jade Lake Queenstown Ltd	Accept in part	7.3.20

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2560.32	Jade Lake Queenstown Ltd	Accept in part	7.3.20
2560.33	Jade Lake Queenstown Ltd	Accept	7.4
2560.34	Jade Lake Queenstown Ltd	Accept	7.4
2560.35	Jade Lake Queenstown Ltd	Reject	9
2560.36	Jade Lake Queenstown Ltd	Reject	3
2560.37	Jade Lake Queenstown Ltd	Reject	10
2560.38	Jade Lake Queenstown Ltd	Accept in Part	5.2
2560.4	Jade Lake Queenstown Ltd	Reject	2.2
2560.5	Jade Lake Queenstown Ltd	Accept in Part	5
2560.6	Jade Lake Queenstown Ltd	Accept in Part	2
2560.7	Jade Lake Queenstown Ltd	Reject	3
2560.8	Jade Lake Queenstown Ltd	Accept	5.1
2560.9	Jade Lake Queenstown Ltd	Accept in part	5.1
2563.1	John Barlow	Accept in part	5.2
2568.1	Second Kawarau Bridge Group	Out of scope	3
2575.10	Queenstown Trails Trust	Reject	5.1
2575.11	Queenstown Trails Trust	Reject	5.1
2575.12	Queenstown Trails Trust	Reject	7.2
2575.13	Queenstown Trails Trust	Accept	2
2575.8	Queenstown Trails Trust	Out of scope	3
2575.9	Queenstown Trails Trust	Reject	5.1
2581.1	Go Orange Limited	Accept in Part	2.2
2581.151	Go Orange Limited	Accept in part	5
2581.2	Go Orange Limited	Accept in Part	2.2
2581.3	Go Orange Limited	Accept	3
2581.31	Go Orange Limited	Accept in Part	2.2
2581.32	Go Orange Limited	Reject	2.2
2581.33	Go Orange Limited	Reject	3

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2581.34	Go Orange Limited	Reject	3
2581.35	Go Orange Limited	Accept in part	2
2581.36	Go Orange Limited	Accept in Part	2
2581.37	Go Orange Limited	Reject	3
2581.38	Go Orange Limited	Accept in Part	5.1
2581.39	Go Orange Limited	Reject	5.2
2581.4	Go Orange Limited	Reject	3
2581.40	Go Orange Limited	Accept	5.1
2581.41	Go Orange Limited	Accept in part	5.2
2581.42	Go Orange Limited	Accept in Part	5.2
2581.43	Go Orange Limited	Accept	5.2
2581.44	Go Orange Limited	Accept in Part	5.2
2581.45	Go Orange Limited	Accept	5.2
2581.46	Go Orange Limited	Reject	5.2
2581.47	Go Orange Limited	Reject	5.3
2581.48	Go Orange Limited	Accept in Part	5.4
2581.49	Go Orange Limited	Accept in part	5.3
2581.50	Go Orange Limited	Accept in part. Relates to 29.2.4.2; not 29.4.3.	5.4
2581.51	Go Orange Limited	Reject	5.4
2581.52	Go Orange Limited	Accept in Part	5.4
2581.53	Go Orange Limited	Accept	6.2
2581.57	Go Orange Limited	Accept in Part	7.1.5
2581.58	Go Orange Limited	Reject	7.1.6
2581.59	Go Orange Limited	Accept in part	7.2.4
2581.60	Go Orange Limited	Reject	7.2.5
2581.61	Go Orange Limited	Accept	7
2581.62	Go Orange Limited	Accept in part	7.3.1

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2581.63	Go Orange Limited	Accept in part	7.3.2
2581.64	Go Orange Limited	Reject	7.3.5
2581.65	Go Orange Limited	Accept	7.3.6
2581.66	Go Orange Limited	Reject	7.3.8
2581.67	Go Orange Limited	Accept	7.3.12
2581.68	Go Orange Limited	Accept	7.3.13
2581.69	Go Orange Limited	Accept in part	7.3.20
2581.70	Go Orange Limited	Accept	7.4
2581.71	Go Orange Limited	Accept	7.4
2581.72	Go Orange Limited	Reject	9
2581.73	Go Orange Limited	Accept	10
2581.74	Go Orange Limited	Reject	10
2581.75	Go Orange Limited	Accept	10
2581.76	Go Orange Limited	Reject	10
2581.77	Go Orange Limited	Reject - submission unclear	10
2581.78	Go Orange Limited	Reject	10
2581.79	Go Orange Limited	Accept in Part	10
2585.1	B Giddens Trust	Accept in Part	10
2585.2	B Giddens Trust	Accept in Part	10
2585.3	B Giddens Trust	Reject	7.1.4
2585.4	B Giddens Trust	Reject	14
2585.6	B Giddens Trust	Accept	10
2586.10	C Dagg	Reject	7.2.2
2586.11	C Dagg	Reject	7.2.3
2586.12	C Dagg	Reject	7.2.4
2586.13	C Dagg	Reject	7.2.2
2586.14	C Dagg	Reject	14
2586.8	C Dagg	Reject	7.2.3

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2586.9	C Dagg	Reject	7.2.2
2590.1	LTK Holdings Limited	Accept in Part	5
2590.10	LTK Holdings Limited	Accept in part	5.3
2590.11	LTK Holdings Limited	Accept in Part	5.4
2590.12	LTK Holdings Limited	Reject	5.4
2590.13	LTK Holdings Limited	Accept in Part	5.4
2590.14	LTK Holdings Limited	Accept	6.2
2590.15	LTK Holdings Limited	Accept in Part	7.1.5
2590.16	LTK Holdings Limited	Reject	7.1.6
2590.17	LTK Holdings Limited	Accept in part	7.2.4
2590.18	LTK Holdings Limited	Reject	7.2.5
2590.19	LTK Holdings Limited	Reject	7.2.5
2590.2	LTK Holdings Limited	Reject	3
2590.20	LTK Holdings Limited	Accept in part	7.3.1
2590.21	LTK Holdings Limited	Accept in part	7.3.2
2590.22	LTK Holdings Limited	Accept	7.3.6
2590.23	LTK Holdings Limited	Accept	7.3.6
2590.24	LTK Holdings Limited	Reject	7.3.8
2590.25	LTK Holdings Limited	Accept	7.3.12
2590.26	LTK Holdings Limited	Accept	7.3.13
2590.27	LTK Holdings Limited	Accept in Part	7.3.14
2590.28	LTK Holdings Limited	Accept in part	7.3.20
2590.29	LTK Holdings Limited	Accept	7.4
2590.3	LTK Holdings Limited	Accept	5.1
2590.30	LTK Holdings Limited	Accept	7.4
2590.31	LTK Holdings Limited	reject	9
2590.32	LTK Holdings Limited	Accept in Part	10
2590.33	LTK Holdings Limited	Reject	10

