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 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.

29.2.1.4 Acknowledge the potential need to establish new public transport corridors 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 manoeuvring 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 spaces to meet 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 of 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.

29.2.2.11 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 enrichens 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 (2018); 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 and Table 29.5.5, other than where listed elsewhere in this table.	P
29.4.4	Loading spaces, set down spaces, manoeuvring (including the installation of vehicle turntables), and access	P
29.4.5	Bus shelters, bicycle parking, and development of the active transport network	P
29.4.6	**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** Control is reserved over: a. Design, external appearance, and landscaping and the resultant potential effects on visual amenity and the quality of the streetscape;	C

	Table 29.1 – Transport related activities outside a road	Activity Status
	b. Effects on the amenity of adjoining sites' compatibility with surrounding activities; c. The size and layout of parking spaces and associated manoeuvring areas	
29.4.7	**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** Discretion is restricted to: 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. **Advice Note:** 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.	RD
29.4.8	**Non-accessory parking, excluding:** - **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.** Discretion is restricted to: 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

	Table 29.1 – Transport related activities outside a road	Activity Status
29.4.9	**Park and Ride and public transport facilities** Discretion is restricted to: 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	**Rental vehicle businesses in those zones where commercial activities are permitted** Discretion is restricted to: 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
29.4.11	**High Traffic Generating Activities** 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. Discretion is restricted to effects on the transport network.	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	**Construction of new transport infrastructure and the operation, use, maintenance, and repair of existing transport infrastructure.** Advice Note: There are other activities related to the transport function of the road such as signs, utilities, and temporary activities that are also	P

	permitted through other district-wide chapters but are not included in the definition of transport infrastructure.	
29.4.15	**Public amenities**	P
29.4.16	**Any veranda, balcony, or floor area of a building overhanging a road, where the building is a controlled activity in the adjoining zone**. 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. Control is restricted to those matters listed for buildings in the adjoining zone and: 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	**Any veranda, balcony, or floor area of a building overhanging a road, where the building is a restricted discretionary activity in the adjoining zone.** 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. Discretion is restricted to those matters listed for buildings in the adjoining zone and: a. effects on traffic safety; b. effects on the kerbside movement of high-sided vehicles; and c. effects on the active transport network.	RD
29.4.18	**Construction of any unformed road into a formed road for the purpose of vehicular access.** Discretion is restricted to: 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	~~**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 that where consent is required for a High Traffic Generating Activity pursuant to Rule 29.4.11 no minimum parking is required.~~	~~RD~~ ~~Discretion is restricted to:~~ ~~a. The number of parking spaces provided.~~ ~~b.~~a. ~~The allocation of parks to staff/ guests and residents/ visitors.~~
29.5.2	**Location and Availability of Parking Spaces** 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 the installation of vehicle turntables), which shall remain unobstructed. 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):~~; ~~(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 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.~~ d. some or all coach parking required by Table 29.4 in relation to visitor accommodation activity may be provided off-site. ~~(ii) 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.~~ ~~(iii) 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.~~	RD Discretion is restricted to: 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 High Density Residential Zone, Medium Density Residential Zone, or Business Mixed Use Zone. d. The location, accessibility, and legal agreements proposed.

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	~~(iv)~~(i)~~off-site parking spaces provided in accordance with the above rules 29.5.2(d)(i) (iv) must be:~~ ~~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.~~	
29.5.3	**Size of Parking Spaces and layout** a. All ~~required~~ provided parking spaces and associated manoeuvring areas are to be designed and laid out in accordance with the Car Parking Layout requirements of Table 29.7, ~~Table 29.8~~ and Diagram 3 (car space layouts) of Schedule 29.2. This standard does not apply to parking, loading and associated access areas for Ski Area Activities in the Ski Area Subzone. 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. **Advice note**: Refer to Rule 29.5.8 for additional design requirements of residential parking spaces.	RD Discretion is restricted to the size and layout of parking spaces and associated manoeuvring areas.
29.5.4	**Gradient of Parking Spaces and Parking Areas** Parking spaces and parking areas shall have a gradient of no more than 1 in 20 in any one direction.	RD Discretion is restricted to the gradient of the parking space and parking area.
29.5.5	**Mobility Parking spaces** 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: **Total number of parks to be provided by the activity or activities on the site** / **Minimum number of mobility parking spaces required**	RD Discretion is restricted to: a. The number, location, and design of mobility parking spaces, including the accessibility

<table>
<tr><th></th><th>Table 29.3 - Standards for activities outside roads</th><th>Non-compliance status</th></tr>
<tr><td></td><td>
<table>
<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>
</table>
b. Mobility parking spaces shall be:
(i) on a level surface;
(ii) clearly signposted;
(iii) located on the same site as the activity;
(iv) as close as practicable to the building entrance; and
(v) accessible to the building via routes that give direct access from the car park to the building.
</td><td>of the spaces to the building(s); and
b. Effectiveness of the associated signage.</td></tr>
<tr><td>29.5.6</td><td>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
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:
<table>
<tr><td>(i) A day care facility designed to cater for six or more children/ persons</td><td>1 drop-off/ pick up car space per 5 persons that the facility is designed to cater for (excluding staff).</td></tr>
<tr><td>(ii) A primary or intermediate school</td><td>1 drop-off/ pick up space per 50 students that the school is designed to cater for and 1 bus space per 200 students where school bus services are provided.</td></tr>
<tr><td>(iii) A secondary school</td><td>1 drop-off/ pick up space per 100 students that the school is designed to cater for and 1 bus space per 200 students where school bus services are provided</td></tr>
<tr><td>(iv) A health care facility or hospital</td><td>1 drop-off/ pick up space per 10 professional staff</td></tr>
</table>
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</td><td>RD
Discretion is restricted to effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</td></tr>
</table>

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	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.	
29.5.7	**Reverse manoeuvring for any day care facility, educational facility, or healthcare facility** a. Where on-site manoeuvring areas 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. **Reverse Manoeuvring of heavy vehicles** 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. 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. **Reverse Manoeuvring, other than where regulated by 29.5.7a to 29.5.7c above** 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. 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: (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. 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: (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.	RD Discretion is restricted to: 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
	g. Where on-site manoeuvring areas are required, a B85 vehicle shall be able to manoeuvre in and out of any provided ~~required~~ parking space other than parallel parking spaces, with only one reverse manoeuvre, except: (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. 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. Note: Diagram 4 in Schedule 29.2 provides the vehicle swept path designs for B85 and B99 vehicles and for various heavy vehicle types.	
29.5.8	**Residential Parking Space Design** a. The minimum width of the entrance to a single garage shall be no less than 2.4 m. b. The minimum length of a garage shall be 5.5m. 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. 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. 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.	RD Discretion is restricted to: a. The design of residential parking spaces. b. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.
29.5.9	**Queuing** a. On-site queuing space shall be provided for all vehicles entering a parking or loading area in accordance with the following: **Number of parking spaces** / **Minimum queuing length** 3 – 20 / 6m 21 – 50 / 12m 51 – 100 / 18m 101 – 150 / 24m 151 or over / 30m	RD Discretion is restricted to effects on safety, efficiency, congestion, and amenity of the site and of the transport network, including the pedestrian and cycling environment.

<table>
<tr><th></th><th>Table 29.3 - Standards for activities outside roads</th><th>Non-compliance status</th></tr>
<tr><td></td><td>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.

c. Queuing space length shall be measured from the road boundary at the vehicle crossing to the nearest vehicle control point</td><td></td></tr>
<tr><td>29.5.10</td><td>Loading Spaces
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:
• Queenstown Mall
• Beach Street
• Shotover Street
• Camp Street
• Rees Street
• Marine Parade
• Church Street
• Earl Street
• Ballarat Street
• Memorial Street
• Helwick Street
• Buckingham Street.
b. Every loading space shall meet the following dimensions:
<table><tr><th></th><th>Activity</th><th>Minimum size</th></tr><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>c. Notwithstanding the above:</td><td>RD
Discretion is restricted to:
a. The location, size, and design of the loading space and associated manoeuvring.
b. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</td></tr>
</table>

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	(i) Where articulated trucks are used in connection with any site sufficient space not less than 20m in depth shall be provided. (ii) Each loading space required shall have unobstructed vehicular access to a road or service lane. (iii) Parking areas and loading areas may be served in whole or in part by a common manoeuvre area, which shall remain unobstructed.	
29.5.11	**Surface of Parking Spaces, Parking Areas, and Loading Spaces** 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. 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. These standards do not apply to parking, loading and associated access areas for Ski Area Activities in the Ski Area Subzone.	RD 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.
29.5.12	**Lighting of parking areas** a. Excluding parking areas accessory to residential activity, where a parking area provides for 10 or more parking spaces, which are likely to be used during the hours of darkness, the parking and manoeuvring areas and associated pedestrian routes shall be adequately lit. 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). 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 Residential, or Airport Zone (Wanaka) measured at any point more than 2m inside the boundary of the adjoining site.	RD Discretion is restricted to: a. Effects on the safety and amenity of pedestrian, cyclists, and motorists using the parking area. b. Effects from the lighting on adjoining sites.

<table>
<tr><th></th><th>Table 29.3 - Standards for activities outside roads</th><th>Non-compliance status</th></tr>
<tr><td>29.5.13</td><td>Bicycle parking and the provision of lockers and showers
Bicycle parking, lockers, and showers shall be provided in accordance with the minimum requirements specified in Table 29.6 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.

Advice note:
Further guidance on alternative bicycle parking layouts such as hanging bikes is presented in the Cycle Facilities Guidelines, QLDC 2009.</td><td>RD
Discretion is restricted to:
a. The amount, location, and design of the cycle parks, charging areas, lockers, and showers proposed.
b. Effects on the mode share of those walking and cycling to and from the location.</td></tr>
<tr><td></td><td>ACCESS</td><td></td></tr>
<tr><td>29.5.14</td><td>Access and Road Design
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.

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:

(i)
<table><tr><td>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.</td><td>Formed width (m)</td><td>Minimum legal width (m)</td></tr><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></table>(ii) Except;
i. where a shared vehicle access for 1 to 6 units adjoins a State Highway, arterial, or collector road, it shall have a formed</td><td>RD
Discretion is restricted to:
a. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.
b. The design of the access, including the width of the formed and legal width.
c. The on-going management and</td></tr>
</table>

<table>
<tr><th></th><th>Table 29.3 - Standards for activities outside roads</th><th>Non-compliance status</th></tr>
<tr><td></td><td>width of 5.5m - 5.7m and a legal width of at least 6.7m for a minimum length of 6m, as measured from the legal road boundary.
ii. To allow vehicles to pass, formed access widths for 1 to 6 units shall include widening to not less than 5.5 m over a 15m length at no more than 50 m spacing (measured from the end of one passing bay to the beginning of the next).
iii. The above access width rules do not apply at the time of subdivision to any developments authorised and given effect to by a land-use consent as at the date these provisions are made operative.
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.
d. Private shared vehicle accesses shall have legally enforceable arrangements for maintenance put in place at the time they are created.
e. All vehicle access design shall comply with Schedule 29.2.
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.
Advice notes:
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.</td><td>maintenance of the access.
d. Urban design outcomes
e. The vesting of the access in Council</td></tr>
<tr><td>29.5.15</td><td>Width and design of vehicle crossings - urban zones
a. The following vehicle crossing widths shall apply as measured at the property boundary:
<table><tr><th>Land use</th><th colspan="2">Width of crossing(m) at the property boundary</th></tr><tr><th></th><th>Minimum</th><th>Maximum</th></tr><tr><td>a. Residential</td><td>3.0</td><td>6.0</td></tr><tr><td>b. Other</td><td>4.0</td><td>9.0</td></tr></table>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</td><td>RD
Discretion is restricted to:
a. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and</td></tr>
</table>

<table>
<tr><th></th><th>Table 29.3 - Standards for activities outside roads</th><th>Non-compliance status</th></tr>
<tr><td></td><td>Diagram 6 or 7 in Schedule 29.2, depending on the activity served by the access, such that:
(i) the access crosses the property boundary at an angle of between 45 degrees and 90 degrees;
(ii) the vehicle crossing intersects with the carriageway at an angle of 90 degrees plus or minus 15 degrees;
(iii) roading drainage shall be continuous across the length of the crossing;
(iv) all vehicular accessways adjacent to State Highways shall be sealed from the edge of the carriageway to the property boundary.
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.
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.</td><td>cycling environment.
b. The location, design, and width of the vehicle crossing.</td></tr>
<tr><td>29.5.16</td><td>Design of vehicle crossings – Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct
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.
<table>
<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>Accessway type required</th></tr>
<tr><td rowspan="6">No</td><td rowspan="2">1-30</td><td>< 10,000</td><td>Diagram 8</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 9</td></tr>
<tr><td>>= 10,000</td><td>Diagram 10</td></tr>
<tr><td>101+</td><td>All</td><td>Diagram 10</td></tr>
<tr><td rowspan="2">Yes</td><td>1-30</td><td>All</td><td>Diagram 9</td></tr>
<tr><td>31-100+</td><td>All</td><td>Diagram 10</td></tr>
</table></td><td>RD
Discretion is restricted to: effects on safety, efficiency, and amenity of the transport network, including the pedestrian and cycling environment.</td></tr>
</table>

<table>
<tr><th></th><th>Table 29.3 - Standards for activities outside roads</th><th>Non-compliance status</th></tr>
<tr><td></td><td>Advice note:
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.</td><td></td></tr>
<tr><td>29.5.17</td><td>Maximum Gradient for Vehicle Access
a. The maximum gradient for any private way used for vehicle access shall be 1 in 6.
b. In residential zones where a private way serves no more than 2 residential units the maximum gradient may be increased to 1 in 5 provided:
(i) The average gradient over the full length of the private way does not exceed 1 in 6; and
(ii) The maximum gradient is no more than 1 in 6 within 6m of the road boundary; and
(iii) The private way is sealed with a non-slip surfacing. For the purpose of this rule gradient (maximum and average) shall be measured on the centreline of the access.
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.</td><td>RD
Discretion is restricted to:
a. Effects on the efficiency of land-use, safety and maintenance of the access and of the adjoining transport network.
b. Effects on congestion resulting from any inability of cars or certain types of cars to readily use the access.
c. Effects on the ability to provide adequate emergency vehicle access to the property/ properties.</td></tr>
<tr><td>29.5.18</td><td>Minimum Sight Distances from Vehicle Access on all roads other than State Highways
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:
<table><tr><th>Posted speed limit (km/hr)</th><th colspan="2">Sight distance (m)</th></tr><tr><td></td><th>Residential Activity</th><th>Other Activities</th></tr></table></td><td>RD
Discretion is restricted to:
• Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and</td></tr>
</table>

<table>
<tr><th></th><th>Table 29.3 - Standards for activities outside roads</th><th>Non-compliance status</th></tr>
<tr><td></td><td>
<table>
<tr><td>50</td><td>45</td><td>80</td></tr>
<tr><td>60</td><td>65</td><td>105</td></tr>
<tr><td>70</td><td>85</td><td>140</td></tr>
<tr><td>80</td><td>115</td><td>175</td></tr>
<tr><td>90</td><td>140</td><td>210</td></tr>
<tr><td>100</td><td>170</td><td>250</td></tr>
</table>
b. Proposed and existing landscaping (at maturity) and/ or structures shall be considered when assessing compliance with site distances.

