



MEMORANDUM

To: Marlene Oliver, Facilitator for Expert Witness Conferencing

From: Nigel Bryce, Consultant Planner (42a Report Planner)

Date: 2nd of February 2015

Subject: **OVERVIEW OF PLAN CHANGE 50 – DEVELOPMENT ACTIVITY STATUS AND RELEVANT TRANSPORTATION ISSUES**

1.0 INTRODUCTION

This briefing memorandum has been prepared at the request of Marlene Oliver, independent facilitator, as part of the Plan Change 50 ('PC50') Expert Witness Conferencing.

The Traffic/Transport Experts¹ at their Pre-conferencing meeting dated 28th January 2015, sought clarification on:

"...the extent of permitted development proposed and the level of transport/traffic assessments that will be undertaken at individual developments level."[Emphasis added]²

This memorandum provides for the following:

1. An overview of the key Transportation responses within the PC50 section 32 evaluation (and associated supporting technical assessments) and also that has been presented in reports/evidence to date and provides a clear reference back to these source documents (as requested by Marlene Oliver 30/1/15, pers com); and

Note: the overview has been prepared to assist Expert Witness Conferencing relating to transportation issues raised as part of the PC50 Hearing process. In preparing this overview in Table 1, the primary information sourced relates to those parties who presented traffic/transportation evidence (any material included within the transcript of the hearing has not been included).

2. An overview of PC50 provisions, identifying: (i) permitted development; and (ii) landuse activities that require resource consent and which provide for transport/traffic assessment.

Both 1. and 2. above have been set out in Table 1 and Table 2 below.

¹ Denis Mander (QLDC), Dave Smith (Abley Transportation Consultants Ltd), Don McKenzie (TDG), Tim Kelly (TK Transportation Planning Ltd)

² I have taken this to mean clarification only on the proposed provisions, not the existing planning provisions under the Operative District Plan.

Table 1 – Transportation Reference Table to Inform PC50 Expert Witness Conferencing