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2590.4	LTK Holdings Limited	Accept in part	5.1
2590.5	LTK Holdings Limited	Accept in Part	5.2
2590.6	LTK Holdings Limited	Accept in Part	5.2
2590.7	LTK Holdings Limited	Accept in part	5.2
2590.8	LTK Holdings Limited	Reject	5.2
2590.9	LTK Holdings Limited	Reject	5.3
2593.1	McBride Street Queenstown Ltd	Accept in Part	10
2593.2	McBride Street Queenstown Ltd	Reject	7.1.4
2593.3	McBride Street Queenstown Ltd	Reject	14
2593.5	McBride Street Queenstown Ltd	Accept in Part	10
2593.6	McBride Street Queenstown Ltd	Accept in Part	10
2594.1	Queenstown Water Taxis Ltd (QWT)	Accept	3
2594.2	Queenstown Water Taxis Ltd (QWT)	Accept in part	2.2
2594.3	Queenstown Water Taxis Ltd (QWT)	Reject	2.2
2601.1	Well Smart Investments Group	Accept in Part	5
2601.10	Well Smart Investments Group	Accept in part	5.3
2601.11	Well Smart Investments Group	Accept in Part	5.4
2601.12	Well Smart Investments Group	Reject	5.4
2601.13	Well Smart Investments Group	Accept in Part	5.4
2601.14	Well Smart Investments Group	Accept	6.2
2601.15	Well Smart Investments Group	Accept in Part	7.1.5
2601.16	Well Smart Investments Group	Reject	7.1.6
2601.17	Well Smart Investments Group	Accept in part	7.2.4
2601.18	Well Smart Investments Group	Reject	7.2.5
2601.19	Well Smart Investments Group	Reject	7.2.5
2601.2	Well Smart Investments Group	Reject	3
2601.20	Well Smart Investments Group	Accept in part	7.3.1
2601.21	Well Smart Investments Group	Accept in part	7.3.2

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2601.22	Well Smart Investments Group	Reject	7.3.5
2601.23	Well Smart Investments Group	Accept	7.3.6
2601.24	Well Smart Investments Group	Reject	7.3.8
2601.25	Well Smart Investments Group	Accept	7.3.12
2601.26	Well Smart Investments Group	Accept	7.3.13
2601.27	Well Smart Investments Group	Accept in Part	7.3.14
2601.28	Well Smart Investments Group	Accept in part	7.3.20
2601.29	Well Smart Investments Group	Accept	7.4
2601.3	Well Smart Investments Group	Accept	5.1
2601.30	Well Smart Investments Group	Accept	7.4
2601.31	Well Smart Investments Group	reject	9
2601.32	Well Smart Investments Group	Accept in Part	10
2601.33	Well Smart Investments Group	Reject	10
2601.4	Well Smart Investments Group	Accept in part	5.1
2601.5	Well Smart Investments Group	Accept in Part	5.2
2601.6	Well Smart Investments Group	Accept in Part	5.2
2601.7	Well Smart Investments Group	Accept in part	5.2
2601.8	Well Smart Investments Group	Reject	5.2
2601.9	Well Smart Investments Group	Reject	5.3
2618.10	Queenstown Airport Corporation	Accept	4
2618.11	Queenstown Airport Corporation	Accept in Part	6
2618.12	Queenstown Airport Corporation	Reject	6
2618.13	Queenstown Airport Corporation	Accept in Part	7.3.12
2618.14	Queenstown Airport Corporation	Reject	7.1.6
2660.12	Fire and Emergency New Zealand	Accept	5.2
2660.13	Fire and Emergency New Zealand	Accept	9
2660.14	Fire and Emergency New Zealand	Accept	7.3.14
2660.15	Fire and Emergency New Zealand	Accept	7.3.17

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2660.16	Fire and Emergency New Zealand	Accept	9
2660.17	Fire and Emergency New Zealand	Accept	10

Part B: Further Submissions

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS1059.25	380.51	Erna Spijkerbosch	Accept in Part	18.5
FS2718.1	2448.9	Willowridge Developments Limited	Accept	5.1
FS2718.10	2601.3	Willowridge Developments Limited	Accept	5.1
FS2718.11	2538.35	Willowridge Developments Limited	Accept	5.1
FS2718.12	2448.19	Willowridge Developments Limited	Accept in Part	5.4
FS2718.13	2465.15	Willowridge Developments Limited	Reject	5.4
FS2718.14	2466.51	Willowridge Developments Limited	Reject	5.4
FS2718.15	2492.45	Willowridge Developments Limited	Reject	5.4
FS2718.16	2494.49	Willowridge Developments Limited	Reject	5.4
FS2718.17	2552.35	Willowridge Developments Limited	Reject	5.4
FS2718.18	2560.16	Willowridge Developments Limited	Reject	5.4
FS2718.19	2581.51	Willowridge Developments Limited	Reject	5.4
FS2718.2	2465.8	Willowridge Developments Limited	Accept in part	5.1
FS2718.20	2590.12	Willowridge Developments Limited	Reject	5.4
FS2718.21	2601.12	Willowridge Developments Limited	Reject	5.4

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2718.22	2448.22	Willowridge Developments Limited	Reject	7.1.6
FS2718.23	2465.19	Willowridge Developments Limited	Reject	7.1.6
FS2718.24	2466.58	Willowridge Developments Limited	Reject	7.1.6
FS2718.25	2492.34	Willowridge Developments Limited	Accept	5.1
FS2718.26	2494.56	Willowridge Developments Limited	Accept	7.1.6
FS2718.27	2552.18	Willowridge Developments Limited	Reject	7.1.6
FS2718.28	2560.20	Willowridge Developments Limited	Reject	7.1.6
FS2718.29	2581.58	Willowridge Developments Limited	Reject	7.1.6
FS2718.3	2466.4	Willowridge Developments Limited	Accept	3
FS2718.30	2590.16	Willowridge Developments Limited	Reject	7.1.6
FS2718.31	2601.16	Willowridge Developments Limited	Reject	7.1.6
FS2718.32	2151.9	Willowridge Developments Limited	Accept in Part	7.1.6
FS2718.4	2492.34	Willowridge Developments Limited	Accept	5.1
FS2718.5	2494.38	Willowridge Developments Limited	Accept	5.1
FS2718.6	2552.7	Willowridge Developments Limited	Accept	5.1
FS2718.7	2560.8	Willowridge Developments Limited	Accept	5.1
FS2718.8	2581.4	Willowridge Developments Limited	Accept	3
FS2718.9	2590.3	Willowridge Developments Limited	Accept	5.1
FS2726.1	2593.5	Patterson Boys Trust	Accept in Part	10