Advice note: This Rule does not apply to State highways which are, instead, subject to Rule 29.5.19.
</td><td>cycling environment.</td></tr>
<tr><td>29.5.19</td><td>
Minimum Sight Distances from Vehicle Access onto State Highways

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:
<table>
<tr><th>Posted speed limit (km/hr)</th><th>Sight distance (m)</th></tr>
<tr><td>50</td><td>113</td></tr>
<tr><td>60</td><td>140</td></tr>
<tr><td>70</td><td>170</td></tr>
<tr><td>80</td><td>203</td></tr>
<tr><td>90</td><td>240</td></tr>
<tr><td>100</td><td>282</td></tr>
</table>
</td><td>RD

Discretion is restricted to the effects on the safety of the transport network.</td></tr>
<tr><td>29.5.20</td><td>
Maximum Number of Vehicle Crossings

The following maximum number of crossings shall be complied with:
<table>
<tr><th>Frontage length (m)</th><th colspan="3">Type of road frontage</th></tr>
<tr><td></td><td>Local</td><td>Collector</td><td>Arterial</td></tr>
<tr><td>0 - 18</td><td>1</td><td>1</td><td>1</td></tr>
<tr><td>19 - 60</td><td>2</td><td>1</td><td>1</td></tr>
<tr><td>61 - 100</td><td>3</td><td>2</td><td>1</td></tr>
<tr><td>Greater than 100</td><td>3</td><td>3</td><td>2</td></tr>
</table>
Advice note:

This Rule does not apply to State highways which are, instead, subject to Rule 29.5.21.
</td><td>RD

Discretion is restricted to effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</td></tr>
</table>

<table>
<tr><th></th><th>Table 29.3 - Standards for activities outside roads</th><th>Non-compliance status</th></tr>
<tr><td>29.5.21</td><td>Minimum distance between vehicle crossings onto State Highways
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:
(i) 40 metres where the posted speed is equal to or lower than 70 km/h
(ii) 100 metres where the posted speed is 80 km/h
(iii) 200 metres where the posted speed is 100 km/h.</td><td>RD
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.</td></tr>
<tr><td>29.5.22</td><td>Minimum distances of Vehicle Crossings from Intersections
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:
b. Roads with a speed limit of less than 70 km/hr:
<table>
<tr><th>Frontage Road</th><th>Minimum Distance (m) from intersecting road</th></tr>
<tr><td>Arterial</td><td>40</td></tr>
<tr><td>Collector</td><td>30</td></tr>
<tr><td>Local</td><td>25</td></tr>
</table>
c. Roads with a speed limit equal to or greater than 70 km/ hr:
<table>
<tr><th>Frontage Road</th><th>Minimum Distance (m) from intersecting road</th></tr>
<tr><td>Arterial</td><td>100</td></tr>
<tr><td>Collector</td><td>60</td></tr>
<tr><td>Local</td><td>50</td></tr>
</table>
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.
Advice notes:
1. Distances shall be measured parallel to the centre line of the carriageway of the frontage road from the centre line of the intersecting road. Where the roadway is median divided the edge of the dividing strip nearest to the vehicle crossing shall for the purposes of this control be deemed the centre line.</td><td>RD
Discretion is restricted to:
a. Effects on the efficiency of land-use and the safety and efficiency of the transport network, including the pedestrian and cycling environment.
b. Urban design outcomes
c. The efficiency of the land-use or subdivision layout</td></tr>
</table>

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	2. This Rule does not apply to State highways which are, instead, subject to Rule 29.5.23.	
29.5.23	**Minimum distances of Vehicle Crossings from Intersections onto State Highways** 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: (i) 30 metres where the posted speed is less than 70 km/ h (ii) 100 metres where the posted speed is equal to or greater than 70 km/ h (iii) 200 metres where the posted speed is equal to or greater than 90 km/ h.	RD 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.
29.5.24	**Service Stations** a. All service stations shall comply with the following rules: b. The canopy shall be setback 2m from the road boundary. c. Accessways into Service Stations shall comply with the following minimum separation distances from other driveways. (i) Between driveways for residential activities - 7.5m (ii) Between driveways for other activities - 15m d. The width of any driveway into a Service Station shall comply with the following: (i) One way - 4.5m min and 6.0m max. (ii) Two way: - 6.0m min and 9.0m max. e. Any one-way entrance or exit shall be signposted as such. 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 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 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	RD 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.

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	station forecourt, except that for pumps which are not proposed to be used by heavy vehicles, the minimum path width required is 3.5m. 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. j. Tankers discharging shall not obstruct the footpath	

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 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;

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 manouvering 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. 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, 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 landuse or subdivision will be the same or similar in character, intensity and scale to those assessed in an approved Integrated Transport Assessment for any existing resource consent approved for the site;

c. the proposed landuse 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 or improvements to the active and public transport network and infrastructure and the road;

e. the site and/ or its frontage have been designed to accommodate any planned public transport infrastructure proposed by Council;

f. public and active transport infrastructure is proposed to be provided or upgraded or, where planning for such infrastructure is not sufficiently advanced, space is 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 proposed 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 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:~~ • ~~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:~~ • ~~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:~~ • ~~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 29.8.2 and 29.8.3~~	~~0.5 per studio unit/ flat, 1 bedroom unit/ flat, and 2 bedroom unit/ flat~~ ~~1.0 per unit/ flat comprising 3 or more bedrooms. Footnote (3)~~	~~0~~
~~29.8.5~~	~~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~~	~~1 per flat. Footnote (3)~~	~~0~~

	Table 29.4		
	Minimum Parking Requirements,	**Resident/ Visitor**	**Staff/ Guest**
	~~zones, except otherwise listed in standards 29.8.1 - 29.8.5~~		
~~**29.8.7**~~	~~Minimum number of carparks required for a residential unit in all zones, except otherwise listed in standards 29.8.1 - 29.8.5~~	~~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~~	~~1 per bedroom used for homestay~~	~~0~~
~~**29.8.10**~~ **29.8.1**	Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) in the: • 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~~ 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:~~ ~~• Medium Density Residential Zone in Wanaka~~ ~~• Medium Density Residential Zone in Arrowtown~~ ~~• The Jacks Point Village Activity Area of the Jacks Point Zone.~~	~~0.7 per studio unit and 1 bedroom unit~~ ~~1.0 per 2 bedroom unit~~ ~~1.5 per unit comprising 3 or more bedrooms.~~ ~~Footnote (3)(4)~~	~~0~~
~~**29.8.12**~~	~~Unit type visitor accommodation (includes all units containing a~~	~~0.5 per studio unit, 1 bedroom unit, and 2 bedroom unit~~	~~0.2 per 5 units.~~

	Table 29.4		
	Minimum Parking Requirements,	**Resident/ Visitor**	**Staff/ Guest**
	~~kitchen facility such as motels and cabins) in the Medium Density Residential Zone other than the areas of Medium Density Residential listed above in 29.8.10 and 29.8.11~~	~~1.0 per unit comprising 3 or more bedrooms~~ ~~Footnotes (3)(4)~~	~~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:~~ ~~• Low Density Residential Zone~~ • ~~Arrowtown Residential Historic Management Zone~~	~~2 per unit. Footnote (3)~~	~~0~~
~~**29.8.14**~~ **29.8.2**	Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) except in those zones listed in standards 29.8.1~~0 - 29.8.13~~ above	~~1 per unit up to 15 units; thereafter 1 per 2 units.~~ ~~In addition,~~ W~~w~~here 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. Footnote (1)~~s~~ ~~(3)~~ ~~(4)~~	~~For developments comprising 10 or more units, 1 per 10 units. Footnotes (1)(2)(3)~~
~~**29.8.15**~~ **29.8.3**	Guest room type visitor accommodation (e.g. hotels) in the: • 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~~ 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	~~1 per 20 beds. Footnotes (1)(2)(3)(4)~~

	Table 29.4		
	Minimum Parking Requirements,	**Resident/ Visitor**	**Staff/ Guest**
		shall be provided on the site containing the visitor accommodation.	
~~29.8.16~~ 29.8.4	Guest room type visitor accommodation (e.g. hotels) in all zones other than zones listed in Rule 29.8.15	1 per 3 guest rooms up to 60 guest rooms; thereafter 1 per 5 guest rooms. Footnotes (1)(2)(3) ~~In addition, where~~ 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~~ 29.8.5	Backpacker hostel type visitor accommodation	~~1 per 5 guest beds.~~ ~~In addition, w~~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. Footnote (1)~~s (3) (4).~~	~~1 per 20 beds Footnotes (1)(2)(3)~~
	Commercial Activities		
~~29.8.18~~ 29.8.6	Commercial activity, other than where the commercial activity is more specifically defined elsewhere in this table (Table 29.5)	~~1 per 25m² GFA; and~~ For large format retail, of the total parking provided, 1 park per 500m² GFA shall accommodate a medium rigid truck (in order to accommodate campervans	~~0~~

	Table 29.4		
	Minimum Parking Requirements,	**Resident/ Visitor**	**Staff/ Guest**
		and other vehicles larger than a B85 vehicle).	
~~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 50m² of indoor and outdoor area/ GFA; except~~ ~~1 per 100m² of GFA used for warehousing and indoor or outdoor storage (including self-storage units); and~~ ~~1 per 100m² of GFA for distribution centres~~
~~29.8.20~~ 29.8.7	Motor vehicle repair and servicing	~~1 per 25m² of servicing/ workshop area or 2.5 per work bay (up to a maximum of 50m² for each work bay), whichever is greater.~~ ~~In addition, 2~~Two heavy vehicle parking spaces per establishment	~~1 per 25m² 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~~ 29.8.8	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 50m² GFA~~
~~29.8.23~~	~~Restaurant~~	~~1 per 25m² PFA~~	~~1 per 100m² PFA (2 minimum)~~
~~29.8.24~~	~~Tavern or bar~~	~~2 per 25m² PFA~~	~~1 per 100m² PFA (2 minimum)~~
~~29.8.25~~	~~Rural selling place~~	~~3 for the initial 25m² GFA and outdoor display area; and thereafter 1 per 25m² GFA and outdoor display area.~~	~~0~~

	Table 29.4		
	Minimum Parking Requirements,	**Resident/ Visitor**	**Staff/ Guest**
~~29.8.26~~	~~Home occupation (in addition to residential requirements)~~	~~1 per home occupation activity~~	~~0~~
~~29.8.27~~	~~Service station~~	~~1 per 25m² 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 10m² PFA or per 10 seats, whichever is greater; except for:~~ ~~Libraries, museums, and non-commercial art galleries, which shall provide 1 per 50m² GFA~~	~~0~~
~~29.8.29~~	~~Swimming pools for public use or private club use~~	~~1 per 15m² swimming pool area~~	~~1 per 200m² swimming pool area~~
~~29.8.30~~	~~Gymnasiums for public use or private club use~~	~~1 per 100m² GFA~~	~~1 per 200m² PFA~~
~~29.8.31~~	~~Sports courts for public or private club use~~	~~1 per 75m² court area~~	~~1 per 200m² 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 29.5.6~~	~~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 29.5.6~~	~~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.~~

	Table 29.4		
	Minimum Parking Requirements,	**Resident/ Visitor**	**Staff/ Guest**
~~29.8.36~~	~~Day care facility~~ ~~Note: Also see drop off/ pick up (set down) Rule 29.5.6~~	~~1 per 10 children/elderly person~~	~~0.5 per staff.~~
~~29.8.37~~ 29.8.9	Convention centre	~~1 car park per 10 persons or 1 car park per 10 m² 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 25m²~~
~~29.8.40~~ 29.8.10	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 29.9.41.1(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 29.9.41.1(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 29.9.41.1(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 (1)~~(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 including subdivision		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 150m² in area, 1 space per 150m² GFA	Where 1 long-term bicycle parking space is required: no end of trip facilities required. 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
29.10.2	Industrial and Service Activities	Nil	For such activities of at least 500m² in area, 1 space per 500 m^2 GFA	
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 100m² in area, 1 per 100m^2 GFA	For facilities of at least 200m² 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 500m² 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
29.10.10	Retail ≥ 300m^2	For retail at least 300m² in area, 1 space per 300m^2 GFA	For retail of at least 200m² in area, 1 space per 200m^2 GFA	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**
29.10.11	Recreational Activity	1 space per court/bowling alley lane Gymnasium of at least 200m² in area: 1 space per 200m² of GFA 3 spaces per field for field sports 3 spaces per netball court 1 space per tennis court 1 space per 15m2 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 500m² in area, 2 bicycle spaces per 500m² located directly outside the main entrance or ticket office	For such activities of at least 500m² in area, 1 space per 500 m² GFA	Nil

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

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

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

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 2.5 2.6	7.0 6.6 6.2		5.0 5.0 5.0	0.8 0.8 0.8	4.2 4.2 4.2		
	Class 2 User	2.5 2.6 2.7	8.0 7.0 6.0		5.0 5.0 5.0	0.8 0.8 0.8	4.2 4.2 4.2		
Mobility		3.6	8.0		5.0	0.8	4.2		
60º		2.5 2.7 2.9 3.0	4.5 4.0 3.5 3.5	2.9 3.1 3.4 3.5	5.4	0.8	4.6	1.25 1.35 1.45 1.5	5.55 5.65 5.75 5.8
45º		2.5 2.7 2.9 3.0	3.8 3.5 3.5 3.5	3.5 3.8 4.2 4.2	5.0	0.7	4.3	1.8 1.9 2.05 2.1	5.3 5.4 5.55 5.6
30º		2.5 2.7 2.9 3.0	3.5 3.5 3.5 3.5	5.0 5.4 5.8 6.0	4.4	0.6	3.8	2.15 2.3 2.5 2.6	4.65 4.8 5.0 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 90º 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 Stall Depth (m)**	**Minimum Aisle Width (m)**	**Minimum Stall width and minimum width of access path to service tour coaches**
90º	Medium Rigid Truck Large Rigid Truck Semi – Trailer B – Train Midi – Bus Tour Coach	9.0 12.0 18.0 21.0 10.3 13.6	16.0 19.5 26.0 26.0 16.0 24.0	3.5 stall width and 1.5m pedestrian access path to service tour coaches
60º	Medium Rigid Truck Large Rigid Truck Semi – Trailer B – Train Midi – Bus Tour Coach	9.43 12.03 17.22 19.82 10.59 13.41	10.5 14.0 19.0 19.0 10.5 18.0	3.5 stall width and 1.5m pedestrian access path to service tour coaches
45º	Medium Rigid Truck Large Rigid Truck Semi – Trailer	8.64 10.76 15.0	- - -	3.5 stall width and 1.5m pedestrian access path to