Source Documents/Evidence	Reference Page	Description
AEE (Appendix D of 32 Evaluation)	pages 12 to 14	<p>“Traffic Design Group have prepared an addendum to the Integrated Transportation Assessment to assess the effects of the plan change for the Isle Street blocks (refer Appendix I attached to the s32 report). They have determined that the change from High Density Residential to Town Centre zoning will increase traffic generation from these blocks during the AM peak by around 31%, or 37 vehicle movements per hour above current flows. During the PM peak it is anticipated that traffic generation will increase by around 52%, or approximately 62 vehicle movements per hour.”</p> <p>“34 Brecon Street – ITA based on a mixed use scenario (being the worst case scenario assessed) will have a negligible increase in traffic generation during the AM peak, of around 50%, or 13 vehicle movements per hour. During the PM peak it is anticipated that traffic generation could increase by around 77%, which is still a modest level of approximately 20 additional vehicle movements per hour.”</p>
Traffic Design Group - Integrated Transportation Assessment Report (Appendix I of the section 32 report)	<p>Page 13</p> <p>Page 14</p> <p>Page 14</p> <p>Page 38</p> <p>Page 18</p> <p>Page 25</p> <p>Page 26</p>	<p>“From a transportation perspective the Lakeview sub-zone transport philosophy anticipates providing an integrated, people movement-focused transport outcome. It is anticipated that with the combination of such design features as the market square and a range of walking connections through and beyond the site, no single transport mode should dominate the site development.”</p> <p>“The more significant elements of the sub-zone such as a convention centre will to subject to an integrated transport assessment. This would provide the rationale and strategic support for the specific parking levels those developments intend to provide, and the roles played by other means of access to the sub- zone sites.”</p> <p>“The transportation implications of the likely development the Lakeview Plan Change would give rise to and the anticipated traffic impacts, a range of expected sub-zone elements has been developed:</p> <ul style="list-style-type: none"> • Hot pools (capacity of approximately 250 people); • Hotel : 150 rooms; • High density residential : 185 units; • Commercial / Retail: 6500m² • Convention Centre : six meeting rooms plus a main conference hall catering for up to 750 delegates / guests” <p>“At this level of development, the changes to the operational performance of key local routes and are expected to be minimal. No significant changes to the local road network are assessed as being required to support the plan change. Notwithstanding this, a number of upgrades are recommended to increase non-car travel options, and these will be provided for via assessment matters for resource consents required for any development at the site.”</p> <p>A credible development could potentially include the subdivision of the 42,867m² Freehold Block and 11,828m² Lynch Block to high density residential activity. Allowing for 25% of the site area to be set aside for access and amenity, around 183 residential units could potentially be developed, generating up to 146 vehicle movements at peak times.</p> <p>“The twelve residential lots at the corner of Glasgow and Thompson Streets were included in the plan change area after the completion of the modelling described above. The expected increase in traffic that could be expected due to the inclusion of these lots within the plan change area is small. Changes to the modelled outcomes described above resulting from this additional traffic are assessed as insignificant.”</p> <p>“On the basis of the modelling undertaken by QLDC’s Inner Link traffic modelling consultants based on traffic generation advice prepared in support of the Lakeview Plan Change (by TDG), it is concluded that the proposed plan change can be implemented without significant adverse traffic effects on the Queenstown road network.</p> <p>Adopting a “hierarchy of need and value” response to parking provision within the sub- zone. The high value / need parking areas within the sub-zone will be expected to provide a minimum specific parking provision (such as for the convention centre and the residential accommodation activities), however it is expected that, as for the rest of the Town Centre zone, there would be no specified minimum parking requirement for the retail and commercial uses within the sub-zone.”</p>
42a Report prepared by Nigel Bryce (Consultant Planner).	<p>Page 56</p> <p>Pages 61 and 62</p>	<p>“TDG recommend that consent applications associated with the major activities proposed such the convention centre be subject to the preparation of an ITA report. The ITA report would set out the expected range of visitor transport demands and the ability for the wider transport network (inclusive of non-private transport especially) to accommodate these demands. It is expected that in accommodating these demands the developer of the facility would look to an integrated, multi-modal and demand-managed transport outcome utilising walking, cycling and passenger transport options as alternatives to providing for car parking and vehicle movements into and out of the sub-zone. I note, for completeness, that TDG recommendation relating to the need for major activities proposed within the Lakeview sub zone to generate an ITA is expressed under Rule 10.6.3.2(iv) relating to visitor accommodation and Rule 10.6.3.2(vii) and the convention centre and are supported with supporting assessment criteria.”</p> <p>“In addressing the Lakeview sub-zone, TDG provides for a current ‘worst case’ trip generation scenario whereby a combination of the departure activity from a daytime convention (with a high proportion of local district resident attendees) overlaps with the arrival period for an evening banquet event (again with high proportion of Queenstown-resident attendees), together with a mix of traffic associated with the hotel, accommodation, retail and hot pool activities. TDG set out that this overlapping of vehicle based activity leads to a total of up to approximately 790 vehicle movements per hour (inbound + outbound) to and from the sub- zone once fully developed during a busy weekday afternoon peak period.</p> <p>A further evaluation was also required for the inclusion of the 12 residents lots located at the western end of the Lakeview view sub zone which were added following this initial assessment undertaken by TDG. Inclusion of this site within the plan change area could potentially increase the traffic generation by around 20 vehicle movements per hour at peak times.</p>