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2726.2	2585.1	Patterson Boys Trust	Accept in Part	10
FS2727.3	2239.2	NZ Transport Agency	Accept	3
FS2727.4	2239.5	NZ Transport Agency	Accept	5.1
FS2727.5	2239.10	NZ Transport Agency	Accept	7.1
FS2728.12	2494.2	Te Runanga o Moeraki, Kati Huirapa Runaka ki Puketeraki, Te Runanga o Otakou, Hokonui Runanga, Te Runanga o Waihopai, Te Runanga o Awarua, Te Runanga o Oraka Aparima (collectively Kai Tahu)	Accept in Part	2.2
FS2739.1	2136.1	Ngai Tahu Property Limited	Accept in Part	5.1
FS2739.10	2465.37	Ngai Tahu Property Limited	Reject	10
FS2739.11	2465.7	Ngai Tahu Property Limited	Accept	5.1
FS2739.12	2465.8	Ngai Tahu Property Limited	Accept in part	5.1
FS2739.13	2465.10	Ngai Tahu Property Limited	Accept in part	5.2
FS2739.14	2465.12	Ngai Tahu Property Limited	Reject	5.3
FS2739.15	2465.14	Ngai Tahu Property Limited	Accept in Part	5.4
FS2739.16	2465.15	Ngai Tahu Property Limited	Reject	5.4
FS2739.17	2465.16	Ngai Tahu Property Limited	Accept in Part	5.4
FS2739.18	2465.19	Ngai Tahu Property Limited	Reject	7.1.6
FS2739.19	2465.23	Ngai Tahu Property Limited	Reject	7.3.1
FS2739.2	2136.2	Ngai Tahu Property Limited	Accept in Part	5.1
FS2739.20	2465.24	Ngai Tahu Property Limited	Accept	7.3.2
FS2739.21	2465.25	Ngai Tahu Property Limited	Reject	7.3.5
FS2739.22	2465.31	Ngai Tahu Property Limited	Accept in Part	7.3.14
FS2739.23	2465.6	Ngai Tahu Property Limited	Reject	3
FS2739.24	2465.4	Ngai Tahu Property Limited	Accept in Part	10

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2739.25	2465.9	Ngai Tahu Property Limited	Reject	5.2
FS2739.26	2590.1	Ngai Tahu Property Limited	Accept in Part	5
FS2739.27	2590.2	Ngai Tahu Property Limited	Reject	3
FS2739.28	2590.3	Ngai Tahu Property Limited	Accept	5.1
FS2739.29	2590.4	Ngai Tahu Property Limited	Accept in part	5.1
FS2739.3	2136.3	Ngai Tahu Property Limited	Accept in Part	5.2
FS2739.30	2590.7	Ngai Tahu Property Limited	Accept in part	5.2
FS2739.31	2590.9	Ngai Tahu Property Limited	Reject	5.3
FS2739.32	2590.11	Ngai Tahu Property Limited	Accept in Part	5.4
FS2739.33	2590.12	Ngai Tahu Property Limited	Reject	5.4
FS2739.34	2590.13	Ngai Tahu Property Limited	Accept in Part	5.4
FS2739.35	2590.16	Ngai Tahu Property Limited	Reject	7.1.6
FS2739.36	2590.20	Ngai Tahu Property Limited	Accept in part	7.3.1
FS2739.37	2590.21	Ngai Tahu Property Limited	Accept in part	7.3.2
FS2739.38	2590.27	Ngai Tahu Property Limited	Accept in Part	7.3.14
FS2739.39	2590.33	Ngai Tahu Property Limited	Reject	10
FS2739.4	2136.4	Ngai Tahu Property Limited	Accept in Part	5.2
FS2739.40	2590.22	Ngai Tahu Property Limited	Accept	7.3.6
FS2739.41	2590.6	Ngai Tahu Property Limited	Accept in Part	5.2
FS2739.42	2474.3	Ngai Tahu Property Limited	Accept in Part	5
FS2739.43	2474.5	Ngai Tahu Property Limited	Reject	3
FS2739.44	2474.6	Ngai Tahu Property Limited	Accept	5.1
FS2739.45	2474.7	Ngai Tahu Property Limited	Reject	5.1
FS2739.46	2474.10	Ngai Tahu Property Limited	Reject	5.2
FS2739.47	2474.12	Ngai Tahu Property Limited	Reject	5.3
FS2739.48	2474.14	Ngai Tahu Property Limited	Accept in Part	5.4
FS2739.49	2474.15	Ngai Tahu Property Limited	Reject	5.4
FS2739.5	2136.5	Ngai Tahu Property Limited	Reject	5.2

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2739.50	2474.16	Ngai Tahu Property Limited	Accept in Part	5.4
FS2739.51	2474.19	Ngai Tahu Property Limited	Reject	7.1.6
FS2739.52	2474.23	Ngai Tahu Property Limited	Reject	7.3.1
FS2739.53	2474.24	Ngai Tahu Property Limited	Accept in part	7.3.2
FS2739.54	2474.25	Ngai Tahu Property Limited	Reject	7.3.5
FS2739.55	2474.31	Ngai Tahu Property Limited	Accept in Part	7.3.14
FS2739.56	2474.37	Ngai Tahu Property Limited	Reject	10
FS2739.57	2474.9	Ngai Tahu Property Limited	Accept in Part	5.2
FS2739.58	2151.4	Ngai Tahu Property Limited	Accept in Part	5.1
FS2739.59	2151.9	Ngai Tahu Property Limited	Accept in Part	7.1.6
FS2739.6	2136.6	Ngai Tahu Property Limited	Reject	5.2
FS2739.7	2136.7	Ngai Tahu Property Limited	Accept	5.4
FS2739.8	2136.8	Ngai Tahu Property Limited	Reject	10
FS2739.9	2136.9	Ngai Tahu Property Limited	Reject	2
FS2752.1	2594.1	Go Orange Limited	Reject	3
FS2752.2	2594.2	Go Orange Limited	Accept in part	2.2
FS2752.3	2594.3	Go Orange Limited	Reject	2.2
FS2752.5	2462.11	Go Orange Limited	Accept in part	2
FS2753.1	2466.31	Queenstown Water Taxis Limited	Accept in part	2.2
FS2753.155	2466.155	Queenstown Water Taxis Limited	Accept in part	5
FS2753.156	2581.31	Queenstown Water Taxis Limited	Accept in Part	2.2
FS2753.157	2581.32	Queenstown Water Taxis Limited	Reject	2.2
FS2753.158	2581.1	Queenstown Water Taxis Limited	Accept in Part	2.2
FS2753.159	2581.2	Queenstown Water Taxis Limited	Accept in Part	2.2