	B – Train Midi – Bus Tour Coach	17.12 9.58 11.89	- - -	service tour coaches
30º	Medium Rigid Truck Large Rigid Truck Semi – Trailer B – Train Midi – Bus Tour Coach	7.3 8.8 11.8 13.3 7.97 9.6	6.0 8.0 11.0 11.0 6.0 10.0	3.5 stall width and 1.5m pedestrian access path to service tour coaches

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 Highways		
Road Name	**Start Name**	**End Name**
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	Road 8 as shown on the Frankton Flats B Zone Structure Plan in the Queenstown Lakes District Plan 2016
Hardware Lane	State Highway 6	Jock Boyd Place
Hardware Lane Roundabout	Hardware Lane	Hardware Lane

Arterial Roads		
Road Name	**Start Name**	**End Name**
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
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		

Arterial Roads		
Road Name	**Start Name**	**End Name**
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

Collector Roads		
Road Name	**Start Name**	**End Name**
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	Road 8 as shown on the Frankton Flats B Zone Structure Plan in the Queenstown Lakes District Plan 2016	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
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

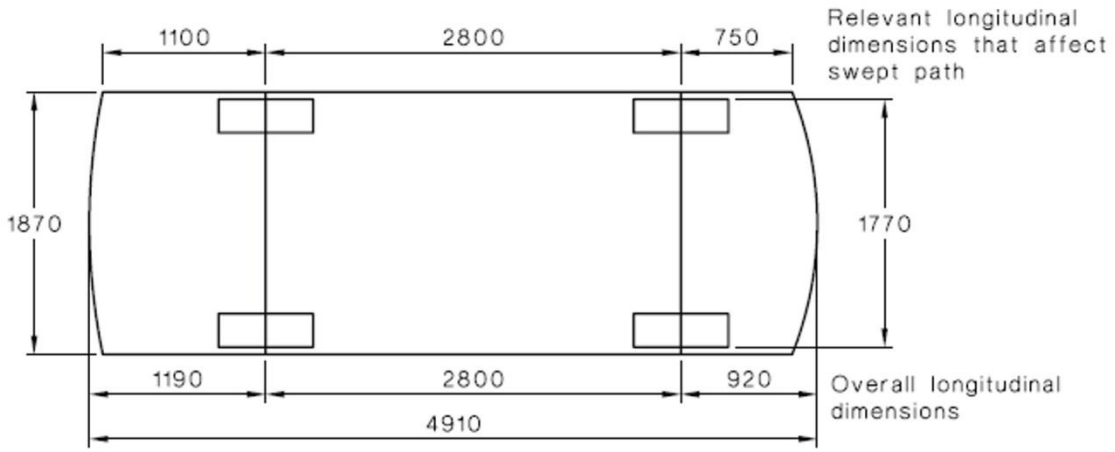
Collector Roads		
Road Name	**Start Name**	**End Name**
Luggate		
Church Road	State Highway 6	State Highway 8A
Quail Rise		
Ferry Hill Drive	Tucker Beach Road	Coleshill Lane
Queenstown		
Athol Street	State Highway 6A	End of Street
Ballarat Street (East)	State Highway Traffic Lights	Hallenstein Street
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
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

Collector Roads		
Road Name	**Start Name**	**End Name**
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
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

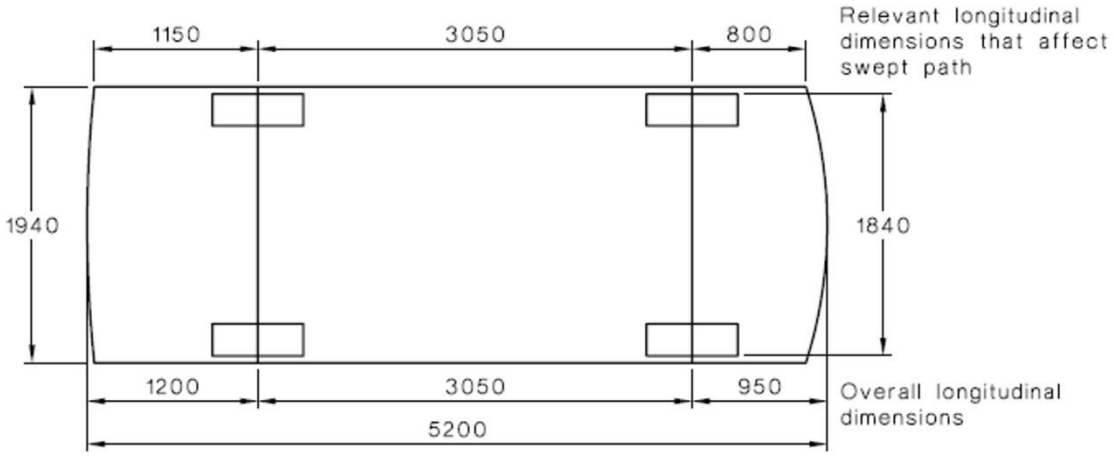
29.14 Schedule 29.2 - Interpretive Diagrams

29.14.1 Diagram 1 – B85 and B99 design vehicle dimensions



DIMENSIONS IN MILLIMETRES

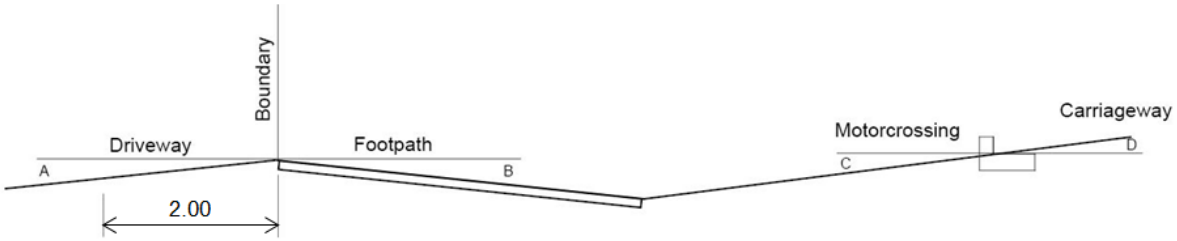
B85 (85TH PERCENTILE) CAR



DIMENSIONS IN MILLIMETRES

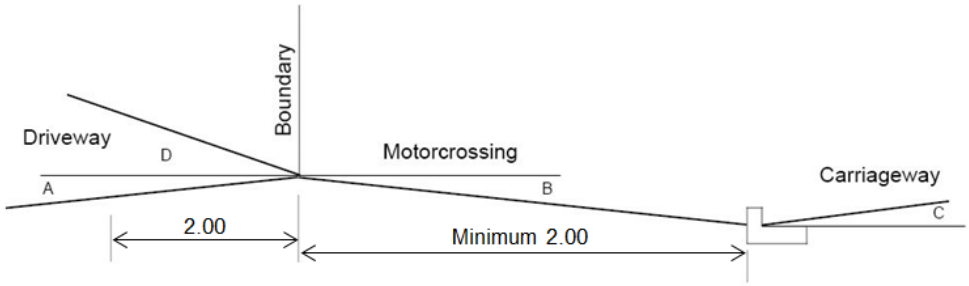
B99 (99.8TH PERCENTILE) VEHICLE

29.14.2 Diagram 2 – Maximum Breakover Angles for Vehicle Crossings



Maximum Change of Grade: A + B ≤ 10% (or 5.7º)
C - D ≤ 10% (or 5.7º)
B + C ≤ 17% (or 9.6º)

Low Level Footpath



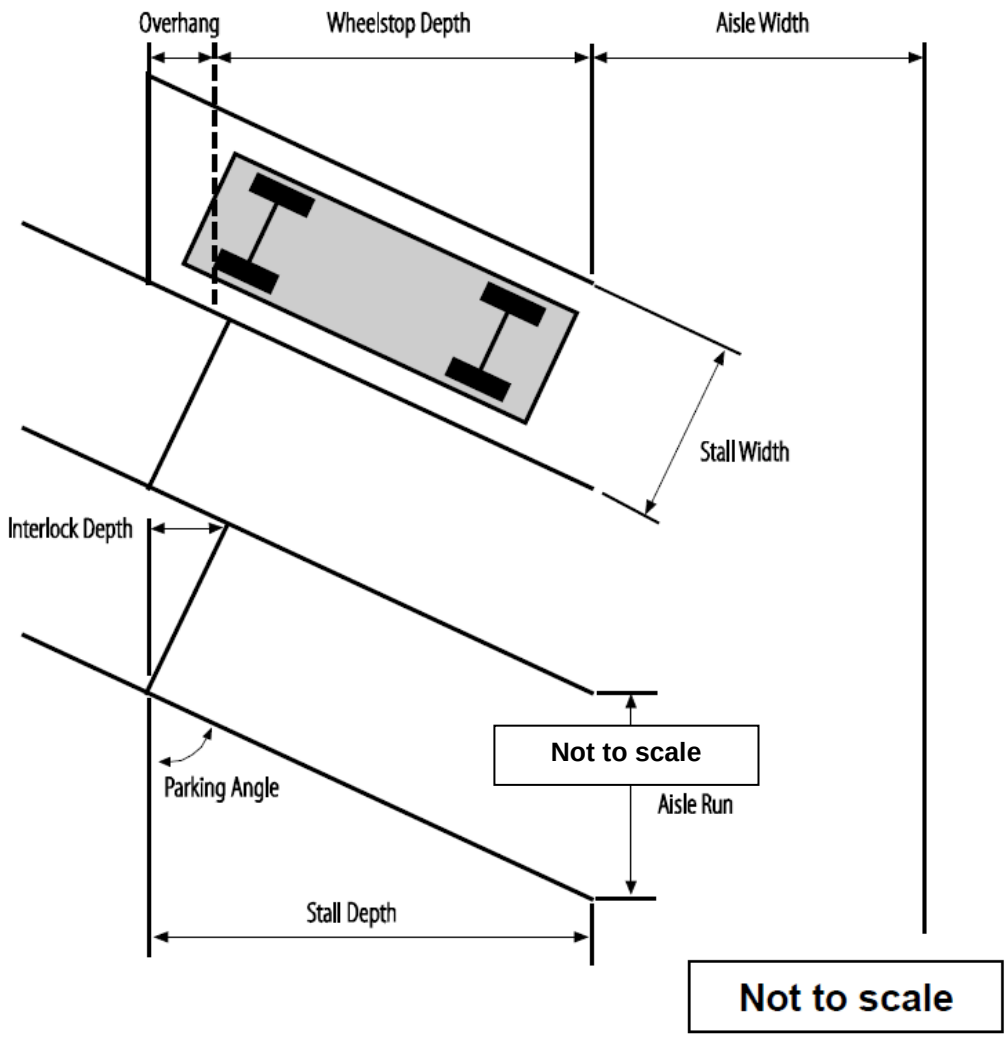
Maximum Change of Grade: A + B ≤ 10% (or 5.7º)
C - D ≤ 10% (or 5.7º)
B + C ≤ 17% (or 9.6º)

Standard Footpath

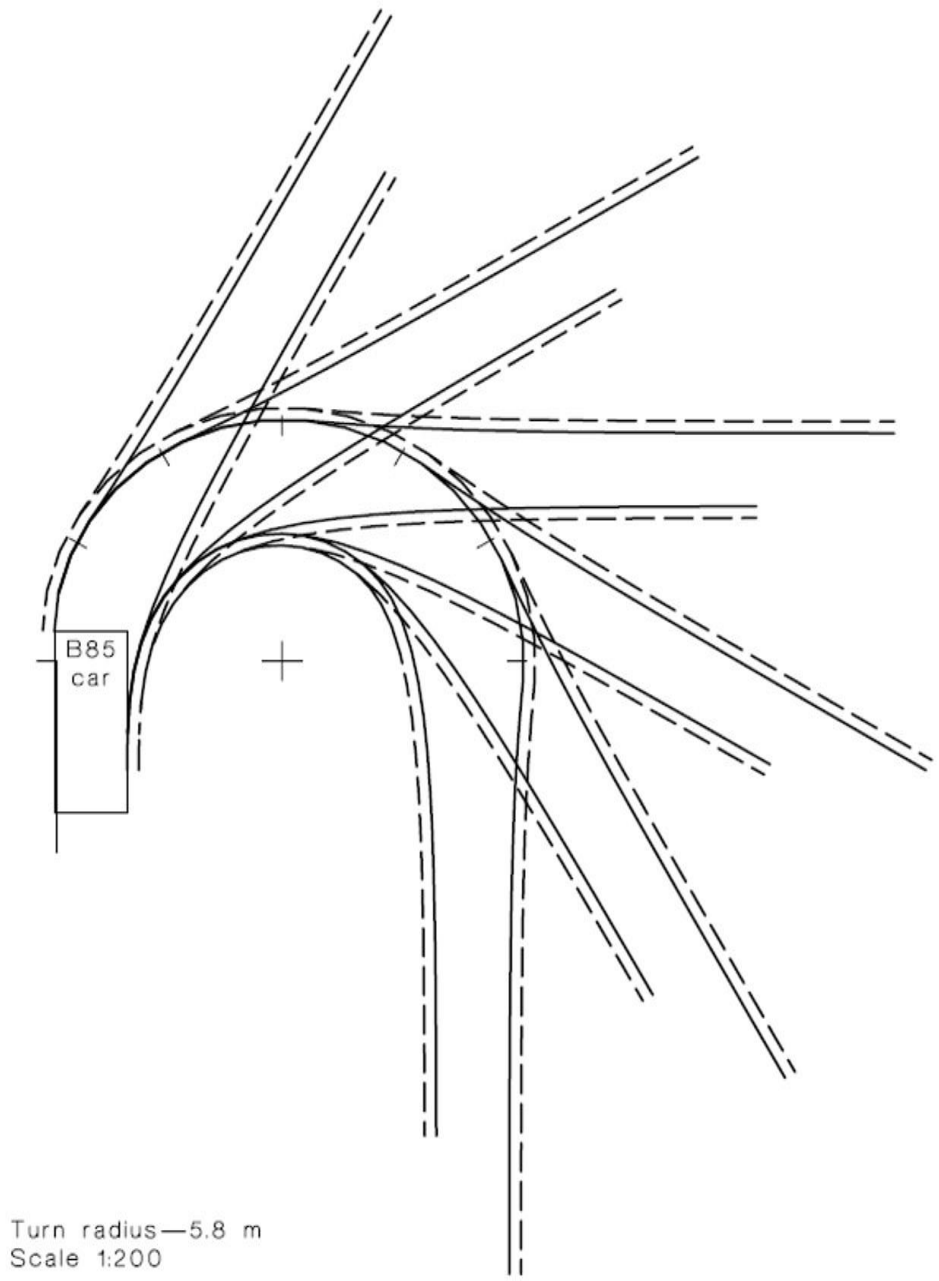
Note:

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 3.4º.