Source Documents/Evidence	Reference Page	Description
Mr Don McKenzie (Transport Engineer) on behalf of Queenstown Lakes District Council	Paragraph 8.1	"The Lakeview ITA and addendum reports incorporated assessment of the likely scale of traffic that is expected to be generated by the types of activity provided for within the Plan Change. This level of traffic generation beyond the Lakeview and adjoining sites was then also compared against the traffic generated by activities which could reasonably be developed on the site under the existing High Density Residential ("HDR") zoning applying under the QLDC Operative District Plan."
	Paragraph 8.2	"I have assessed that full development of these land parcels as complying residential and visitor accommodation activities consistent with the existing HDR zoning could be expected to result in around 300 vehicle movements per hour at peak times."
	Paragraph 8.3	"I have calculated that likely development under the Plan Change (including each of the proposed Town Centre sub-zones) over a 10-12 year period could increase traffic by up to approximately 290 vehicle movements per hour in the AM peak hour and 720 vehicle movements in the PM peak hour above what the HDR would generate. This calculation is based on indicative development scenarios for the sub-zones which are considered conservative scenarios for the life of the District Plan."
	Paragraph 8.3	"...these volumes have been incorporated into the Queenstown Inner Links transportation model operated by Abley Transportation Consultants on behalf of Queenstown Lakes District Council. The future year horizon of 2026 was chosen as an appropriate assessment year so as to incorporate both the background growth of the surrounding parts of Queenstown plus allowing for likely development build-out and operation of the Plan Change sub-zones. The effect of the Lakeview and Isle Street sub-zone activity and development was compared against the 2026 baseline scenario of development as per current HDR zoning."
	Paragraph 8.7	"The plots in Appendix E directly compare the baseline and 'with development' scenarios for the AM and PM peak periods. It is clear that in both peak periods the additional expected traffic does not cause any significant degradation in the network LOS of the routes surrounding and serving the Lakeview site."
	Paragraph 8.8	"...based on advice from development specialists within the QLDC team, while it is the objective of this Plan Change to realise the full potential of this part of the Central Area, the practical reality is that it will take more than the 12 years between now and 2026 to have the Lakeview site and adjoining sub-zones redeveloped and operational....the modelling and resulting LOS plots conservatively overestimate the additional traffic and the related effects associated with the Plan Change."
	Paragraph 8.9	"On this basis I have concluded that the additional traffic that will potentially be generated as a result of the Plan Change can be readily accommodated on the Queenstown road network."
Mr Denis Mander on behalf of Queenstown Lakes District Council	Paragraph 3.2	"The Council's commitment to producing a transport strategy for the Queenstown Town Centre was made in June this year when the Inner Links project was reported back to Council."
	Paragraph 3.4	"The technical analysis for the project highlighted opportunities to delay construction by some years if traffic growth could be diverted into alternative modes (i.e. cycling, walking and public transport)."
	Paragraph 3.5	"I note that the traffic modelling undertaken for the Inner Links project is the same that was used by the Traffic Design Group for its work on this plan change."
	Paragraph 3.8	"The Town Centre transport strategy sought by Council is presently being developed."
	Paragraph 3.9	"It follows from the Council's resolutions that a key direction of the transport strategy work is the development of measures that will encourage a significant shift of transport use towards cycling, walking and public transport. This will need to include the management of parking in support of this mode shift."
	Paragraph 5.1	"The Council is presently committed to completing a draft town centre transport strategy by February 2015."
Mr Tim Kelly (Director Tim Kelly Transportation Planning Ltd) on behalf of Memorial Property Ltd	Paragraph 13	"...over the 17 year period 1996 – 2013 the population has almost doubled. At the same time, both the rate of vehicle ownership and the percentage of travel by car have shown significant increases."
	Paragraph 17	"Despite the improvement in bus use, the numbers using the service are low. In 2013, the number of passengers using this mode for the journey to work was only 220."
	Paragraph 18	"These figures are confirmed by screenline counts undertaken by the Council in March each year. For 2014, these indicated that 85% of people travelling into the town centre on the three main arterial routes did so by car, with only 2% travelling by bus, 1% cycling and 11% walking."
	Paragraph 19	"...an ability to accommodate the additional travel demands associated with PC50 appears heavily reliant on securing significant changes in travel behaviour if adverse effects are to be avoided. In reality, historical changes in travel behaviour have been modest, variable over time and subject to a range of external economic factors...."
	Paragraph 22	"Faced with forecasts of rising traffic volumes in the town centre area, the Inner Links project was developed to provide an alternative route for traffic to avoid the busiest parts of the inner road network."
	Paragraph 23	"Analysis undertaken by the Council broadly suggests that, without additional road capacity, problems can only be avoided if aggressive Travel Demand Management (TDM) measures are introduced which shift 20% of car travel to other modes."
	Paragraph 25	"...I consider the achievement of change on this scale to be optimistic."