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2753.160	2581.3	Queenstown Water Taxis Limited	Accept	3
FS2753.161	2581.4	Queenstown Water Taxis Limited	Reject	3
FS2753.188	2581.33	Queenstown Water Taxis Limited	Reject	3
FS2753.189	2581.34	Queenstown Water Taxis Limited	Reject	3
FS2753.190	2581.35	Queenstown Water Taxis Limited	Accept in part	2
FS2753.191	2581.36	Queenstown Water Taxis Limited	Accept in Part	2
FS2753.192	2581.37	Queenstown Water Taxis Limited	Reject	3
FS2753.193	2581.38	Queenstown Water Taxis Limited	Accept in Part	5.1
FS2753.194	2581.39	Queenstown Water Taxis Limited	Reject	5.2
FS2753.195	2581.40	Queenstown Water Taxis Limited	Accept	5.1
FS2753.196	2581.41	Queenstown Water Taxis Limited	Accept in part	5.2
FS2753.197	2581.42	Queenstown Water Taxis Limited	Accept in Part	5.2
FS2753.198	2581.43	Queenstown Water Taxis Limited	Accept	5.2
FS2753.199	2581.44	Queenstown Water Taxis Limited	Accept in Part	5.2
FS2753.2	2466.32	Queenstown Water Taxis Limited	Accept in part	2.2
FS2753.200	2581.45	Queenstown Water Taxis Limited	Accept	5.2
FS2753.201	2581.46	Queenstown Water Taxis Limited	Reject	5.2
FS2753.202	2581.47	Queenstown Water Taxis Limited	Accept in Part	5.3
FS2753.203	2581.48	Queenstown Water Taxis Limited	Accept in Part	5.4

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2753.204	2581.49	Queenstown Water Taxis Limited	Accept in part	5.3
FS2753.205	2581.50	Queenstown Water Taxis Limited	Accept in Part	5.4
FS2753.206	2581.51	Queenstown Water Taxis Limited	Reject	5.4
FS2753.207	2581.52	Queenstown Water Taxis Limited	Accept in Part	5.4
FS2753.208	2581.53	Queenstown Water Taxis Limited	Accept	6.2
FS2753.212	2581.57	Queenstown Water Taxis Limited	Accept in Part	7.1.5
FS2753.213	2581.58	Queenstown Water Taxis Limited	Reject	7.1.6
FS2753.214	2581.59	Queenstown Water Taxis Limited	Accept in Part	7.2.4
FS2753.215	2581.60	Queenstown Water Taxis Limited	Reject	7.2.5
FS2753.216	2581.61	Queenstown Water Taxis Limited	Reject	7
FS2753.217	2581.62	Queenstown Water Taxis Limited	Accept in part	7.3.1
FS2753.218	2581.63	Queenstown Water Taxis Limited	Accept in part	7.3.2
FS2753.219	2581.64	Queenstown Water Taxis Limited	Reject	7.3.5
FS2753.220	2581.65	Queenstown Water Taxis Limited	Accept	7.3.6
FS2753.221	2581.66	Queenstown Water Taxis Limited	Reject	7.3.8
FS2753.222	2581.67	Queenstown Water Taxis Limited	Accept	7.3.12
FS2753.223	2581.68	Queenstown Water Taxis Limited	Accept	7.3.13
FS2753.224	2581.69	Queenstown Water Taxis Limited	Accept in part	7.3.20
FS2753.225	2581.70	Queenstown Water Taxis Limited	Accept	7.4

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2753.226	2581.71	Queenstown Water Taxis Limited	Accept	7.4
FS2753.227	2581.72	Queenstown Water Taxis Limited	reject	9
FS2753.228	2581.73	Queenstown Water Taxis Limited	Accept	10
FS2753.229	2581.74	Queenstown Water Taxis Limited	Reject	10
FS2753.230	2581.75	Queenstown Water Taxis Limited	Accept	10
FS2753.231	2581.76	Queenstown Water Taxis Limited	Reject	10
FS2753.232	2581.77	Queenstown Water Taxis Limited	Reject	10
FS2753.233	2581.78	Queenstown Water Taxis Limited	Reject	10
FS2753.234	2581.79	Queenstown Water Taxis Limited	Accept in Part	10
FS2753.3	2466.1	Queenstown Water Taxis Limited	Accept in Part	3
FS2753.306	2581.151	Queenstown Water Taxis Limited	Accept in part	5
FS2753.314	2462.11	Queenstown Water Taxis Limited	Accept in part	2
FS2753.33	2466.33	Queenstown Water Taxis Limited	Reject	3
FS2753.34	2466.34	Queenstown Water Taxis Limited	Reject	5
FS2753.35	2466.35	Queenstown Water Taxis Limited	Reject	2
FS2753.36	2466.36	Queenstown Water Taxis Limited	Accept in Part	2
FS2753.37	2466.37	Queenstown Water Taxis Limited	Reject	3
FS2753.38	2466.38	Queenstown Water Taxis Limited	Accept in Part	5.1
FS2753.39	2466.39	Queenstown Water Taxis Limited	Reject	5.2