29.14.3 Diagram 3 - Carpark Layouts



29.14.4 Diagram 4 – Vehicle Swept Path Design



LEGEND:

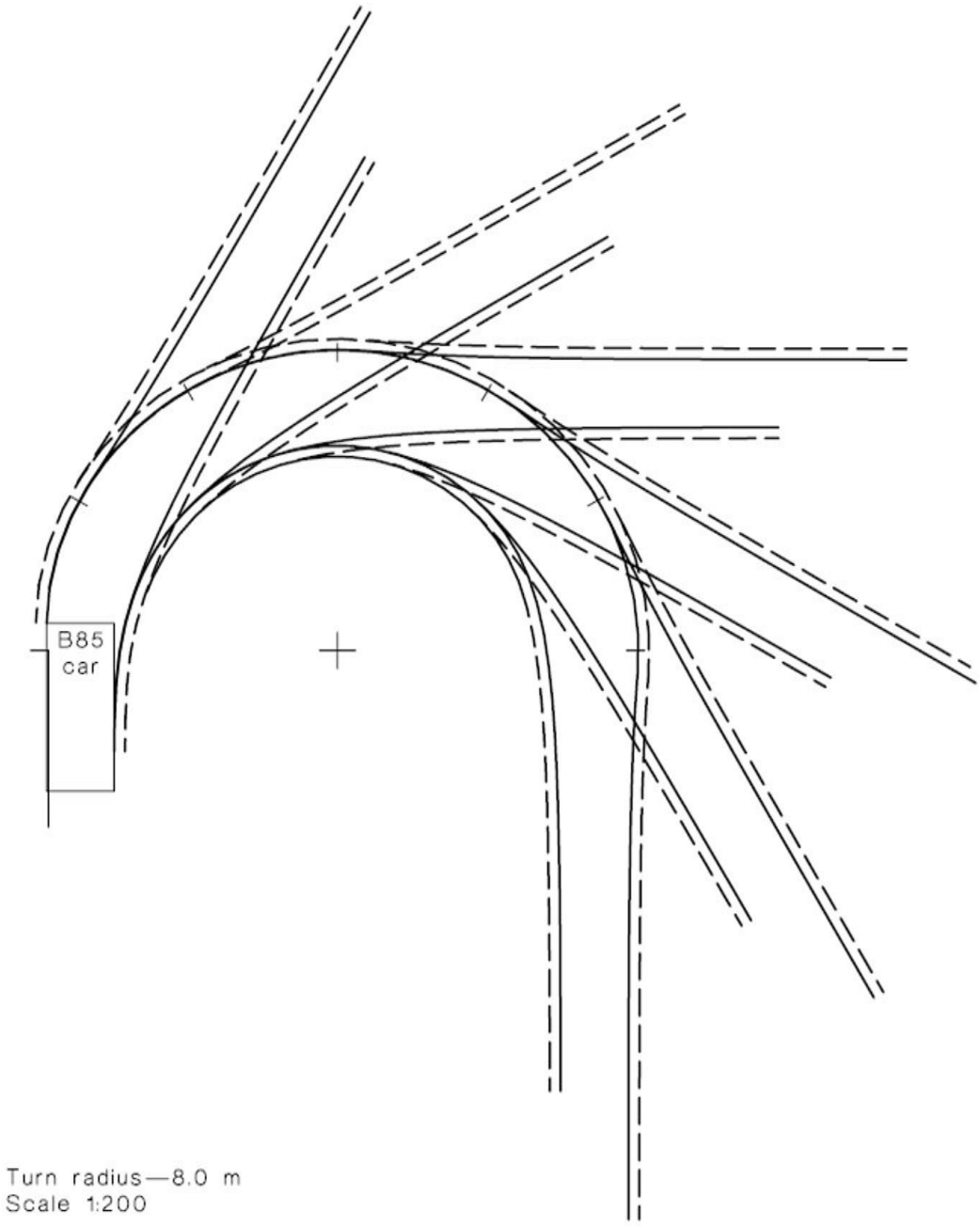
——— = Denotes the B85 base dimension swept path

– – – – = 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.

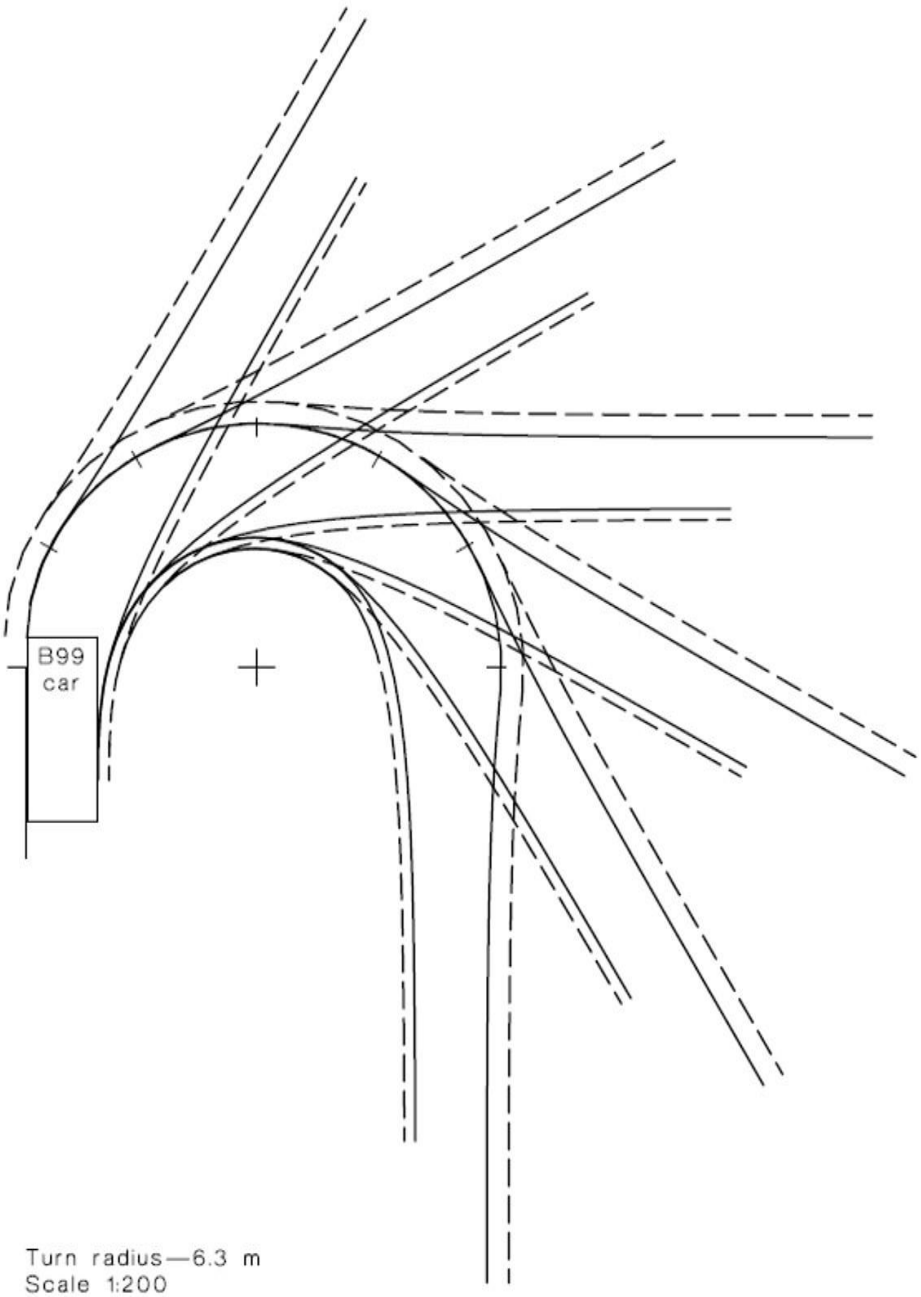
Example of the B85 Design Template

5.8m Radius Turn



Example of the B85 Design Template

8.0m Radius Turn



LEGEND:

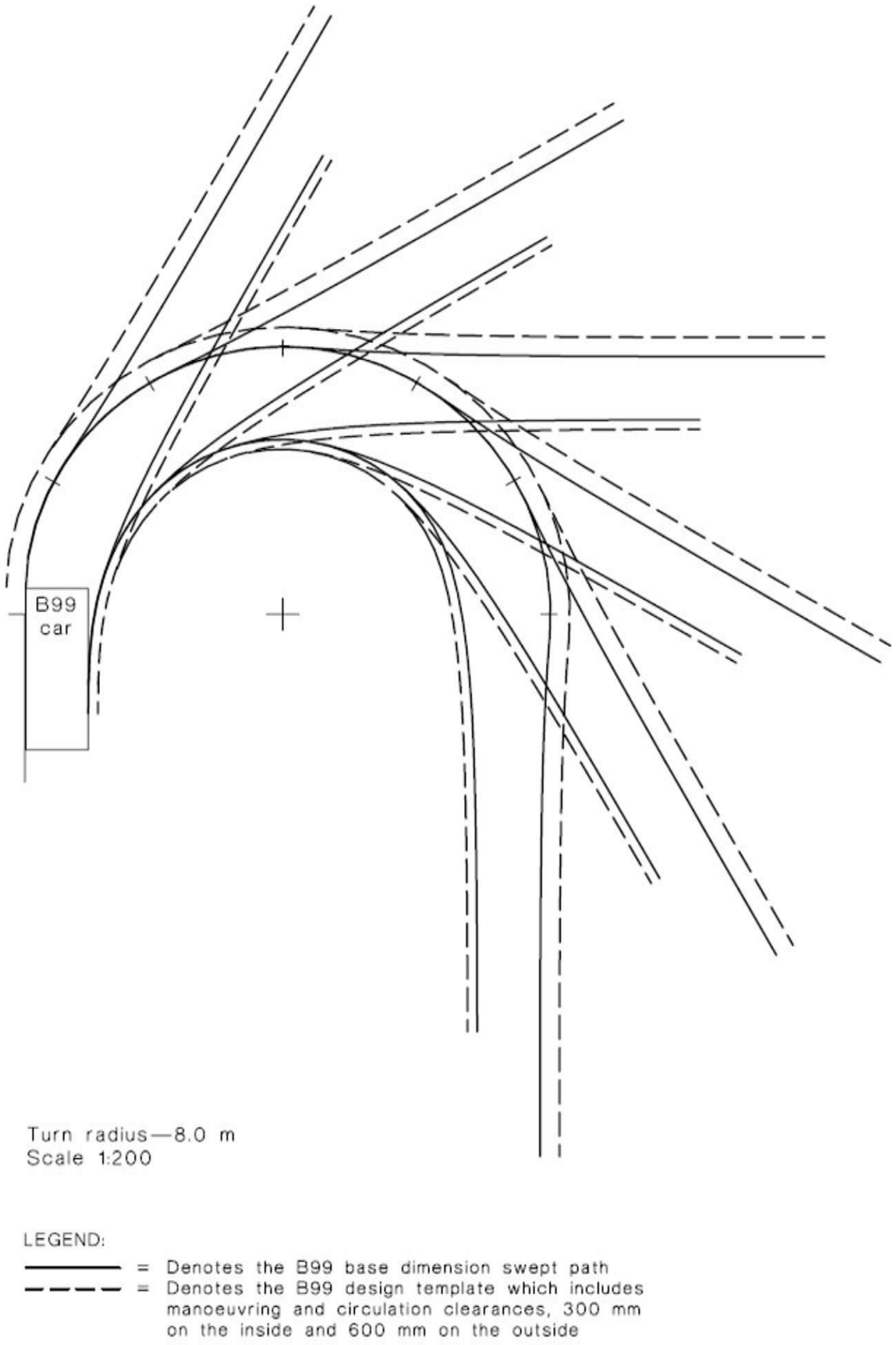
——— = Denotes the B99 base dimension swept path

– – – – = 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.