Source Documents/Evidence	Reference Page	Description																					
	Paragraph 33 and 35	"TDG has assessed the additional vehicular trip generation associated with these activities to be 393 and 788 trips in the weekday AM and PM peak periods respectively with a breakdown between the components of development given at Table 2 of the ITA....In my experience, the effects of plan changes can be problematic to assess because a pattern of development enabled by its provisions may be quite different from the expected or actual outturn. In such situations, I consider the appropriate analytical approach is to consider a range of credible development scenarios, and assess the likelihood of effects at the limits of this range."																					
	Paragraph 36	"Mr Wells suggests that the provisions of PC50 would enable up to an additional 215,000m ² of commercial activity floorspace (compared to an existing 156,000m ² in the town centre). He considers a credible scenario would be for, over time, at least 50% of this space being developed for retail and office purposes. This is very different to the figures assumed for the ITA, which has evaluated a single development scenario."																					
	Paragraph 37	"The unit rates of trip generation are not explicitly stated in the TDG assessment...The source and hence reliability of these trip rates is unclear, as it is not stated whether these are based upon empirical information for existing developments in the Queenstown area or elsewhere. For example, the AM and PM trip generation rates for retail / commercial development appear low at 0.46 and 0.98 vehicle trips / 100m ² GFA respectively."																					
	Paragraph 41	"TDG considers that the additional vehicular trip generation associated with activities permitted under the current zoning, to be up to 146 vehicle movements for 183 residential units. This equates to up to 0.8 vehicle movements per residential unit....While this rate is not unrealistic, it is unclear why this is higher than that assumed for the PC50 assessment, where 185 residential units were assumed to generate only 78 vehicle movements in the peak periods, a generation rate of 0.42 vehicle movements per unit."																					
	Paragraphs 43, 44, 45	"ITA suggests that the baseline scenario incorporates allowance for some growth of employment and households within the wider Lakeview area...unclear how much growth has been allowed for and hence the extent of traffic flow increases which are attributable to the effects of PC50....also unclear whether any assessments have been undertaken for a longer time horizon – the Inner Links traffic model includes a 2041 sub-model."																					
	Paragraph 46	"Plots from the traffic model included in the ITA show that the baseline network is subject to a number of operational problems by 2026, especially in the more critical PM peak period."																					
	Paragraph 60 and 61	"The assumptions published to date in support of Plan Change 50 would, in my opinion, best represent a lower end estimate in terms of the amount of commercial development to occur. I believe it would be prudent to test a scenario of a much higher proportion of land being developed for commercial purposes (perhaps more than 50% of floorspace made available by Plan Change 50)."																					
Mr Dan Wells (Planning Consultant) on behalf of Memorial Property Ltd	Paragraph 13	"By my calculations, it is proposed that approximately 170,000m ² of potential floorspace would be added to the Town Centre Zone through the Lake View subzone as a result of Plan Change 50."																					
	Paragraphs 14 and 15	"By using a similar method, I estimate that 45,000m ² of floorspace is easily achievable in the Lake View subzone. I believe this is in fact a conservative estimate, especially given the flexibility to enable higher buildings enabled in the proposed rules for that Subzone....So overall I estimate that at least 215,000m ² of potential floorspace would be added to the Town Centre Zone under proposed Plan Change 50."																					
	Paragraph 16	"This compares to an estimated 156,000m ² of floorspace at present for all activities in the existing Town Centre."																					
	Paragraph 64	"The accommodation of the additional travel demands arising from development enabled by PC50 is reliant upon a very significant shift in travel behaviour away from private car use...measures to achieve this critical shift are yet to be defined, being the subject of a town centre transportation strategy which does not yet exist."																					
	Paragraph 65	"My concern is that the modelling undertaken sets out land use assumptions which foresee very little commercial development occurring, in spite of the proposed Town Centre Zone posing no restriction on such use. ³ "																					
Supplementary Evidence of Mr Paul Speedy on behalf of Queenstown Lakes District Council	Paragraph 3	Breakdown of area based on Height limit Plan <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Height limit</th> <th>Area (ha)</th> <th>% of total area</th> </tr> </thead> <tbody> <tr> <td>4.5</td> <td>0.8</td> <td>8</td> </tr> <tr> <td>12</td> <td>8.0</td> <td>80</td> </tr> <tr> <td>15.5</td> <td>0.4</td> <td>4</td> </tr> <tr> <td>19</td> <td>0.5</td> <td>5</td> </tr> <tr> <td>22.5</td> <td>0.2</td> <td>2</td> </tr> <tr> <td>26</td> <td>0.1</td> <td>1</td> </tr> </tbody> </table>	Height limit	Area (ha)	% of total area	4.5	0.8	8	12	8.0	80	15.5	0.4	4	19	0.5	5	22.5	0.2	2	26	0.1	1
Height limit	Area (ha)	% of total area																					
4.5	0.8	8																					
12	8.0	80																					
15.5	0.4	4																					
19	0.5	5																					
22.5	0.2	2																					
26	0.1	1																					

³ Mr Well's footnotes "To recap, it appears to have been assumed that less than 25% of gross floor space is considered likely to be used for commercial floorspace in the Isle Street Subzone (at least by 2026). For the Lake View Subzone, the assumption used is 6000m² by 2026 of potential floorspace being developed for commercial space. That, by my calculations, equates to around 3.5% of total floorspace proposed in that zone."