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2753.4	2466.2	Queenstown Water Taxis Limited	Accept in Part	3
FS2753.40	2466.40	Queenstown Water Taxis Limited	Accept	5.1
FS2753.41	2466.41	Queenstown Water Taxis Limited	Accept in part	5.2
FS2753.42	2466.42	Queenstown Water Taxis Limited	Accept in Part	5.2
FS2753.43	2466.43	Queenstown Water Taxis Limited	Reject	5.2
FS2753.44	2466.44	Queenstown Water Taxis Limited	Accept in Part	5.2
FS2753.45	2466.45	Queenstown Water Taxis Limited	Accept	5.2
FS2753.46	2466.46	Queenstown Water Taxis Limited	Reject	5.2
FS2753.47	2466.47	Queenstown Water Taxis Limited	Accept in Part	5.3
FS2753.48	2466.48	Queenstown Water Taxis Limited	Accept in Part	5.4
FS2753.49	2466.49	Queenstown Water Taxis Limited	Accept in part	5.3
FS2753.5	2466.3	Queenstown Water Taxis Limited	Accept	3
FS2753.50	2466.50	Queenstown Water Taxis Limited	Accept in Part	5.4
FS2753.51	2466.51	Queenstown Water Taxis Limited	Reject	5.4
FS2753.52	2466.52	Queenstown Water Taxis Limited	Accept in Part	5.4
FS2753.53	2466.53	Queenstown Water Taxis Limited	Accept	6.2
FS2753.57	2466.57	Queenstown Water Taxis Limited	Accept in Part	7.1.5
FS2753.58	2466.58	Queenstown Water Taxis Limited	Reject	7.1.6
FS2753.59	2466.59	Queenstown Water Taxis Limited	Accept in part	7.2.4

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2753.6	2466.4	Queenstown Water Taxis Limited	Reject	3
FS2753.60	2466.60	Queenstown Water Taxis Limited	Reject	7.2.5
FS2753.61	2466.61	Queenstown Water Taxis Limited	Accept	7
FS2753.62	2466.62	Queenstown Water Taxis Limited	Reject	7.3.1
FS2753.63	2466.63	Queenstown Water Taxis Limited	Accept in part	7.3.2
FS2753.64	2466.64	Queenstown Water Taxis Limited	Reject	7.3.5
FS2753.65	2466.65	Queenstown Water Taxis Limited	Accept	7.3.6
FS2753.66	2466.66	Queenstown Water Taxis Limited	Reject	7.3.8
FS2753.67	2466.67	Queenstown Water Taxis Limited	Accept	7.3.12
FS2753.68	2466.68	Queenstown Water Taxis Limited	Accept	7.3.13
FS2753.69	2466.69	Queenstown Water Taxis Limited	Accept in part	7.3.20
FS2753.70	2466.70	Queenstown Water Taxis Limited	Accept	7.4
FS2753.71	2466.71	Queenstown Water Taxis Limited	Accept	7.4
FS2753.72	2466.72	Queenstown Water Taxis Limited	Reject	9
FS2753.73	2466.73	Queenstown Water Taxis Limited	Accept	10
FS2753.74	2466.74	Queenstown Water Taxis Limited	Reject	10
FS2753.75	2466.75	Queenstown Water Taxis Limited	Accept	10
FS2753.76	2466.76	Queenstown Water Taxis Limited	Reject	10
FS2753.77	2466.77	Queenstown Water Taxis Limited	Reject	10

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2753.78	2466.78	Queenstown Water Taxis Limited	Reject	10
FS2753.79	2466.79	Queenstown Water Taxis Limited	Accept in Part	10
FS2754.1	2078.1	Remarkables Park Limited	Accept in Part	5
FS2754.10	2466.1	Remarkables Park Limited	Accept in Part	3
FS2754.11	2466.2	Remarkables Park Limited	Accept in Part	3
FS2754.12	2466.37	Remarkables Park Limited	Reject	3
FS2754.13	2474.31	Remarkables Park Limited	Accept in Part	7.3.14
FS2754.14	2492.27	Remarkables Park Limited	Reject	5
FS2754.15	2492.52	Remarkables Park Limited	Reject	7.1.6
FS2754.16	2494.48	Remarkables Park Limited	Accept in Part	5.4
FS2754.17	2511.3	Remarkables Park Limited	Accept in Part	3
FS2754.18	2568.1	Remarkables Park Limited	Out of scope	3
FS2754.19	2594.1	Remarkables Park Limited	Reject	3
FS2754.2	2238.10	Remarkables Park Limited	Accept	10
FS2754.20	2594.2	Remarkables Park Limited	Accept in part	2.2
FS2754.21	2594.3	Remarkables Park Limited	Reject	2.2
FS2754.23	2601.7	Remarkables Park Limited	Accept in part	5.2
FS2754.24	2601.9	Remarkables Park Limited	Reject	5.3
FS2754.25	2601.11	Remarkables Park Limited	Accept in Part	5.4
FS2754.26	2601.27	Remarkables Park Limited	Accept in Part	7.3.14
FS2754.3	2238.11	Remarkables Park Limited	Accept	10
FS2754.4	2297.6	Remarkables Park Limited	Accept in Part	3
FS2754.44	2618.10	Remarkables Park Limited	Reject	4
FS2754.45	2618.11	Remarkables Park Limited	Reject	6
FS2754.46	2618.12	Remarkables Park Limited	Accept	6
FS2754.47	2618.13	Remarkables Park Limited	Accept in Part	7.3.12
FS2754.48	2618.14	Remarkables Park Limited	Accept	7.1.6

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2754.5	2329.3	Remarkables Park Limited	Accept	3
FS2754.6	2339.6	Remarkables Park Limited	Accept in part	5
FS2754.7	2465.3	Remarkables Park Limited	Reject	2.2
FS2754.8	2465.6	Remarkables Park Limited	Reject	3
FS2754.9	2465.39	Remarkables Park Limited	Reject	5.1
FS2755.1	2078.1	Queenstown Park Limited	Accept in Part	5
FS2755.10	2466.1	Queenstown Park Limited	Accept in Part	3
FS2755.11	2466.2	Queenstown Park Limited	Accept in Part	3
FS2755.12	2466.37	Queenstown Park Limited	Reject	3
FS2755.13	2474.31	Queenstown Park Limited	Accept in Part	7.3.14
FS2755.14	2492.27	Queenstown Park Limited	Reject	5
FS2755.15	2494.48	Queenstown Park Limited	Accept in Part	5.4
FS2755.16	2511.3	Queenstown Park Limited	Accept in Part	3
FS2755.17	2568.1	Queenstown Park Limited	Out of scope	3
FS2755.18	2594.1	Queenstown Park Limited	Reject	3
FS2755.19	2594.2	Queenstown Park Limited	Accept in part	2.2
FS2755.2	2238.10	Queenstown Park Limited	Accept	10
FS2755.20	2594.3	Queenstown Park Limited	Reject	2.2
FS2755.22	2601.7	Queenstown Park Limited	Accept in part	5.2
FS2755.23	2601.9	Queenstown Park Limited	Reject	5.3
FS2755.24	2601.11	Queenstown Park Limited	Accept in Part	5.4
FS2755.25	2601.27	Queenstown Park Limited	Accept in Part	7.3.14
FS2755.3	2238.11	Queenstown Park Limited	Accept	10
FS2755.4	2297.6	Queenstown Park Limited	Accept in Part	3
FS2755.43	2618.10	Queenstown Park Limited	Reject	4
FS2755.44	2618.11	Queenstown Park Limited	Reject	6
FS2755.45	2618.12	Queenstown Park Limited	Accept	6
FS2755.46	2618.13	Queenstown Park Limited	Accept in Part	7.3.12