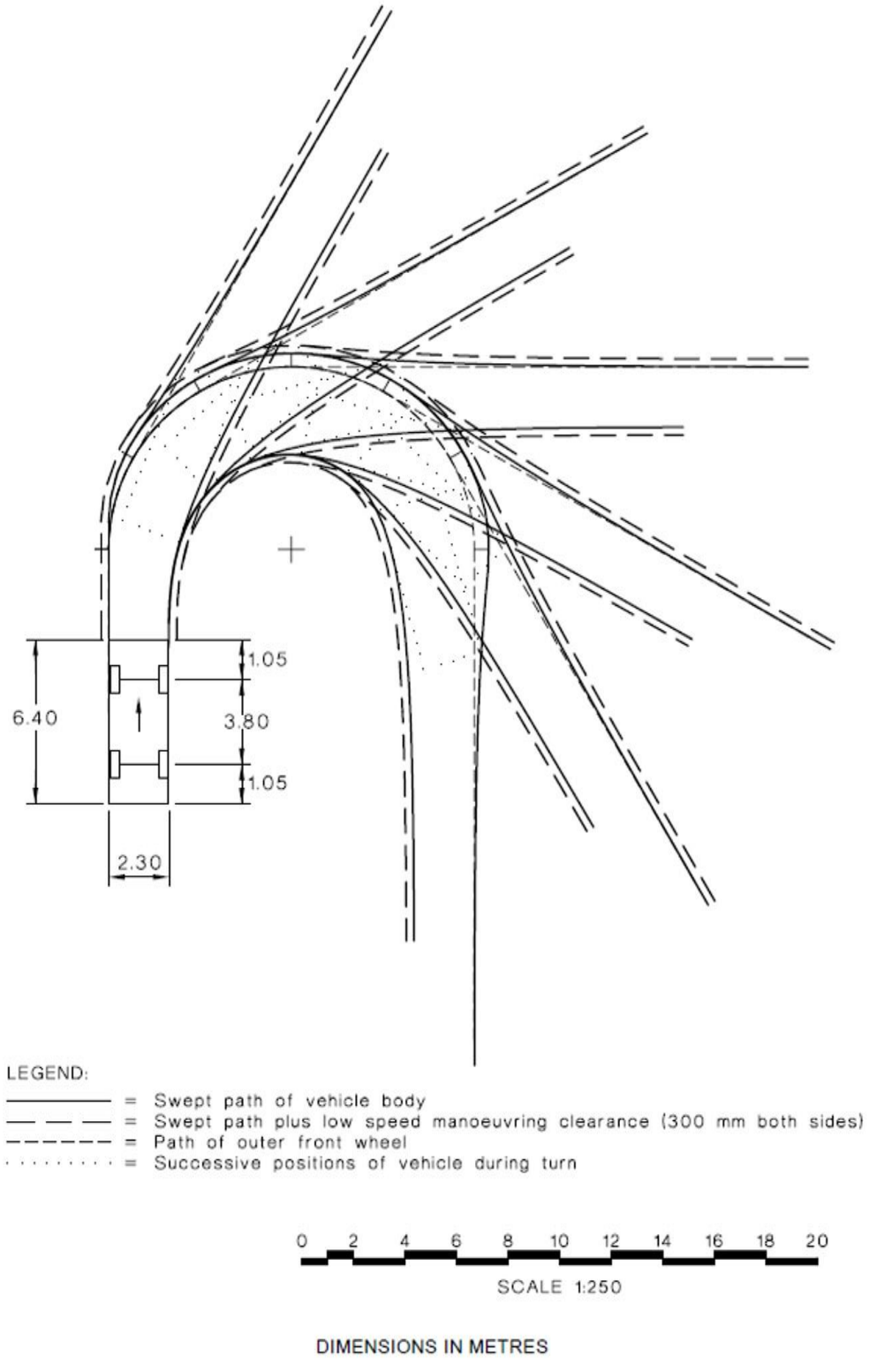
Example of the B99 Design Template

6.3m Radius Turn



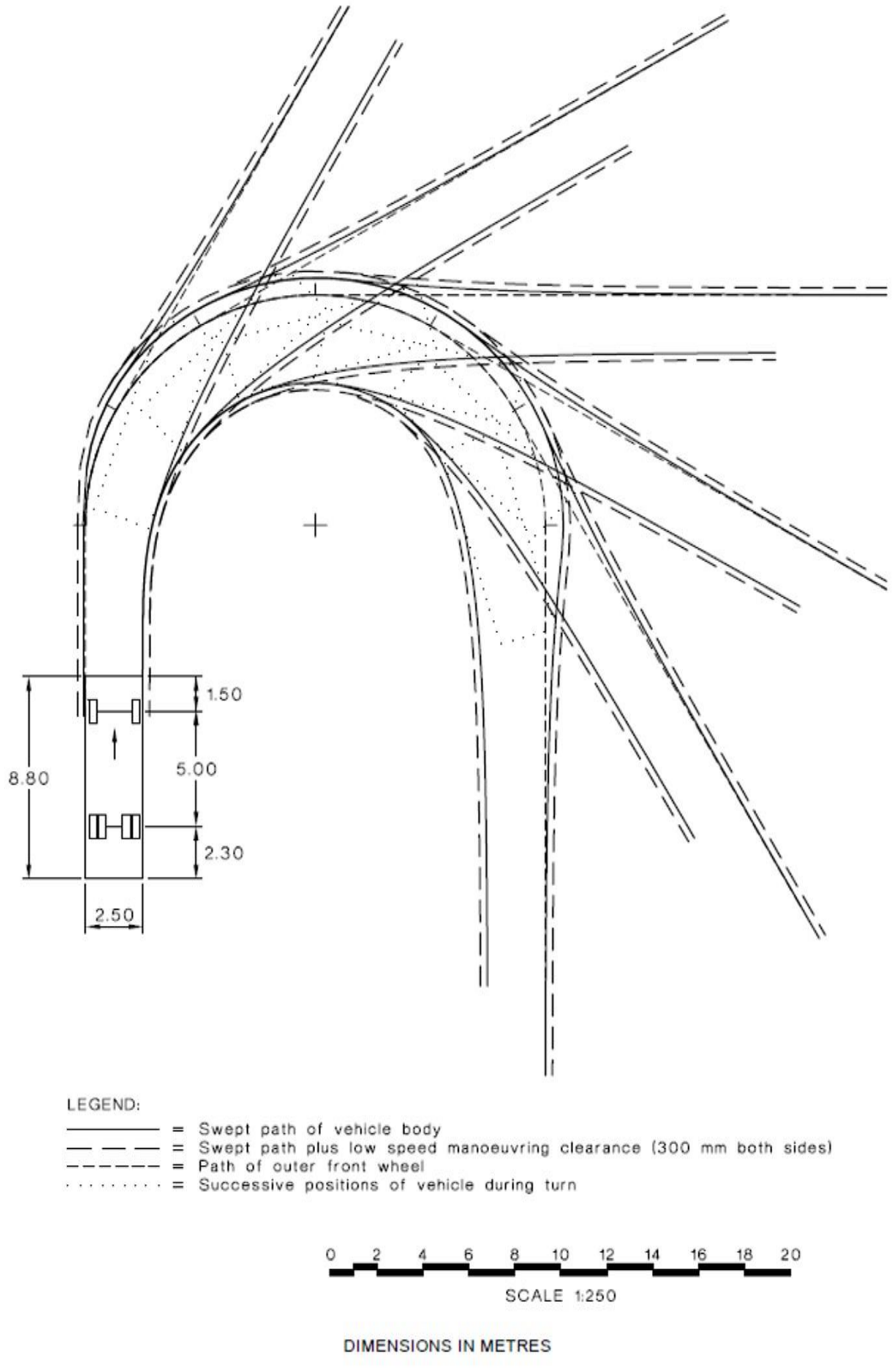
Example of the B99 Design Template

8.0m Radius Turn



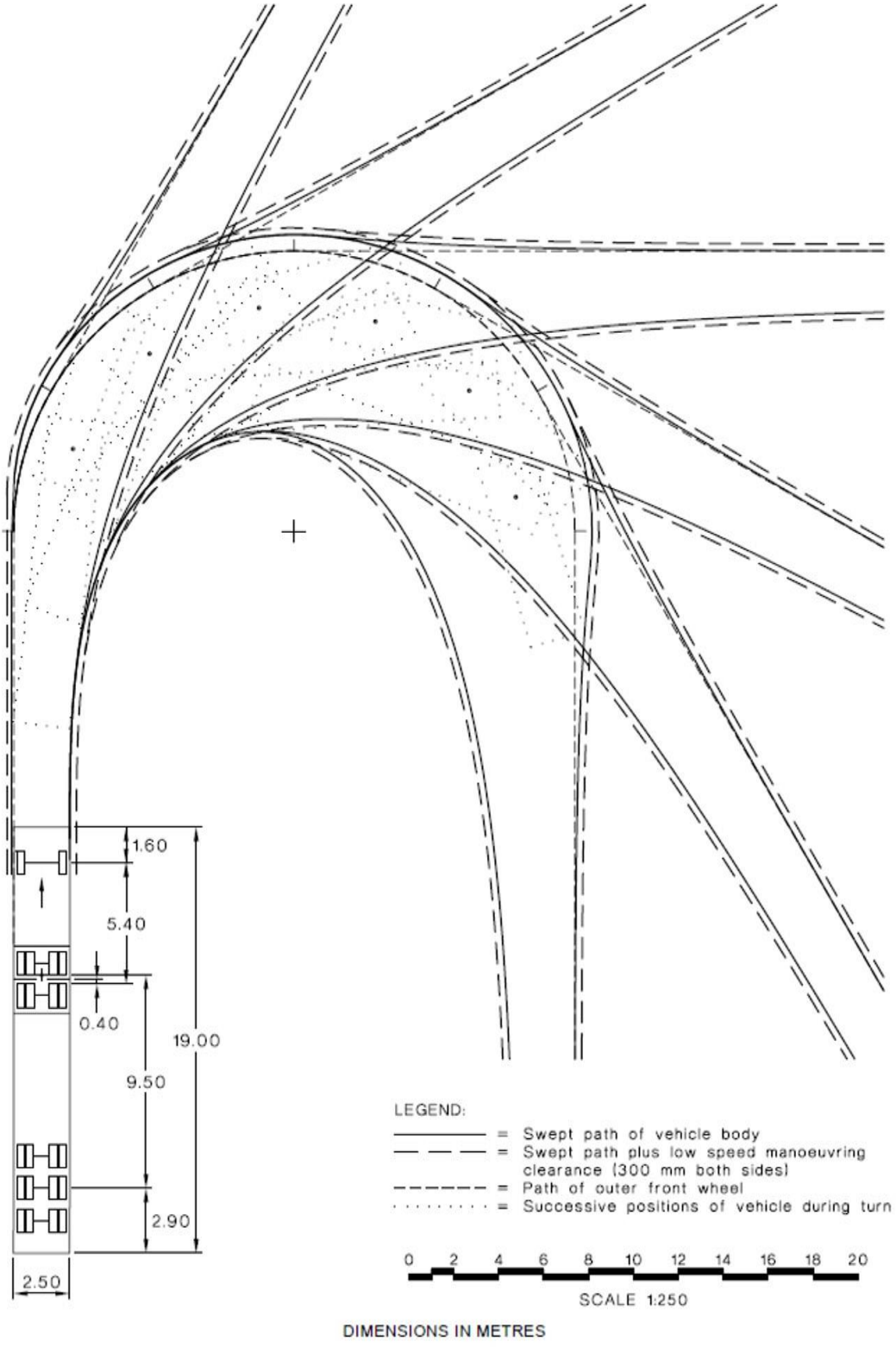
Turning Path Template - Small Rigid Vehicle

Minimum Radius Turn (7.1m)



Turning Path Template - Medium Rigid Vehicle

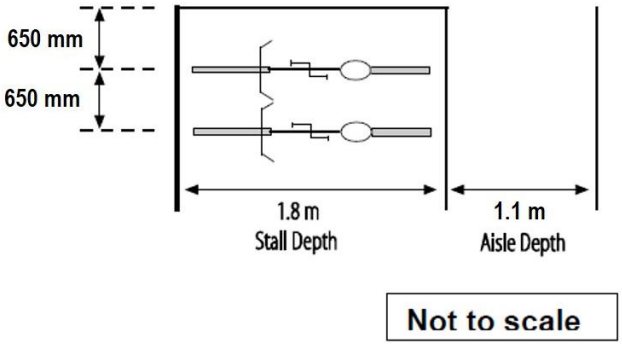
Minimum Radius Turn (10m)



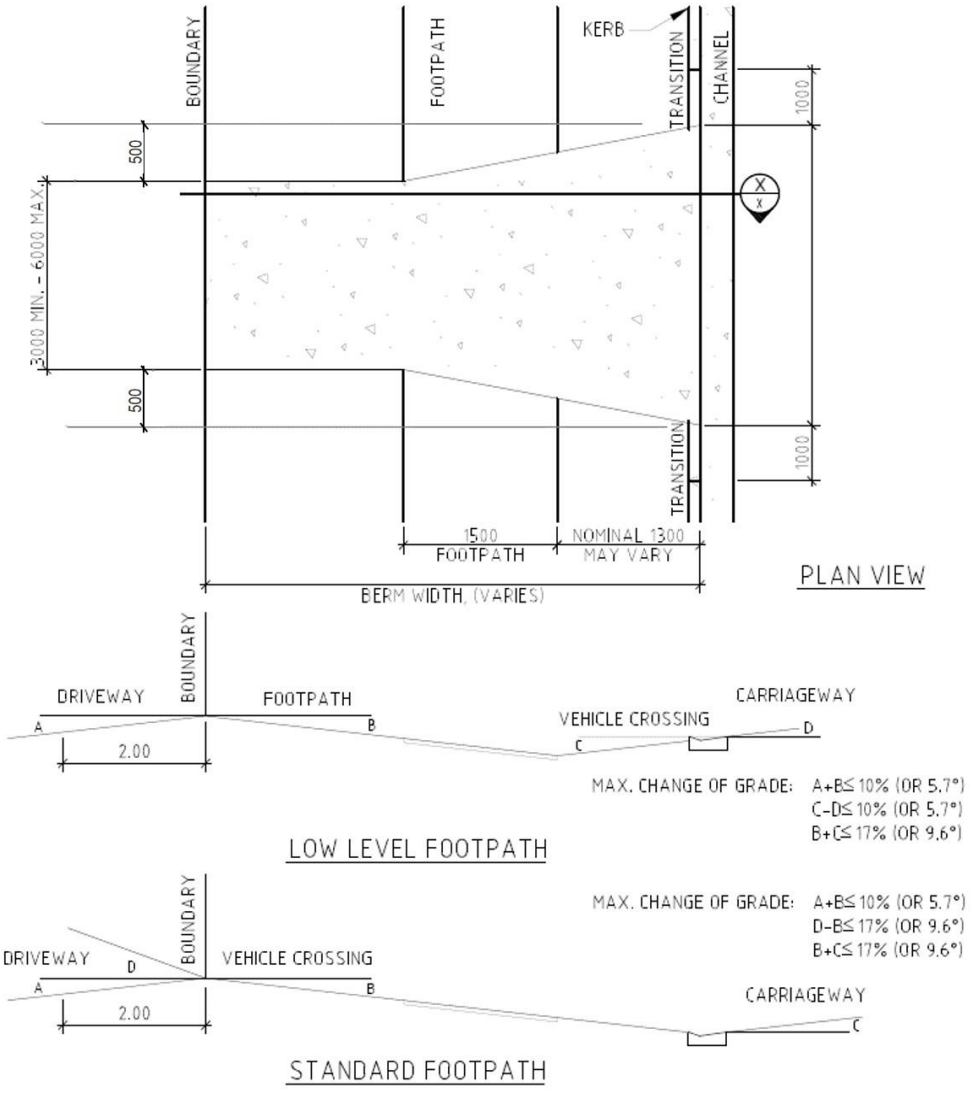
Turning Path Template - Articulated Vehicle

Minimum Radius Turn (12.5m)