Source Documents/Evidence	Reference Page	Description
	Paragraph 11	"The capacity for development in terms of gross floor area (GFA) on the development land will be uncertain until the Council undergoes a market engagement process with potential developers. Elements such as the type of development (i.e. hotel, residential units or commercial/retail) have various conversion ratios which provide 'usable' or net floor area values."
	Paragraph 13	"Depending on the level of market uptake, retail and related activities proposed within the Lakeview site are expected to accommodate circa. 6,500 sq m (GFA)."
	Paragraph 14	"With the balance of any available floor area within the development land likely to be utilised for residential or visitor accommodation purposes, the Council will adopt an integrated approach for the entire Lakeview site where it can control outcomes consistent with the approved development principles."
Supplementary Evidence of Mr Don McKenzie on behalf of Queenstown Lakes District Council	Paragraph 4	"The vehicle trip generation rates for the hotel, residential and convention centre activities anticipated within the Lakeview site that I used in the TDG Integrated Transport Assessment ("ITA") (and associated traffic modelling) were based upon professionally accepted and published trip generation rates (and associated mode split rates)."
	Paragraph 5	"My analysis of the trip generation of Lakeview activities first adopted the base generation rates for each activity type and then applied a range of complementary use factors depending on the activity. I used these complementary use factors to recognise and make allowance for the expectation that for example, much of the hotel accommodation traffic activity within the future Lakeview site would be drawn from conference/convention/visitor attendees already attracted to the Lakeview site and accounted for within the Convention Centre traffic generation totals."
	Paragraph 6	"I applied the following shared-use factors to the base trip generation forecasts for what would otherwise have been stand-alone activities: (i) Convention Centre: no shared use (major generator of activity) (ii) Hotel: 70% of hotel traffic would be drawn from other Lakeview activities (iii) Apartments/Residential: 30% of residential traffic would be drawn from other Lakeview activities (iv) Hotpools: 40% of traffic would be drawn from other Lakeview activities."
	Paragraph 7	"Within the trip generation rates that I adopted in my analysis and that I discussed previously, there was already some allowance for a proportion of multi-occupant vehicles for the hotel and the Convention Centre. In the case of the latter, and on the basis of my professional understanding of the traffic generating characteristics of tourism activity including my experience of such activities within the Queenstown environment, I adopted a proportion of 60% of the convention attendees expected to attend by bus at 50 people per bus, 30% by car at 1.5 persons per car, and 10% by foot."
	Paragraphs 8 and 9	"...the trip generation rates of the Lakeview activities were not discounted by the "20%" traffic demand management factor talked about by Mr Mander....If a similar range and scale of traffic demand management initiatives to those assumed in the Inner Links modelling for the surrounding areas of the Queenstown Town Centre were to be introduced into the Lakeview site assessment, then the modelled traffic volumes would be in the order of up to 20% lower than those reported on in the ITA and in my primary statement of evidence."
	Paragraph 15	"...now proposed for all major commercial activities in excess of 400 sqm at the Lakeview sub-zone, there is an additional level of travel demand management and travel planning that will apply to a wide range of activities enabled through the Plan Change via the requirement to prepare an ITA. The ITA process will trigger a consideration for each of these activities to implement a greater opportunity for higher occupancy vehicles, walking and other alternative means of transport."
Supplementary Evidence of Mr John Kyle on behalf of Queenstown Lakes District Council	Paragraphs 8 and 9	"Mr McKenzie has clarified in his supplementary evidence that his reportage and evidence in relation to vehicle movements expected to be generated from the development of land within the PC50 area did not incorporate the Council's stated goal of creating a 20% modal shift. Rather, for the purpose of calculating the traffic that would be generated from the land use activities ultimately envisaged within the PC50 land, his work assumes that no modal shift will occur....It is thus conservative, in that it assumes that the changes to walking, cycling and public transport usage that Council seeks to encourage, will not occur. It addresses theoretical "worst case" in terms of private vehicle transport to and from the site."
	Paragraph 10	"I have reviewed the PC50 provisions to see if there might be a better way of ensuring that as land develops within the PC50 area there are safeguards available to the consent authority to properly avoid, remedy or mitigate any adverse effects on the transport network that might arise from this future development. In essence, these changes to the rules would seek to implement a new Policy 3.4 which seeks to manage the effects of land use activities on the transportation network:
	Paragraph 11	<i>Encourage pedestrian links within and through the Lakeview subzone, and to the surrounding public spaces and reserves and manage traffic flows and need for car parking via Integrated Traffic Assessments for new significant development."</i>
	Paragraph 12	"I recommend amendments to the activity status for convention centres, visitor accommodation and large scale (over 400m2 in gross floor area) commercial activities in the Lakeview sub-zone. These activities were previously provided for as Controlled Activities, with control being exercised over the provision of parking and pedestrian linkages (for all buildings) and with respect to a convention centre over effects on the transportation network, including a requirement for an applicant to produce an integrated transport assessment, including a comprehensive travel plan in order to show how transport impacts related to the activity would be managed."
	Paragraph 13	I now propose that convention centres, visitor accommodation and large scale (over 400m2 in gross floor area) commercial activities in the Lakeview sub-zone are assigned the more onerous activity status of Restricted Discretionary."
	Paragraph 15	"One important corollary method that I have included in the recommended rules requires the applicant to provide an Integrated Transport Assessment (ITA) including a comprehensive travel, access and parking plan."