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2755.47	2618.14	Queenstown Park Limited	Accept	7.1.6
FS2755.5	2329.3	Queenstown Park Limited	Accept	3
FS2755.6	2339.6	Queenstown Park Limited	Accept in part	5
FS2755.7	2465.3	Queenstown Park Limited	Reject	2.2
FS2755.8	2465.6	Queenstown Park Limited	Reject	3
FS2755.9	2465.39	Queenstown Park Limited	Reject	5.1
FS2759.10	2466.2	Queenstown Airport Corporation	Accept in Part	3
FS2759.11	2494.2	Queenstown Airport Corporation	Accept in Part	2.2
FS2759.12	2581.2	Queenstown Airport Corporation	Accept in Part	2.2
FS2759.13	2492.3	Queenstown Airport Corporation	Reject	3
FS2759.17	2511.4	Queenstown Airport Corporation	Accept in part	5
FS2759.4	2239.2	Queenstown Airport Corporation	Reject	3
FS2760.1	2497.4	Real Journeys Limited	Accept	3
FS2760.129	2594.1	Real Journeys Limited	Reject	3
FS2760.130	2594.2	Real Journeys Limited	Accept in part	2
FS2760.131	2594.3	Real Journeys Limited	Reject	2.2
FS2760.203	2492.3	Real Journeys Limited	Reject	3
FS2760.204	2492.4	Real Journeys Limited	Reject	3
FS2760.225	2492.25	Real Journeys Limited	Accept in part	2.2
FS2760.226	2492.26	Real Journeys Limited	Accept in part	2.2
FS2760.227	2492.27	Real Journeys Limited	Reject	5
FS2760.228	2492.28	Real Journeys Limited	Reject	3
FS2760.229	2492.29	Real Journeys Limited	Reject	2
FS2760.230	2492.30	Real Journeys Limited	Accept in Part	2
FS2760.231	2492.31	Real Journeys Limited	Reject	2.2

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2760.232	2492.32	Real Journeys Limited	Accept in Part	5.1
FS2760.233	2492.33	Real Journeys Limited	Reject	5.2
FS2760.234	2492.34	Real Journeys Limited	Accept	5.1
FS2760.235	2492.35	Real Journeys Limited	Accept in part	5.2
FS2760.236	2492.36	Real Journeys Limited	Accept in Part	5.2
FS2760.237	2492.37	Real Journeys Limited	Reject	5.2
FS2760.238	2492.38	Real Journeys Limited	Accept in Part	5.2
FS2760.239	2492.39	Real Journeys Limited	Accept	5.2
FS2760.240	2492.40	Real Journeys Limited	Reject	5.2
FS2760.241	2492.41	Real Journeys Limited	Reject	5.3
FS2760.242	2492.42	Real Journeys Limited	Accept in Part	5.4
FS2760.243	2492.43	Real Journeys Limited	Accept in part	5.3
FS2760.244	2492.44	Real Journeys Limited	Accept in Part	5.4
FS2760.245	2492.45	Real Journeys Limited	Reject	5.4
FS2760.246	2492.46	Real Journeys Limited	Accept in Part	5.4
FS2760.247	2492.47	Real Journeys Limited	Accept	6.2
FS2760.251	2492.51	Real Journeys Limited	Accept in Part	7.1.5
FS2760.252	2492.52	Real Journeys Limited	Reject	7.1.6
FS2760.253	2492.53	Real Journeys Limited	Accept in Part	7.2.4
FS2760.254	2492.54	Real Journeys Limited	Reject	7.2.5
FS2760.255	2492.55	Real Journeys Limited	Accept	7
FS2760.256	2492.56	Real Journeys Limited	Accept in part	7.3.1
FS2760.257	2492.57	Real Journeys Limited	Accept in part	7.3.2
FS2760.258	2492.58	Real Journeys Limited	Reject	7.3.5
FS2760.259	2492.59	Real Journeys Limited	Accept	7.3.6
FS2760.260	2492.60	Real Journeys Limited	Reject	7.3.8
FS2760.261	2492.61	Real Journeys Limited	Accept	7.3.12
FS2760.262	2492.62	Real Journeys Limited	Accept	7.3.13

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2760.263	2492.63	Real Journeys Limited	Accept in part	7.3.20
FS2760.264	2492.64	Real Journeys Limited	Accept	7.4
FS2760.265	2492.65	Real Journeys Limited	Accept	7.4
FS2760.266	2492.66	Real Journeys Limited	Reject	9
FS2760.267	2492.67	Real Journeys Limited	Accept	10
FS2760.268	2492.68	Real Journeys Limited	Reject	10
FS2760.269	2492.69	Real Journeys Limited	Accept	10
FS2760.270	2492.70	Real Journeys Limited	Reject	10
FS2760.271	2492.71	Real Journeys Limited	Reject	10
FS2760.272	2492.72	Real Journeys Limited	Reject	10
FS2760.273	2492.73	Real Journeys Limited	Accept in Part	10
FS2760.313	2492.113	Real Journeys Limited	Accept in part	5
FS2760.321	2494.1	Real Journeys Limited	Accept in Part	2.2
FS2760.322	2494.2	Real Journeys Limited	Accept in Part	2.2
FS2760.33	2538.32	Real Journeys Limited	Accept	5.1
FS2760.34	2538.33	Real Journeys Limited	Reject	5.1
FS2760.347	2494.29	Real Journeys Limited	Reject	2.2
FS2760.348	2494.30	Real Journeys Limited	Reject	2.2
FS2760.349	2494.31	Real Journeys Limited	Reject	3
FS2760.35	2538.34	Real Journeys Limited	Accept	5.1
FS2760.350	2494.32	Real Journeys Limited	Reject	3
FS2760.351	2494.33	Real Journeys Limited	Accept in part	2
FS2760.352	2494.34	Real Journeys Limited	Accept in Part	2
FS2760.353	2494.35	Real Journeys Limited	Reject	3
FS2760.354	2494.36	Real Journeys Limited	Accept in Part	5.1
FS2760.355	2494.37	Real Journeys Limited	Reject	5.2
FS2760.356	2494.38	Real Journeys Limited	Accept	5.1
FS2760.357	2494.39	Real Journeys Limited	Accept in part	5.2