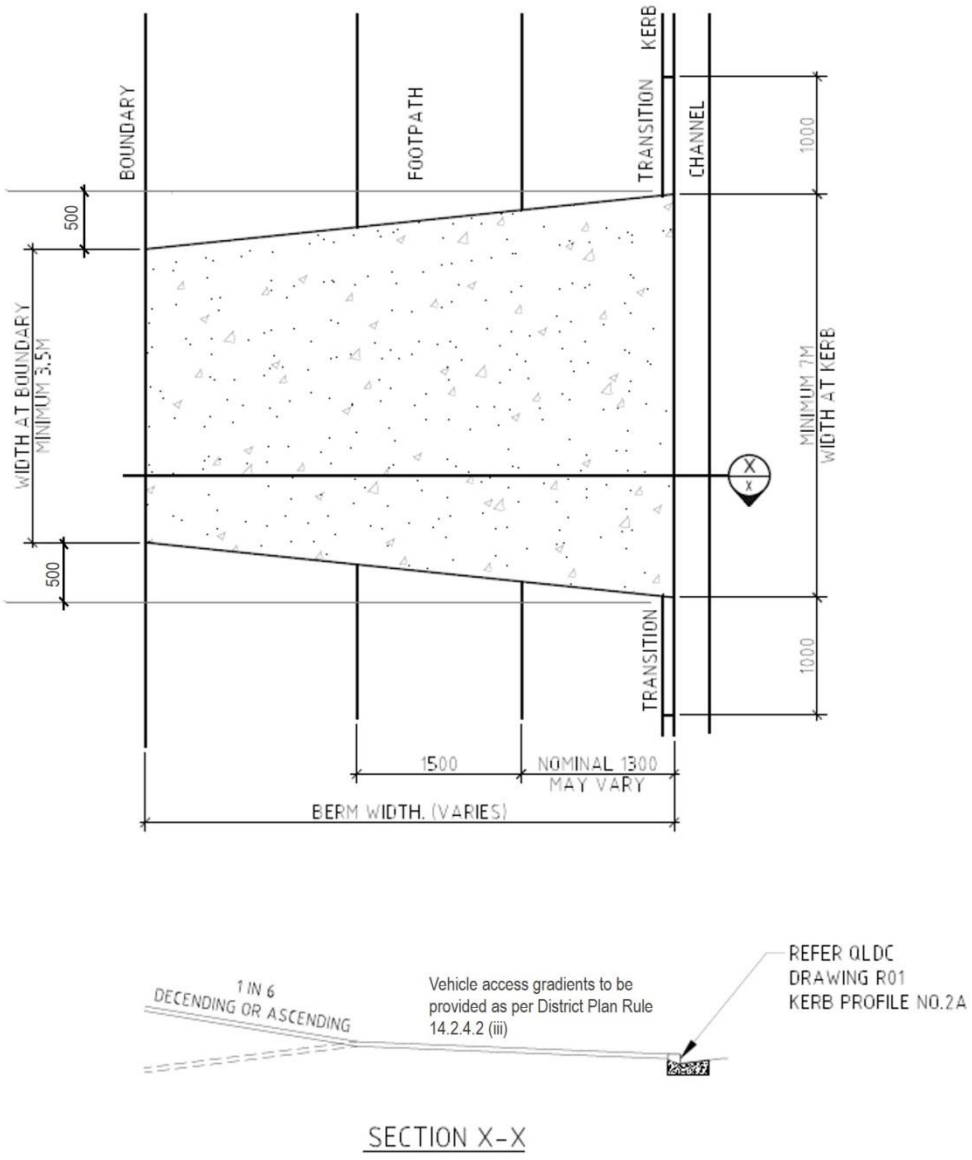
29.14.5 Diagram 5 - Bicycle Parking Layout



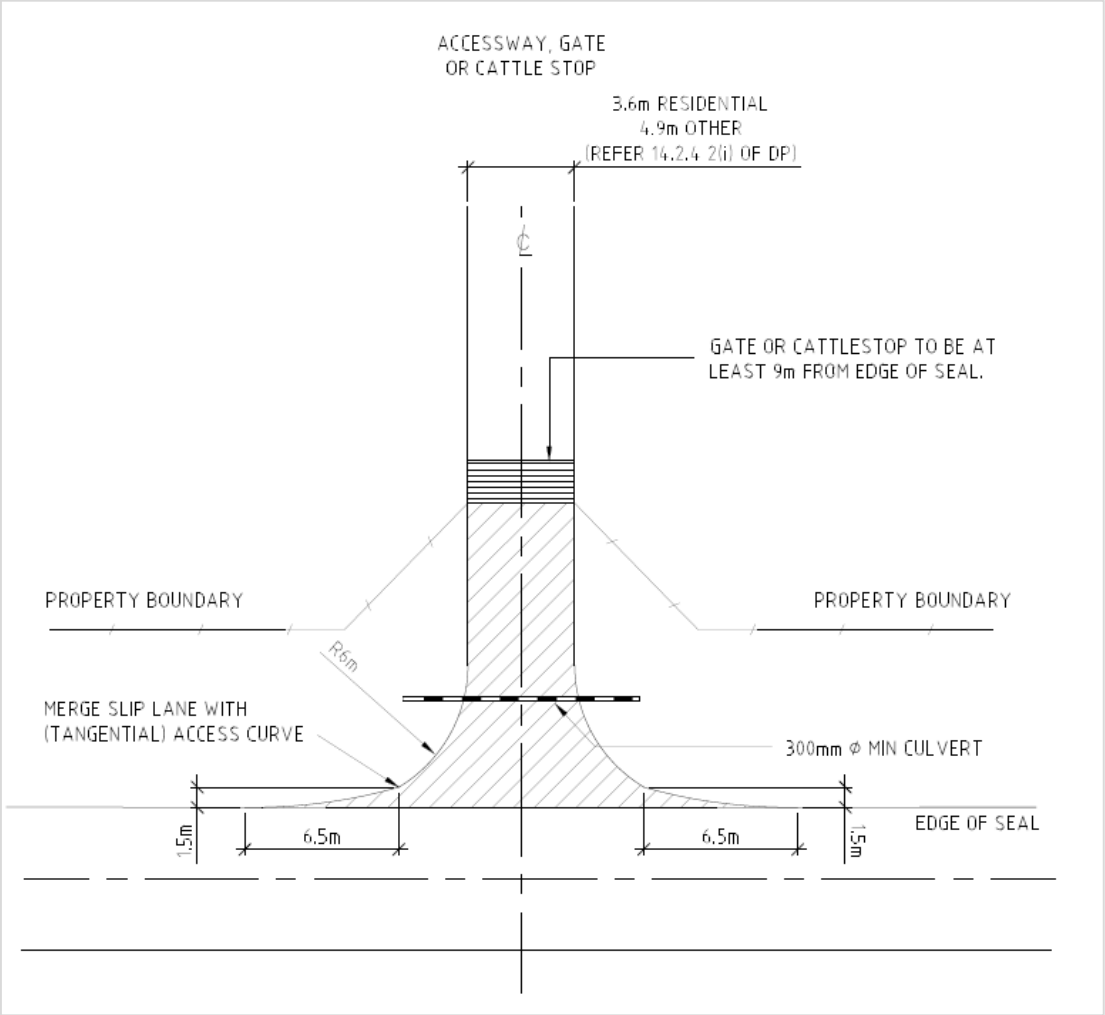
29.14.6 Diagram 6 - Residential Vehicle Crossing



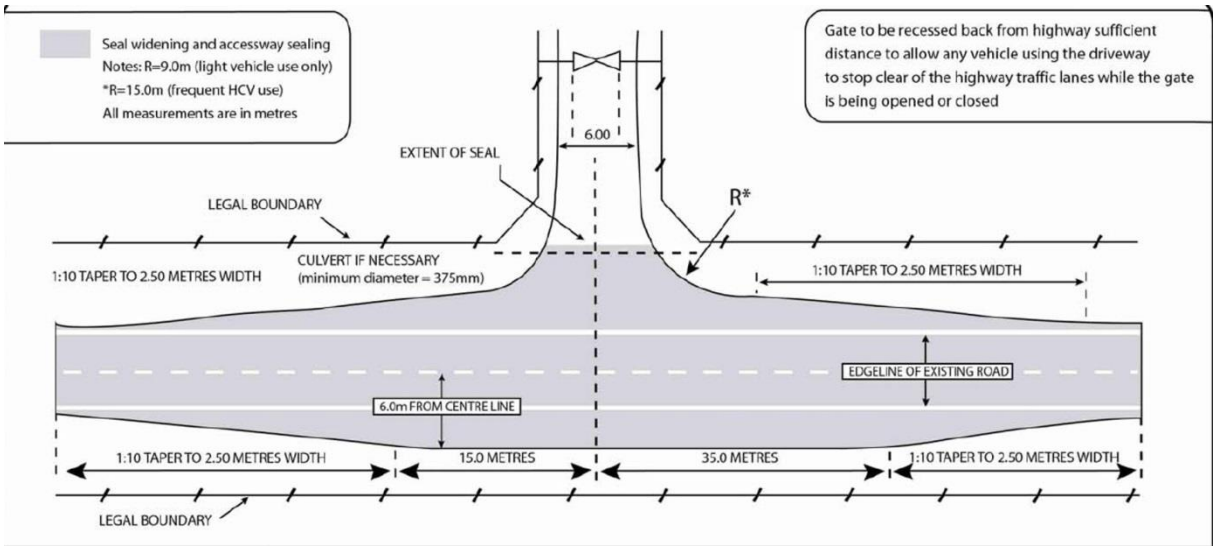
29.14.7 Diagram 7 - Commercial Vehicle Crossing



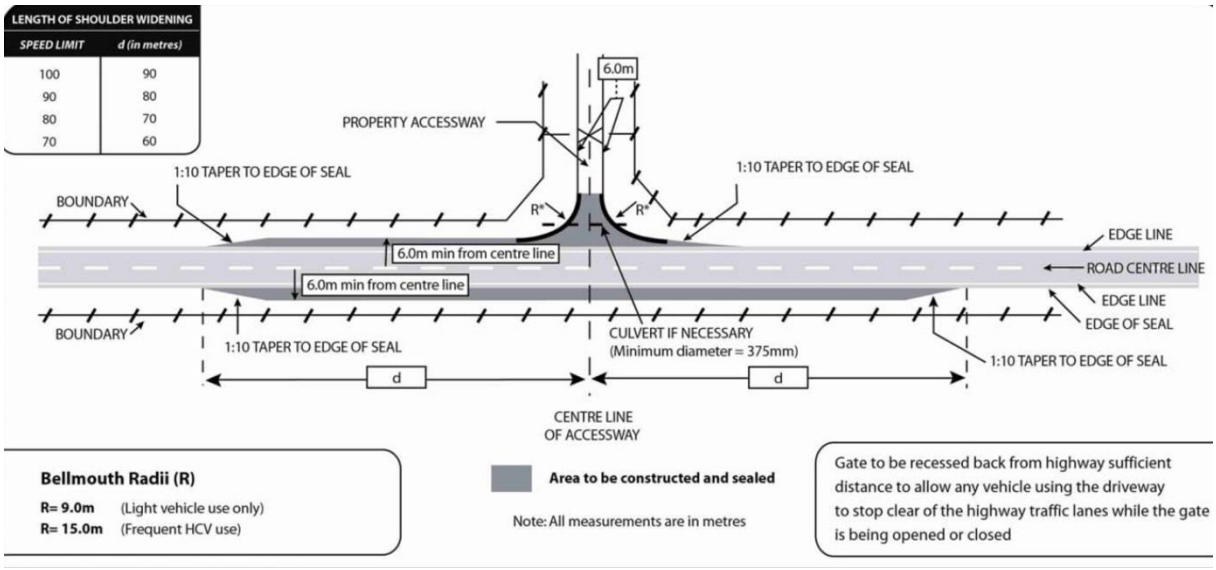
29.14.8 Diagram 8 - Access Design



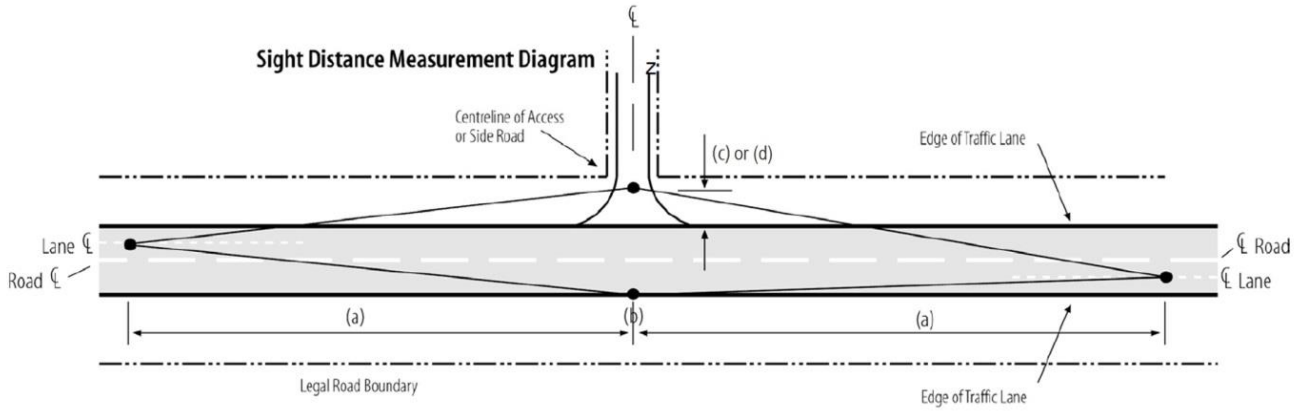
29.14.9 Diagram 9 - Access Design



29.14.10 Diagram 10 - Access Design

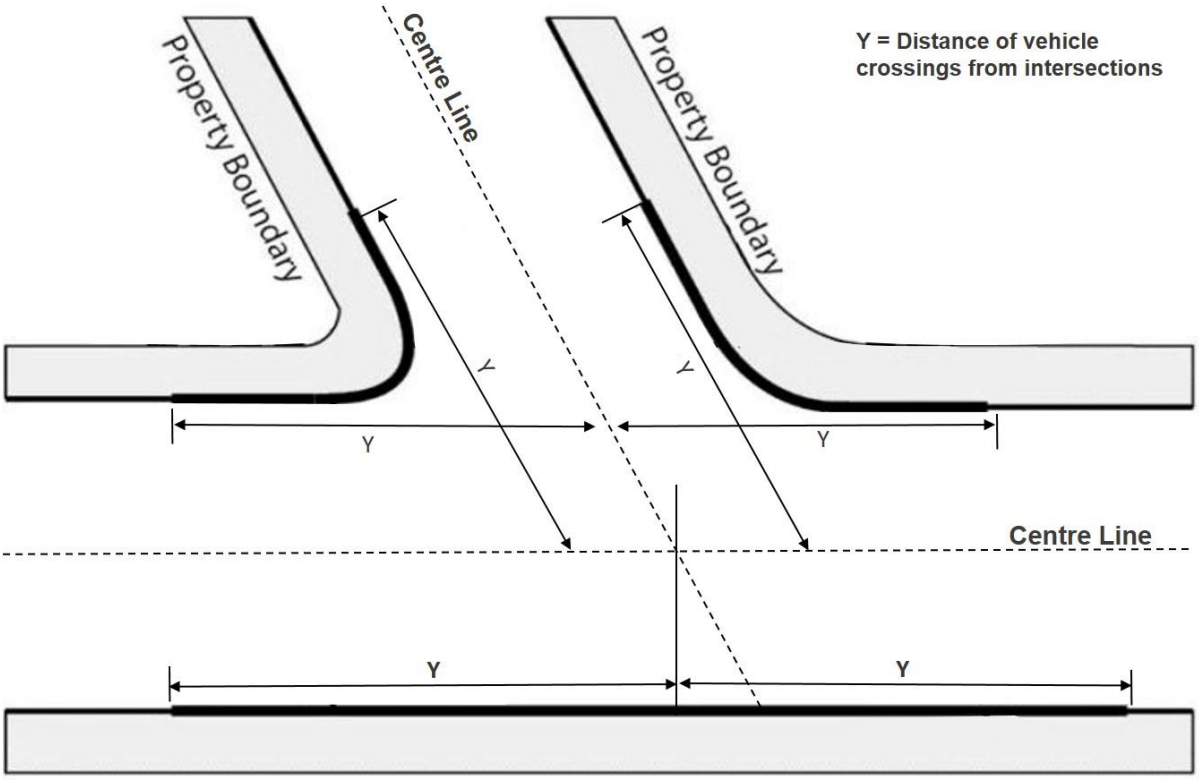


29.14.11 Diagram 11 – Sight Distance Measurement Diagram



Intersection:	(a)	Sight Distance Table 3	**Note:**	Sight Distance shall be measured to and from a height of 1.15 metres above the existing road surface and the proposed surface level of the side road or access.
Property Access:	(a)	Sight Distance Table 3		
	(b)	Edge of Traffic Lane		
	(c)	For Access: 3.5m from edge of Traffic Lane		
	(d)	For intersection: 5.5m from edge of Traffic Lane	**Diagram is not to scale**	

29.14.12 Diagram 12 – Sight Distance Measurement Diagram



14. Transport

14.1 Issues, Objectives and Policies

14.1.1 Resources, Activities and Values

A well managed transport system needs to:

- be sustainable
- maximise safety
- cater for all modes of transport
- minimise adverse effects
- minimise energy usage
- minimise conflicts with other land uses and amenity values, especially landscape, visual, heritage and pedestrian amenities.