Source Documents/Evidence	Reference Page	Description
	Paragraph 17	<p data-bbox="1107 289 2795 369">“An ITA provides an assessment of the accessibility of a proposal by walking, cycling, public transport and private motor vehicles. It also requires assessment of the potential effects a proposal could have on the transport network and any mitigation measures needed to ensure that any adverse effects of a proposal are avoided, remedied or mitigated. Applicants are required to consider the full range of transport modes when planning their development proposal.”</p> <p data-bbox="1107 401 2783 426">“....I note that through conferencing, it was agreed that new visitor accommodation within the Beach Street block would also be subject to consideration against the ITA requirement.”</p>

Table 2 – PC50 Development Activity Status including (i) permitted development and (ii) landuse activities that require consent and provide for a transportation/traffic assessment

Source	Landuse and Activity Status	Is Transportation Assessment Provided for	If 'Yes', what level of Assessment is Required	List Relevant Provisions
Section 32 evaluation report (Appendix D - Proposed Changes to the District Plan Provisions)	Residential Activity – Permitted Activity	No		Proposed Rule 10.6.3.1
	Commercial Activities ⁴ including within the Lakeview and Isle Street sub zones and Beach Street block – permitted activity	No		Proposed Rule 10.6.3.1 Note: This is subject to compliance with wider site and zone standards of the District Plan.
	Visitor Accommodation (outside of Lakeview and Isle Street sub zones) – Controlled Activity	No (only 'access')		Proposed Rule 10.6.3.1(iv) Note: This rule would apply to the Beach Street Block.
	Visitor Accommodation in Lakeview and Isle Street sub zones – Controlled Activity	Yes	Council has reserved control over: (i) The location of parking and buses and access..... (k) For the Lakeview sub-zone, the extent to which pedestrian connections to the Queenstown commercial centre (Shotover Street and surrounds), via Hay Street (or an alternative location) can be further formulated. (l) For the Lakeview sub-zone, the provision of adequate car parking to meet predicted demand.	Proposed Rule 10.6.3.2(iv)
	Convention Centres located within the Lakeview sub-zone – Controlled Activity	Yes	Council has reserved control over: (a) Effects on the transportation network: a comprehensive travel plan shall be provided to manage transport impacts related to the activity, and may include directional street map signage to assist pedestrian and vehicle movements to the site. (b) The enhancement of pedestrian connections and networks from the site to the Queenstown commercial centre.	Proposed Rule 10.6.3.2 (vii) Convention Centres located within the Lakeview sub-zone. Guided by Assessment Matters for Transportation 2) Parking, loading, manoeuvring areas and outdoor service areas are been designed and located to: • Protect amenity values of the Square, the streetscape and adjoining sites by screening and landscaping. • Be away from the front of the site and the primary entrances to buildings. • Ensure traffic flows minimise adverse effects on amenity values. • Minimise traffic conflicts and provide safe and efficient vehicle circulation on the site. • Create an attractive environment that maintains safety and amenity for pedestrians. • Where applicable, integrate with adjacent activities and development in terms of the provision of entrances, publicly accessible spaces, parking (including the degree to which the parking resource is available for use by other activities in the sub-zone), loading areas, access to public transport and pedestrian linkages.
	Convention Centres located outside of the Lakeview sub-zone – Discretionary Activity	Yes (but plan provisions do not specifically state)	Full discretionary activity would allow consideration of transport issues, however proposed plan provisions do not guide this.	Proposed Rule 10.6.3.3(v). No specific assessment criteria listed for convention centre outside of Lakeview sub zone.
	Retail Activities in Lakeview and Isle Street sub zones (less than 400m ² per tenancy) – permitted activity	No		Proposed Rule 10.6.3.1
	Retail Activities in Lakeview and Isle Street sub zones (greater than 400m ² per tenancy) – permitted activity	Yes	A non-complying activity would allow consideration of transport issues, however proposed plan provisions do not guide this.	Proposed Rule 10.6.3.4(vii).
Section 42a report	Proposed plan provisions same as notified,	Yes	Council has reserved control over:	Proposed Rule 10.6.3.2 (vii) Convention Centres located within the

⁴ Means the use of land and buildings for the display, offering, provision, sale or hire of goods, equipment or services, and includes shops, postal services, markets, showrooms, restaurants, takeaway food bars, professional, commercial and administrative offices, service stations, motor vehicle sales, the sale of liquor and associated parking areas. Excludes recreational, community and service activities, home occupations, visitor accommodation, registered holiday homes and registered homestays.