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2760.358	2494.40	Real Journeys Limited	Accept in Part	5.2
FS2760.359	2494.41	Real Journeys Limited	Reject	5.2
FS2760.36	2538.35	Real Journeys Limited	Accept t	5.1
FS2760.360	2494.42	Real Journeys Limited	Accept in Part	5.2
FS2760.361	2494.43	Real Journeys Limited	Accept	5.2
FS2760.362	2494.44	Real Journeys Limited	Reject	5.2
FS2760.363	2494.45	Real Journeys Limited	Reject	5.3
FS2760.364	2494.46	Real Journeys Limited	Accept in Part	5.4
FS2760.365	2494.47	Real Journeys Limited	Accept in part	5.3
FS2760.366	2494.48	Real Journeys Limited	Accept in Part	5.4
FS2760.367	2494.49	Real Journeys Limited	Reject	5.4
FS2760.368	2494.50	Real Journeys Limited	Accept in Part	5.4
FS2760.369	2494.51	Real Journeys Limited	Accept	6.2
FS2760.37	2538.36	Real Journeys Limited	Accept	5.1
FS2760.373	2494.55	Real Journeys Limited	Accept in Part	7.1.5
FS2760.374	2494.56	Real Journeys Limited	Accept	7.1.6
FS2760.375	2494.57	Real Journeys Limited	Accept in Part	7.2.4
FS2760.376	2494.58	Real Journeys Limited	Reject	7.2.5
FS2760.377	2494.59	Real Journeys Limited	Accept	7
FS2760.378	2494.60	Real Journeys Limited	Accept in part	7.3.1
FS2760.379	2494.61	Real Journeys Limited	Accept in part	7.3.2
FS2760.38	2538.37	Real Journeys Limited	Accept	5.1
FS2760.380	2494.62	Real Journeys Limited	Reject	7.3.5
FS2760.381	2494.63	Real Journeys Limited	Accept	7.3.6
FS2760.382	2494.64	Real Journeys Limited	Reject	7.3.8
FS2760.383	2494.65	Real Journeys Limited	Accept	7.3.12
FS2760.384	2494.66	Real Journeys Limited	Accept	7.3.13
FS2760.385	2494.67	Real Journeys Limited	Accept in part	7.3.20

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2760.386	2494.68	Real Journeys Limited	Accept	7.4
FS2760.387	2494.69	Real Journeys Limited	Accept	7.4
FS2760.388	2494.70	Real Journeys Limited	Reject	9
FS2760.389	2494.71	Real Journeys Limited	Accept	10
FS2760.39	2538.38	Real Journeys Limited	Accept in Part	5.2
FS2760.390	2494.72	Real Journeys Limited	Reject	10
FS2760.391	2494.73	Real Journeys Limited	Accept	10
FS2760.392	2494.74	Real Journeys Limited	Reject	10
FS2760.393	2494.75	Real Journeys Limited	Reject	10
FS2760.394	2494.76	Real Journeys Limited	Reject	10
FS2760.395	2494.77	Real Journeys Limited	Accept in Part	10
FS2760.40	2538.39	Real Journeys Limited	Accept	5.2
FS2760.41	2538.40	Real Journeys Limited	Accept	5.2
FS2760.42	2538.41	Real Journeys Limited	Accept in Part	5.2
FS2760.43	2538.42	Real Journeys Limited	Accept in Part	5.2
FS2760.44	2538.43	Real Journeys Limited	Accept	5.2
FS2760.45	2538.44	Real Journeys Limited	Accept in Part	5.2
FS2760.452	2494.152	Real Journeys Limited	Accept in part	5
FS2760.459	2453.5	Real Journeys Limited	Reject	5.1
FS2760.46	2538.45	Real Journeys Limited	Accept	5.2
FS2760.461	2468.15	Real Journeys Limited	Accept in part	2
FS2760.463	2462.11	Real Journeys Limited	Accept in part	2
FS2760.466	2465.3	Real Journeys Limited	Reject	2.2
FS2760.467	2465.4	Real Journeys Limited	Accept in Part	10
FS2760.468	2465.5	Real Journeys Limited	Reject	2
FS2760.469	2465.6	Real Journeys Limited	Reject	3
FS2760.47	2538.46	Real Journeys Limited	Accept	5.2
FS2760.470	2465.7	Real Journeys Limited	Accept	5.1

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2760.471	2465.8	Real Journeys Limited	Accept in part	5.1
FS2760.472	2465.9	Real Journeys Limited	Reject	5.2
FS2760.473	2465.10	Real Journeys Limited	Accept in part	5.2
FS2760.474	2465.11	Real Journeys Limited	Reject	5.2
FS2760.475	2465.12	Real Journeys Limited	Reject	5.3
FS2760.476	2465.13	Real Journeys Limited	Accept in part	5.3
FS2760.477	2465.14	Real Journeys Limited	Accept in Part	5.4
FS2760.478	2465.15	Real Journeys Limited	Reject	5.4
FS2760.479	2465.16	Real Journeys Limited	Accept in Part	5.4
FS2760.48	2538.47	Real Journeys Limited	Accept in Part	5.2
FS2760.480	2465.17	Real Journeys Limited	Accept	6.2
FS2760.481	2465.18	Real Journeys Limited	Accept in Part	7.1.5
FS2760.482	2465.19	Real Journeys Limited	Reject	7.1.6
FS2760.483	2465.20	Real Journeys Limited	Accept in Part	7.2.4
FS2760.484	2465.21	Real Journeys Limited	Reject	7.2.5
FS2760.485	2465.22	Real Journeys Limited	Reject	7.2.5
FS2760.486	2465.23	Real Journeys Limited	Reject	7.3.1
FS2760.487	2465.24	Real Journeys Limited	Accept	7.3.2
FS2760.488	2465.25	Real Journeys Limited	Reject	7.3.5
FS2760.489	2465.26	Real Journeys Limited	Accept	7.3.6
FS2760.49	2538.48	Real Journeys Limited	Accept	5.2
FS2760.490	2465.27	Real Journeys Limited	Accept	7.3.8
FS2760.491	2465.28	Real Journeys Limited	Accept	7.3.12
FS2760.492	2465.29	Real Journeys Limited	Accept	7.3.13
FS2760.493	2465.30	Real Journeys Limited	Accept	12
FS2760.494	2465.31	Real Journeys Limited	Accept in Part	7.3.14
FS2760.495	2465.32	Real Journeys Limited	Accept in part	7.3.20
FS2760.496	2465.33	Real Journeys Limited	Accept	7.4