The principal transport resources and activities available in the District are:

1 The roading system provided by the Council and Transfund New Zealand in the case of state highways; and

2 The airports of Queenstown and Wanaka.

State Highway 6, 6A, 8, 8A and 84 provide linkages within the District.

14.1.2 Issues

i Efficiency

The efficient use of the District's roads and other transport infrastructure, and the efficient use of fossil fuels for transport, can be adversely affected by the inappropriate location, nature and design of land use activities, their access, parking and servicing.

The demand for transport fuel will almost certainly continue to increase medium-term, as independent mobility remains a major component of transportation. This mobility is often necessary simply to ensure a basic level of accessibility, especially in rural areas. An increase in resource development, including the visitor industry, will result in traffic increases.

The Council is strongly promoting resource management policies for growth and development based on the consolidation of urban activities and commercial centres. Such policies, in association with transport policies, are in significant part directed at improved energy efficiency and a greater variety of transport options including pedestrian links and public transport.

ii Safety and Accessibility

The safety and convenience of pedestrians, horse riders, cyclists and other road users can be adversely affected by the inappropriate location, nature and design of land use activities, their access, parking and servicing.

To enable people to carry out their existing and likely future activities it is necessary to provide a good level of accessibility throughout the District. Potential conflicts between vehicles and pedestrians exist. Activities located alongside roads have the potential to affect the safety of through traffic. Drivers can be distracted by signs, accessways and activities adjoining main roads, particularly in areas of higher vehicle speeds or vehicle numbers. This can reduce the safety of vehicles, cyclists and pedestrians.

iii Environmental Effects of Transport

Motorised transport can adversely affect the amenities of the District, as a result of noise and emissions, loss of visual amenity, privacy and accessibility.

Motorised transport has obvious advantages to the community in convenience and mobility, however there are adverse effects resulting from the operation of the transport system. Some of these effects include reduced accessibility, noise and fumes.

The efficient use and capacity of a road can be reduced by parked or manoeuvring cars particularly on the main roads where there is a

predominance of through traffic. The amenity of an area can also be compromised by both on and off-street parking resulting in a loss of aural privacy and visual appearance.

Road construction can also have significant environmental effects in terms of visual amenity, increased noise and fumes for properties near roads; reduced accessibility for properties cut-off from community facilities by major roads; and loss of natural features. Cultural values have been affected by road construction in the past, with archaeological sites being disturbed by earthmoving equipment and waahi tapu or waahi taoka unearthed.

14.1.3 Objectives and Policies

Objective 1 – Efficiency

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

Policies:

1.1 To encourage efficiency in the use of motor vehicles.

1.2 To promote the efficient use of all roads by adopting and applying a road hierarchy with associated access standards based on intended function.

1.3 To promote the efficient use of roads by ensuring that the nature of activities alongside roads are compatible with road capacity and function.

1.4 To protect the safety and efficiency of traffic on State Highways and arterial roads, particularly State Highway 6A, by restricting opportunities for additional access points off these roads and by ensuring access to high traffic generating activities is adequately designed and located.

1.5 To promote the efficient use of fuel for transport purposes, by providing for a District wide policy of consolidated urban areas, townships, retail centres and residential environments.

1.6 To promote and provide for the consolidation of new areas of residential development and for higher density development within identified areas.

1.7 Enabling for home occupations within residential areas to reduce travel time and costs between home and work.

1.8 To consider options for encouraging and developing greater use of public transportation facilities and in particular to continue to investigate the options for alternative transport means.

1.9 To require off-road ~~parking and~~ loading for most activities to limit congestion and loss of safety and efficiency of adjacent roads and to promote the maintenance and efficiency of those roads.

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

Implementation Methods

Objective 1 and associated policies will be implemented through a number of methods:

(i) District Plan

(a) Define a roading hierarchy with associated design and access standards.

(b) Control the nature, scale, design and location of activities and associated access onto State Highways and arterial roads.

(c) Set performance standards for property access, parking where provided, and loading.

(d) Consolidation of existing and new urban developments through the clear definition of the extent of the existing towns and policy direction on the form and location of new urban areas.

(ii) Other Methods

(a) Monitor and investigate the needs and opportunities for greater use of public transport.

(b) Development of a transportation strategy.

Explanation and Principal Reasons for Adoption

Present motor vehicle transportation is based on non-renewable fossil fuels and the use of these fuels is unlikely to be sustainable in the long term. Maximising the opportunities for alternatives to the use of the private motor vehicle and increasing the use of other modes of transport will promote a reduction in the rate of traffic growth, congestion and encourage the more efficient use of motor vehicles. This policy will be augmented by policies promoting consolidated urban growth areas and increased opportunities for other transport modes.

The Council has adopted a hierarchy of roads in which each road is generally classified with respect to its planned traffic function. The hierarchy is contained within Appendix 6. The highest classified roads provide for the greatest level of through movement, with a minimum access function, that is for pedestrians, servicing and parking. Local roads provide for little through movement, but more priority is given to access. In this way the road network provides for the efficient and safe movement of people and goods and reduces the conflicts which arise between traffic requirements and the surrounding land use environments and activities. The function of the roads in the hierarchy is as follows:

Arterial Roads
All State Highways are (major) arterial roads. Other (minor) arterial roads have similar characteristics, being dominant elements of the network connecting the major settlements in the District with the District. Arterial roads will be managed to minimise their local access function.

Collector Roads
Collector roads provide for the distribution and circulation of traffic between or within local areas and to and from the arterial road network. Collector roads also provide access to private properties fronting the road, however, the main function is to provide access to local roads. In many instances they provide a direct link between two arterial roads. Through traffic makes up a high proportion of the traffic flow.

Local Roads
Local roads make up the balance of the District's roads. These function almost entirely as accessways to properties and are not intended to act as through routes for vehicles. These also serve other functions in terms of pedestrian access, cycle ways and may function as pedestrian malls or parking precincts.

Service Lanes
Service lanes are used when there is a need to load and unload vehicles on adjoining sites and are encouraged where they can provide a multi-user function.

The efficiency and safety of the road network, particularly arterial roads, requires minimising conflicts between various road users. Important in this respect is the need to provide for queuing and manoeuvring space for vehicles entering and leaving sites. Access control can take a variety of forms including well designed entrances to parking areas or by restricting access to roads which are not predominantly residential or urban in character.

The Council will continue to promote policies which increase efficiency and convenience through the greater use of public transport, urban consolidation and opportunity for people to undertake work at home.

Objective 2 - Safety and Accessibility

Maintenance and improvement of access, ease and safety of pedestrian and vehicle movement throughout the District.

Policies:

2.1 To maintain and improve safety and accessibility by adopting and applying a road hierarchy with associated design, parking and access standards based on the intended function.

2.2 To ensure the intensity and nature of activities along particular roads is compatible with road capacity and function, to ensure both vehicle and pedestrian safety.

2.3 To ensure access and movement throughout the District, and more particularly the urban areas, for people with disabilities is not unreasonably restricted.

2.4 To encourage the development of pedestrian and cycle accessways, within the main townships.

2.5 To maintain and upgrade, where appropriate, the existing roads and provide for new roads and related facilities where these are important for providing access. In particular, to investigate and/or make provision for:

- *a new road link from Man Street to the One Mile roundabout.*
- *a new road linking Queenstown and Frankton on the northern side of SH6A above Frankton Arm.*
- *a long term roading network for the Frankton flats area to protect the through route function of State Highways and provide access to residential, commercial and recreational activities.*

2.6 To ensure intersections and accessways are designed and located so:

- *good visibility is provided.*
- *they can accommodate vehicle manoeuvres.*
- *they prevent reverse manoeuvring onto arterial roads; and*
- *are separated so as not to adversely affect the free flow of traffic on arterial roads.*

2.7 To ensure vegetation plantings are sited and/or controlled so as to maintain adequate visibility and clearance at road intersections and property access and to prevent the icing of roads during winter months, except and unless that vegetation is important to the visual amenity of the District or is protected as part of the Heritage Provisions.

Implementation Methods

Objective 2 and associated policies will be implemented through a number of methods:

(i) District Plan

(a) As for Objective 1.

(b) The inclusion of rules specifying performance standards for road construction, based on the road's intended function within the roading hierarchy.

(c) To investigate a new road link from Man Street to the Fernhill roundabout.

(ii) Other Methods

(a) To continue to maintain and progressively upgrade the roading network to improve traffic safety, efficiency and accessibility.

(b) Investigate the need for and, where appropriate, develop additional pedestrian areas, walkways and cycle ways within the District's main towns.

(c) To investigate a revised roading network for the Frankton Flats.

Explanation and Principal Reasons for Adoption

The safety and efficiency of the road network can be adversely affected by parking, access and pedestrian movement associated with a particular activity. The siting of appropriate activities alongside the appropriate

elements of the road hierarchy and network will result in benefits of fewer accidents and greater efficiency.

People will be encouraged to walk rather than use motorised transport if they are provided with a safe and pleasant environment. The creation of pedestrian and cycle links can be an important part of increasing safety and access. These links need to be planned in conjunction with the road network to enable the transport network to be developed in an integrated fashion.

People with impaired mobility include the elderly and people confined to wheelchairs. These people have particular requirements for ease of movement and the Council can assist in allowing easy, unrestricted access for all people to important and essential activity areas by adopting appropriate management and design solutions.

A number of activities including buildings, trees and advertising signs can impair visibility at intersections and adversely affect the safety of the road network. In order to maintain road safety it is important that the elements on sites adjoining the network do not affect driver and pedestrian safety.

The Council supports the development and construction of new roads where these can be demonstrated to have significant environmental benefits as well as improve traffic movement and safety. Extension of Man Street will significantly improve the flow of vehicles through and around the Queenstown Town Centre. This will greatly enhance the pedestrian amenity within the town and reduce congestion on Shotover Street.

The Council is committed to investigating the opportunity for new roads to serve the future development of the Frankton Flats. This will not only make the area more accessible to the wider community but will reduce the impact of development on State Highway No. 6 and improve access to the airport and other activities.

Objective 3 - Environmental Effects of Transportation

Minimal adverse effects on the surrounding environment as a result of road construction and road traffic.

Policies:

3.1 To protect the amenities of specified areas, particularly residential and pedestrian orientated town centres from the adverse effects of transportation activities.

3.2 To discourage traffic in areas where it would have adverse environmental effects.

3.3 To support the development of pedestrian and similar links within and between settlements and the surrounding rural areas, in order to improve the amenity of the settlements and their rural environs.

3.4 To ensure new roads and vehicle accessways are designed to visually complement the surrounding area and to mitigate visual impact on the landscape.

3.5 To maintain and enhance the visual appearance and safety of arterial roads which are gateways to the main urban centres.

3.6 To incorporate vegetation within roading improvements, subject to the constraints of road safety and operational requirements, and the maintenance of views from the roads.

3.7 To implement appropriate procedures, in conjunction with the takata whenua and Historic Places Trust, should any waahi tapu or waahi taonga be unearthed during roading construction. (see Section 4.3 Objective 1 Policy 1 for consultation procedures with takata whenua).

3.8 To set areas aside for staff car parking in Business and Industrial Zones.

Implementation Methods

Objective 3 and associated policies will be implemented through a number of methods including:

(i) District Plan

(a) As for Objectives 1 and 2.

(b) The use of zoning provisions to define appropriate areas for different types of activities, in relation to their proximity to major through roads.

(c) Provision for roading design, pedestrian links and protection of important features to be controlled through the subdivision process.

(ii) Other Methods

(a) Continue to improve the design and visual appearance of roads especially where they enter towns.

(b) Monitor traffic movements and, where necessary undertake traffic management measures to discourage traffic in areas where it is having adverse environmental effects.

(c) To restrict heavy vehicle access and to discourage unnecessary vehicle movements through sensitive urban and rural environments; Queenstown Special Character Area and Arrowtown Town Centre.

(d) Development of a transportation strategy.

Explanation and Principal Reasons for Adoption

Many parts of the District contain important pedestrian environments, particularly the town centres and residential areas. In these areas priority may have to be given to the needs of pedestrians and cyclists over private vehicles and goods servicing vehicles. The creation of pedestrian-friendly and safe environments in these localities enhances the living, working and leisure activities of the residents. In addition, the Council wishes to enhance the visual approach to the main urban centres through the establishment of attractively landscaped vehicle and road approaches, eg the Kawarau Gorge Road State Highway No. 6 entrance to Frankton.

The development of a transportation strategy would clarify the Council's overall policy for transportation and provide greater direction when it came to review the provisions of the District Plan.

Objective 4 - Town Centre Accessibility and Car Parking

Town centres which are accessible to pedestrians and vehicles, and legible to all persons wishing to access them, commensurate with other town centre objectives and policies.

Policies:

4.1 To achieve a general reduction in the dominance of vehicles and heavy commercial vehicles within each town centre through the on-going establishment of off-street car parks.

4.2 To manage vehicle movement within the town centres to provide for appropriate levels of accessibility, minimise congestion and promote personal safety.

4.3 To require all activities and developments to contribute towards the provision of off-street vehicle parking.

4.4 To provide an integrated and well located off-street car parking resource around the periphery of the town centres.

4.5 To provide off-street parking within particular areas of the town centres in order to limit and reduce traffic flowing into and through those areas and thereby retain the character of the centres.

4.6 To require all vehicle accesses to properties and developments to be designed in accordance with a set of specified standards, which ensure vehicle manoeuvring has minimal impact on the safety and efficiency of roads and footpaths and the amenity of any particular area.

4.7 To encourage on-site parking in association with development and to allow shared off-site parking in close proximity to development in residential areas to ensure the amenity of neighbours and the functioning of streets is maintained.

Implementation Methods

Objective 4 and associated policies will be implemented through a number of methods including the following:

(i) District Plan

(a) The use of rules to define areas for off-street parking and provide design controls in respect of access and frontage and limit the hours for goods vehicle servicing.

(b) To designate areas for new public off-street car parks.