Source	Landuse and Activity Status	Is Transportation Assessment Provided for	If 'Yes', what level of Assessment is Required	List Relevant Provisions
<p>(Amendments to proposed District Plan Provisions (Appendix E of the section 32 evaluation).</p> <p>Note: Officer recommended amendments identified in red</p>	<p>with the exception:</p> <p>Convention Centres located within the Lakeview sub-zone – Controlled Activity</p>		<p>(a) Effects on the transportation network: an integrated transport assessment, including a comprehensive travel plan shall be provided to manage transport impacts related to the activity, and may include directional street map signage to assist pedestrian and vehicle movements to the site.</p> <p>(b) The enhancement of pedestrian connections and networks from the site to the Queenstown commercial centre (Shotover Street and surrounds).</p> <p>(c) Provision for landscaping.</p> <p>(d) Provision for screening of outdoor storage and parking areas.</p> <p>(e) The design and layout of buildings and activities on site.</p> <p>(f) Management of the effects of noise.</p> <p>(g) Hours of operation.”</p>	<p>Lakeview sub-zone. Guided by Assessment Matters for Transportation</p> <p>For Controlled Activity Rule 10.6.3.2 (vii) Convention Centres: “Transportation</p> <p>3) Parking, loading, manoeuvring areas and outdoor service areas are been designed and located to:</p> <ul style="list-style-type: none"> · Protect amenity values of the Square, the streetscape and adjoining sites by screening and landscaping. · Be away from the front of the site and the primary entrances to buildings. · Ensure traffic flows minimise adverse effects on amenity values. · Minimise traffic conflicts and provide safe and efficient vehicle circulation on the site. · Create an attractive environment that maintains safety and amenity for pedestrians. · Where applicable, integrate with adjacent activities and development in terms of the provision of entrances, publicly accessible spaces, parking (including the degree to which the parking resource is available for use by other activities in the sub-zone) and where appropriate provide for the adoption of demand-managed transport outcomes utilising walking, cycling and passenger transport options as alternatives to providing for car parking and pedestrian linkages beyond the site linking to Queenstown commercial centre.”
<p>Primary Evidence of John Kyle (Appendix C – Recommended Change to the Provisions)</p> <p>Note: Mr Kyle’s recommended amendments identified in blue</p>	<p>Proposed plan provisions same as notified, and include 42a amendments, with the exception:</p> <p>Visitor Accommodation in Lakeview and Isle Street sub zones – Controlled Activity</p>	<p>Yes</p>	<p>Council has reserved control over:</p> <p>(i) The location of parking and buses and access.....</p> <p>(k) For the Lakeview sub-zone, the extent to which pedestrian connections to the Queenstown commercial centre (Shotover Street and surrounds), via Hay Street (or an alternative location) can be further formulated.</p> <p>(l) For the Lakeview sub-zone, the provision of adequate car parking to meet predicted demand.</p>	<p>Proposed Rule 10.6.3.2 (vii) Convention Centres located within the Lakeview sub-zone. Guided by Assessment Matters for Transportation</p> <p>For Controlled Activity Rule 10.6.3.2 (vii) Convention Centres: “Transportation</p> <p>3) Parking, loading, manoeuvring areas and outdoor service areas are been designed and located to:</p> <ul style="list-style-type: none"> · Protect amenity values of the Square, the streetscape and adjoining sites by screening and landscaping. · Be away from the front of the site and the primary entrances to buildings. · Ensure traffic flows minimise adverse effects on amenity values. · Minimise traffic conflicts and provide safe and efficient vehicle circulation on the site. · Create an attractive environment that maintains safety and amenity for pedestrians. · Where applicable, integrate with adjacent activities and development in terms of the provision of entrances, publicly accessible spaces, parking (including the degree to which the parking resource is available for use by other activities in the sub-zone) and where appropriate provide for the adoption of demand-managed transport outcomes utilising walking, cycling and passenger transport options as alternatives to providing for car parking and pedestrian linkages beyond the site linking to Queenstown commercial centre.”