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2760.497	2465.34	Real Journeys Limited	Accept	7.4
FS2760.498	2465.35	Real Journeys Limited	Reject	9
FS2760.499	2465.36	Real Journeys Limited	Accept in Part	10
FS2760.50	2538.49	Real Journeys Limited	Reject	5.2
FS2760.500	2465.37	Real Journeys Limited	Reject	10
FS2760.501	2465.38	Real Journeys Limited	Accept	5
FS2760.502	2465.39	Real Journeys Limited	Reject	5.1
FS2760.503	2465.40	Real Journeys Limited	Reject	5
FS2760.51	2538.50	Real Journeys Limited	Accept	5.3
FS2760.52	2538.51	Real Journeys Limited	Accept	5.3
FS2760.53	2538.52	Real Journeys Limited	Accept	5.3
FS2760.54	2538.53	Real Journeys Limited	Accept	5.4
FS2760.55	2538.54	Real Journeys Limited	Accept in Part	5.4
FS2760.56	2538.55	Real Journeys Limited	Accept	5.4
FS2760.57	2538.56	Real Journeys Limited	Reject	5.4
FS2760.58	2538.57	Real Journeys Limited	Accept	5.4
FS2760.59	2538.58	Real Journeys Limited	Accept	5.4
FS2760.60	2538.59	Real Journeys Limited	Accept	5.4
FS2760.61	2538.60	Real Journeys Limited	Accept	7.1.1
FS2760.62	2538.61	Real Journeys Limited	Accept in Part	7.1.3
FS2760.63	2538.62	Real Journeys Limited	Accept in Part	7.1.4
FS2760.64	2538.63	Real Journeys Limited	Accept in Part	7.1.5
FS2760.65	2538.64	Real Journeys Limited	Accept	7.1.6
FS2760.66	2538.65	Real Journeys Limited	Accept	7.1.7
FS2760.67	2538.66	Real Journeys Limited	Accept	7.2.2
FS2760.68	2538.67	Real Journeys Limited	Accept in Part	7.2.4
FS2760.69	2538.68	Real Journeys Limited	Accept in Part	7.2.5
FS2760.70	2538.69	Real Journeys Limited	Accept in Part	7.2.5

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2760.71	2538.70	Real Journeys Limited	Accept in part	7.3.14
FS2760.72	2538.71	Real Journeys Limited	Accept	7.3.15
FS2760.73	2538.72	Real Journeys Limited	Reject	7.3.16
FS2760.74	2538.73	Real Journeys Limited	Accept	7.3.19
FS2760.75	2538.74	Real Journeys Limited	Accept	7.3.19
FS2760.76	2538.75	Real Journeys Limited	Accept	7.3.21
FS2760.77	2538.76	Real Journeys Limited	Accept	8
FS2760.78	2538.77	Real Journeys Limited	Accept	9
FS2760.79	2538.78	Real Journeys Limited	Accept	9
FS2760.80	2538.79	Real Journeys Limited	Accept in Part	9
FS2760.81	2538.80	Real Journeys Limited	Accept	14
FS2760.82	2538.81	Real Journeys Limited	Accept	14
FS2760.83	2538.82	Real Journeys Limited	Reject	15
FS2760.84	2538.83	Real Journeys Limited	Accept in Part	2.4
FS2760.85	2538.84	Real Journeys Limited	Accept	18.3
FS2760.86	2538.85	Real Journeys Limited	Accept	18.4
FS2764.10	2078.4	Queenstown Central Limited	Accept in Part	12
FS2764.2	2339.5	Queenstown Central Limited	Accept in Part	10
FS2764.3	2518.6	Queenstown Central Limited	Accept in Part	3
FS2764.4	2151.9	Queenstown Central Limited	Accept in Part	7.1.6
FS2764.5	2408.1	Queenstown Central Limited	Reject	7.1.6
FS2764.6	2465.19	Queenstown Central Limited	Reject	7.1.6
FS2764.7	2465.21	Queenstown Central Limited	Accept	7.2.5
FS2764.8	2465.22	Queenstown Central Limited	Accept	7.2.5
FS2764.9	2586.10	Queenstown Central Limited	Accept	7.2.2
FS2772.6	2511.3	R Hadley	Accept in Part	3
FS2772.7	2511.4	R Hadley	Accept in part	5
FS2788.25	2492.34	Henley Downs Land Holdings Ltd	Accept	5.1
FS2788.26	2492.37	Henley Downs Land Holdings Ltd	Reject	5.2

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2788.27	2465.10	Henley Downs Land Holdings Ltd	Accept in part	5.2
FS2788.28	2465.9	Henley Downs Land Holdings Ltd	Reject	5.2
FS2788.29	2465.13	Henley Downs Land Holdings Ltd	Accept in part	5.3
FS2788.30	2465.15	Henley Downs Land Holdings Ltd	Reject	5.4
FS2788.31	2465.19	Henley Downs Land Holdings Ltd	Reject	7.1.6
FS2788.32	2465.20	Henley Downs Land Holdings Ltd	Accept in Part	7.2.4
FS2788.33	2465.21	Henley Downs Land Holdings Ltd	Reject	7.2.5
FS2788.34	2465.22	Henley Downs Land Holdings Ltd	Reject	7.2.5
FS2788.35	2586.10	Henley Downs Land Holdings Ltd	Accept	7.2.2
FS2788.36	2586.11	Henley Downs Land Holdings Ltd	Reject	7.2.3
FS2788.37	2586.12	Henley Downs Land Holdings Ltd	Accept	7.2.4
FS2789.14	2492.3	Soho Ski Area Ltd and Blackmans Creek No.1 LP	Reject	3
FS2789.15	2492.4	Soho Ski Area Ltd and Blackmans Creek No.1 LP	Reject	3
FS2790.14	2492.3	Treble Cone Investments Ltd	Reject	3
FS2790.15	2492.4	Treble Cone Investments Ltd	Reject	3
FS2799.13	2448.14	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	Reject	5.2
FS2799.14	2538.49	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	Reject	5.2
FS2799.15	2538.59	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	Reject	5.4
FS2799.16	2466.1	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	Accept	3
FS2800.62	2462.11	Cardrona Alpine Resort Limited	Accept in part	2