Source	Landuse and Activity Status	Is Transportation Assessment Provided for	If 'Yes', what level of Assessment is Required	List Relevant Provisions
9 th December 2013 – Conferencing Statement (Beach Street Block)	It was agreed that the Lakeview sub zone Integrated Transport Assessment requirements would be extended to cover the Beach Street Block.	Yes	The Integrated Transport Assessment requirements now applicable for Beach Street Block for the following activities: <ul style="list-style-type: none"> • Convention Centre in Beach Street block; • Visitor Accommodation in Beach Street block; • Commercial activities over 400m² floor area. 	Would be guided by same rule and assessment criteria as Lakeview sub zone.
Supplementary Planning Evidence of John Kyle (Attachment 1) Note: Mr Kyle's recommended amendments identified in blue	Visitor Accommodation in Lakeview sub zone – Restricted Discretionary Activity	Yes	ii Visitor Accommodation in the Lakeview sub-zone Council's discretion is restricted to the following matters: (c) Effects on the transportation network: an integrated transport assessment, including a comprehensive travel, access and parking plan shall be provided to manage transport impacts related to the activity, and may include directional street map signage to assist pedestrian and vehicle movements to the site.	Restricted Discretionary Activity Rules 10.6.3.2A (ii) Visitor Accommodation Guided by new Assessment Matters for Transportation (a) The extent to which effects on the transportation network are managed via adherence to the requirements of an integrated transport plan.
	Convention Centres located within the Lakeview sub-zone – Restricted Discretionary Activity	Yes	i Convention Centres located within the Lakeview sub-zone: Council's discretion is restricted to the following matters: (a) Effects on the transportation network: an integrated transport assessment, including a comprehensive travel, access and parking plan shall be provided to manage transport impacts related to the activity, and may include directional street map signage to assist pedestrian and vehicle movements to the site. (b) The enhancement of pedestrian connections and networks from the site to the Queenstown commercial centre (Shotover Street or surrounds).	Restricted Discretionary Activity Rule 10.6.3.2A (i) Convention Centres 3) Parking, loading, manoeuvring areas and outdoor service areas are been designed and located to: <ul style="list-style-type: none"> • Protect amenity values of the Square, the streetscape and adjoining sites by screening and landscaping. • Be away from the front of the site and the primary entrances to buildings. • Ensure traffic flows minimise adverse effects on amenity values. • Minimise traffic conflicts and provide safe and efficient vehicle circulation on the site. • Create an attractive environment that maintains safety and amenity for pedestrians. • Where applicable, integrate with adjacent activities and development in terms of the provision of entrances, publicly accessible spaces, parking (including the degree to which the parking resource is available for use by other activities in the sub-zone) <u>and where appropriate provide for the adoption of demand-managed transport outcomes utilising walking, cycling and passenger transport options as alternatives to providing for car parking and pedestrian linkages beyond the site linking to Queenstown commercial centre."</u>
	Commercial activities (with a gross floor area of more than 400m ²) in the Lakeview sub-zone - Restricted Discretionary Activity	Yes	iii Commercial activities with a gross floor area of more than 400m² in the Lakeview sub-zone and Commercial Activities and Visitor Accommodation within land bounded by Hay, Beach, Lake and Man Streets: Council's discretion is restricted to the following matters: (a) Effects on the transportation network: an integrated transport assessment, including a comprehensive travel, access and parking plan shall be provided to manage transport impacts related to the activity, and may include directional street map signage to assist pedestrian and vehicle movements to the site.	Restricted Discretionary Activity Rule 10.6.3.2A (iii) Commercial activities with a gross floor area of greater than 400m² in the Lakeview sub-zone (a) The extent to which effects on the transportation network are managed via adherence to the requirements of an integrated transport plan.
	Commercial activities and Visitor Accommodation Activities within the Beach Street Block - Restricted Discretionary Activity	Yes	iii Commercial activities with a gross floor area of more than 400m² in the Lakeview sub-zone and Commercial Activities and Visitor Accommodation within land bounded by Hay, Beach, Lake and Man Streets: Council's discretion is restricted to the following matters: (a) Effects on the transportation network: an integrated transport assessment, including a comprehensive travel, access and parking plan shall be provided to manage transport impacts related to the activity, and may include directional street map signage to assist pedestrian and vehicle movements to the site.	Restricted Discretionary Activity Rule 10.6.3.2A (iii) Commercial Activities and Visitor Accommodation within land bounded by Hay, Beach, Lake and Man Streets (a) The extent to which effects on the transportation network are managed via adherence to the requirements of an integrated transport plan. [Note from Nigel Bryce - note for Planners - the rule does not specifically appear to specify 400m ² threshold for commercial activities, as agreed at 9th December Conferencing]
	Convention Centres located outside of the	Yes (but plan provisions do not	Full discretionary activity would allow consideration of transport issues, however	Proposed Rule 10.6.3.3(iv).

Source	Landuse and Activity Status	Is Transportation Assessment Provided for	If 'Yes', what level of Assessment is Required	List Relevant Provisions
	Lakeview sub-zone – Discretionary Activity	specifically state)	proposed plan provisions do not guide this.	No specific assessment criteria listed for convention centre outside of Lakeview sub zone.

Yours sincerely

Ryder Consulting Limited

A handwritten signature in blue ink, appearing to be 'Nigel Bryce', written over a faint yellow oval background.

Nigel Bryce
Consultant Planner