(ii) Other

(a) To continue to provide adequate public car parking in close proximity to the main commercial centres.

(b) To levy rates for the provision of car parking within the Town Centre Zones provided that it is recommended to the Council when making and levying rates that proper consideration be applied to giving due credit and allowance for parking actually established on any particular property in the Remarkables Park Zone, as at the time of making and levying rates.

Explanation and Principal Reasons for Adoption

The town centres will continue to be the principal focus for a range of activities and must remain accessible to pedestrians and vehicles. The road networks which bring people and vehicles to each of the town centres do not all have the capacity to cope with foreseeable increases in traffic volumes. In particular, the Frankton Road (SH 6A) is now the subject of investigation in terms of capacity and design. It is not well equipped to cater for significant increases in traffic generation resulting from further major commercial development in Queenstown. As such, alternative modes of transport and other locations are necessary for long term retail growth. There are difficulties coping with vehicle and pedestrian traffic on the street networks within the town centres of Queenstown and Arrowtown where the streets are narrow and pedestrian numbers are expected to increase significantly.

Increasing vehicle numbers will also increase ambient noise levels and air pollution and detract from the amenity values of the town centre environments. At present the worst intrusion arises from the movement of heavy commercial vehicles within the town centres. It is acknowledged businesses must be serviced but the problem can be overcome either by restricting the hours during which such vehicles have access to the town centres or by a shift on the part of the transport operators to smaller service/delivery vehicles. The other intrusion is by passenger coaches. These vehicles tend to dominate the street scene and, because of the frequency with which they move through the town centres, particularly Queenstown, detracts from the amenity and the experience of those centres.

It is not proposed vehicles be totally removed from the town centres. This would be impracticable and could have the effect of adversely affecting the vitality of these environments. Rather, through street improvement works, the provision of convenient and readily accessible off-street parking areas and the implementation of local area traffic management schemes it is anticipated there will be a reduction in the number of vehicles entering the town centres and there will be greater compatibility between pedestrian and vehicle movements within the same street and carriageway.

The achievement of this reduction will be assisted by restricting off-street parking provision associated with developments within the core areas of the Queenstown and Arrowtown town centres.

While the overall thrust of the objective and policies is to manage the number of vehicles entering and circulating around the town centres, it is acknowledged there is a need for short term on-street car parking which is readily available for use. Such parking is essential for the mobility impaired and can be used to good effect to assist in retaining the vitality of the town centres.

The restraints on off-street parking are directed at long term parking. The provision of such parking in the core areas of the town centres is contrary to the achievement of accessibility, vitality and high standards of amenity. As such the Council is moving to establish car parks on the periphery of town centres and to limit the impact of existing public off-street car parks on town centre amenity.

Objective 5 - Parking and Loading - General

Sufficient accessible parking and loading facilities to cater for the anticipated demands of activities while controlling adverse effects.

Policies:

~~5.1 To set minimum parking requirements for each activity based on parking demand for each land use while not necessarily accommodating peak parking requirements.~~*5.2 To ensure business uses have provision for suitable areas for loading vehicles on-site.*

5.3 To ensure car parking is available, convenient and accessible to users including people with disabilities.

5.4 To require all off-street parking areas to be designed and landscaped in a manner which will mitigate any adverse visual effect on neighbours, including outlook and privacy.

5.5 To require the design of parking areas to ensure the safety of pedestrians as well as vehicles.

5.6 To set areas aside for staff car parking in business and industrial zones.

Implementation Methods

Objective 5 and associated policies will be implemented through a number of methods:

(i) District Plan

(a) As for Objectives 1 and 2.
(b) The inclusion of provisions for cash-in-lieu contributions.

(c) The designation of new off-street parking areas for the town centres.

(d) Landscape and design provisions for off-street car parks.

(ii) Other Methods

(a) To continue to improve the design, and safety, of footpaths.

(b) To continue to provide adequate public car parking in close proximity to the main commercial centres.

(c) To levy rates for the provision of car parking within the Town Centre Zones.

Explanation and Principal Reasons for Adoption

All activities generate vehicle trips and therefore parking in close proximity of the site is required to provide accessibility for people and goods. If provision is not made by the owner or developer of a site the only alternative is to carry out manoeuvres on the street thereby adversely affecting the efficiency and safety of the road network.

The amount of parking ~~required~~ provided for each activity should be adequate for normal demands including staff parking. Some activities have high peak demands but it is not practical to provide for these.

~~Through setting minimum parking requirements the Council will seek to maintain the traffic function and safety of the road network and the amenity of residential streets and the town centres.~~

Some sites can be small and restrictive to development and in some locations pedestrian access, convenience and other amenity values would be adversely affected by on-site parking. In circumstances, where car parking cannot be provided to meet the demand, it is a more practical alternative for the Council to levy rates for the provision of car parking. Such funds will be used to develop an integrated and convenient network of car parks. This will lead to improved quality of development and amenity, especially in the town centres.

The siting of parking areas needs to be made obvious to potential users by either good siting or signage. Car parking which is both accessible and convenient minimises the amount of on-street parking which protects the traffic function of the road network and the amenity values of the town centres and residential neighbourhoods.

Objective 6 - Pedestrian and Cycle Transport

Recognise, encourage and provide for the safe movement of cyclists and pedestrians in a pleasant environment within the District.

Policies

6.1 To develop and support the development of pedestrian and cycling links in both urban and rural areas.

6.2 To require the inclusion of safe pedestrian and cycle links where appropriate in new subdivisions and developments.

6.3. To provide convenient and safe cycle parking in public areas.

Implementation Methods

Objective 6 and associated policies will be implemented through a number of methods:

(i) District Plan Assessment of pedestrian and cycle links through the subdivision consent process.

(ii) Other Methods

(a) Development of a network of rural walkways.
(b) Development of pedestrian links and pedestrianised areas, Queenstown Mall, Athol Street.
(c) Development of walkways through public open space.
(d) Provision of convenient and safe cycle parking in public areas.
(e) Development of cycle routes and associated facilities.

Explanation and Principal Reasons for Adoption

Walking and cycling are non-polluting methods of transport and should be encouraged by providing high standard facilities. Pedestrian and cycle links need to be safe for people to use by providing open well lit linkages. The subdivision and development process provides the opportunity to extend and add to the transport network in a manner which will improve the convenience, safety and amenity of the network.

Cyclists require parking facilities located close to their destination. The facilities need to provide for the ability to secure cycles adequately to prevent theft. If sufficient, safe parking is provided in and around the town centres, it may promote the use of the bicycle as an alternative means of transport to the private motor car, thereby reducing road congestion.

Objective 7 - Public and Visitor Transport

Recognition of public transport needs of people and provision for meeting those needs.

Policies:

7.1 To plan and encourage an efficient pattern of public transport.

7.2 To investigate opportunities for public transport as an alternative to, or in association with, changes or extensions to the major road network.

7.3 To promote and investigate opportunities for a public transport link between Queenstown and Frankton.

7.4 To support the development and operation of various types of tourist transport.

7.5 To liaise with the Otago Regional Council and public transport operators to ensure the public transport needs of the District are met.

Implementation Methods

Objective 7 and associated policies will be implemented through a number of methods:

(i) District Plan

(a) Policy support for public transport initiatives and in particular, opportunities to investigate and implement a public transport link between Frankton and Queenstown.

(b) District Plan provisions which support the consolidation of visitor accommodation close to the main traffic routes.

(c) District Plan provisions which support areas of consolidated urban development.

(ii) Other Methods

(a) Co-ordination and liaison with the Otago Regional Council and Transit NZ and Transfund NZ regarding the operation and financing of public transport systems.

(b) Support for feasibility studies to implement public transport systems.

(c) Investigation of public transport alternatives to new roading infrastructure.

(d) Encourage establishment and use of public transport, particularly between Frankton and Queenstown.

Explanation and Principal Reasons for Adoption

The Council is committed to investigating and supporting initiatives for alternative transport modes, particularly public transport where this can be developed in an environmentally sensitive form, to reduce vehicle flows, and to provide a viable alternative for people. The Council is strongly supportive of options for a viable, environmentally sensitive and efficient public transport link between Queenstown and the Frankton localities, starting generally in the vicinity of the One Mile, and linking with future growth opportunities in Frankton. Such a system is seen as having important resource management benefits in terms of energy efficiency, providing an alternative option to major road works, supporting the general urban consolidation policies and bringing significant environmental benefits in terms of reducing the number of private cars entering Queenstown and using the road network.

Objective 8 - Air Transport

Effective and controlled airports for the District, which are able to be properly managed as a valuable community asset in the long term.

Policies:

8.1 To provide for appropriate growth and demand for air services for Queenstown and Wanaka.

8.2 To avoid or mitigate any adverse environmental effects from airports on surrounding activities.

8.3 To establish an Air Noise Boundary and Outer Control Boundary for Queenstown and Wanaka airports.

8.4 To advocate a noise management regime at Queenstown airport and Wanaka Airport to help manage the environmental effects of aircraft noise through means available to the Queenstown Airport Corporation and the Wanaka Airport Operator but not available through the District Plan.

8.5 To provide for appropriate recreational airport facilities at Wanaka.

8.6 To ensure buildings at both airports have regard for and are sympathetic to the surrounding activities, and landscape and amenity values by way of external appearance of buildings and setback from neighbouring boundaries.

8.7 To ensure noise monitoring regimes are established for the District's airports by the respective requiring authorities.

8.8 To manage noise sensitive activities in areas with existing urban development surrounding the airport, while ensuring future noise sensitive activities in areas currently undeveloped and adjacent to airports are restricted.

Implementation Methods

Objective 8 and associated policies will be implemented through a number of methods including:

(i) District Plan

(a) Identification of the Air Noise Boundary (65 L_{dn}) and Outer Control Boundary (55 L_{dn}) locations and implementation of controls relating to these in order to manage aircraft activity at the airports.

(b) Provisions managing noise sensitive activities in areas with existing noise sensitive development.

(c) Provisions prohibiting further intensive development, particularly noise sensitive development from areas adjacent to airports which have not been recognised for noise sensitive activities in former Plans or have not been developed for these activities.

(d) District Plan provisions, particularly policies, to encourage the retention of existing Rural Zones within areas affected by airport noise, in order to provide a buffer for noise and safety reasons between airports and other land use activities.

(ii) Other Methods

(a) Provision for designations which may include designations on aerodrome activities, Air Noise Boundaries and approach/takeoff flight paths including conditions 1-25 of Queenstown Airport Designation D2 (Aerodrome Purposes).

(b) The operation of a liaison committee between the Queenstown Airport Corporation, the Council and local residents in respect of both airports.

(c) Liaison with New Zealand Transport Agency regarding access to and from airports.

(d) Implementation of a noise management plan by the Queenstown Airport Corporation to ensure management of the noise environment at both Queenstown and Wanaka airports. With respect to Queenstown airport the Noise Management Plan will be in accordance with Conditions 22 to 25 of Designation D2 setting out the required contents of such a plan.

Explanation and Principal Reasons for Adoption

The Queenstown and Wanaka airports are important physical resources, important to the social and economic well being of the community. Queenstown Airport's main function is for domestic, and international, passenger movements and freight and tourist operations. The Queenstown Airport is an important factor in the rate of growth in the District. In comparison, Wanaka Airport's main function has been to provide recreational and tourist air services, including aviation museums but increasingly it is providing for scheduled air services and may in the future provide a complementary alternative to Queenstown Airport.

The District's airports must be able to operate effectively and in a manner which provides for the District's well being. At the same time any adverse effects on the community, particularly the resident community, must be mitigated. The Council is of the view that the operation of Queenstown Airport should not preclude opportunities for further development of activities in close proximity, provided that appropriate controls are implemented.

The Council supports a noise regime which provides the opportunity for growth in airport activity, but also sets in place controls to mitigate and reduce any noise impact on the residential and other noise sensitive activities. While aircraft are likely to become less noisy in the future, more aircraft movements are expected to occur. Projections and noise investigations have determined noise contours on which to implement controls. As a result of these, residential and other noise sensitive activities will not be allowed to occur within the Air Noise Boundary (65 L_{dn} contour) of any airport.

Within the Outer Control Boundary (55 L_{dn} contour) the provisions relating to Queenstown and Wanaka Airports are different due to differing situations.

Within the Outer Control Boundary for Queenstown Airport where the land has not been zoned for noise sensitive activities under an operative plan and has no existing development for this purpose, such development will be prohibited. Within the Outer Control Boundary where there is existing noise sensitive development, any new noise sensitive development will be controlled, subject to acoustic insulation.

In relation to Wanaka Airport, activities sensitive to aircraft noise within the Outer Control Boundary will be prohibited. Any alterations or additions to existing buildings will be subject to acoustic treatment. The treatment requirements will be in accordance with the NZ Building Code Standards and the rules of this Plan.

The result of these controls will be to protect airports from future incompatible adjacent land uses, while recognising that current adjacent activities must be protected and provided for.

The controls are intended to either prohibit, or require acoustic treatment (as appropriate), for the full range of activities sensitive to aircraft noise. Reference is made to "community activities" in each of the relevant rules is defined in the district plan. The rules are intended to be inclusive; and to cover all activities which fall within the broad definition of community activity, whether or not such activities are separately defined.

Objective 9

> ***In the Three Parks Zone, an urban structure, well-considered building design, and other initiatives which, together, help to reduce car use and provide practical alternatives.***

Policies (Three Parks Zone)

9.1 To require that the urban structure (including road layout, cycle and walking networks, land use densities, and block sizes) is well-connected and specifically designed to:

9.1.1 Enable public transport to efficiently service the area, now or in the future (which may, in the future, also include the provision of a significant transport hub/ inter-change); and

9.1.2 Ensure that on-street carparking is provided; and

9.1.3 Reduce travel distances through well-connected streets; and

9.1.4 Provide safe, attractive, and practical routes for walking and cycling, which are well-linked to existing or proposed passenger transport and local facilities and amenities within the zone, and which are well-connected to other areas beyond the zone, particularly the Wanaka Town Centre.

9.2 To require applications for Outline Development Plans, Comprehensive Development Plans, and larger scale commercial developments to show how they will help reduce private car travel and encourage realistic alternative modes of transport, including through avoiding the excessive provision of car parking

9.3 To recognise that constraining the provision of car parks may be one appropriate method of managing single occupancy car trips, particularly in later stages of development as the Commercial Core becomes more established

9.4 To encourage large scale developments (i.e. those with at least 150 employees) to prepare voluntary travel plans through the Council providing advocacy and assistance.

Refer to Council guidelines relating to Travel Plans.

14.1.4 Environmental Results Anticipated

Implementation of the policies and methods in relation to Transport will result in:

(i) Improved accessibility District wide for all modes of transport, particularly walkways and public transport.

(ii) A safe and efficient transport system and a reduction in conflicts between land uses and road functions.

(iii) Minimising the adverse effects of the transport system on the environment in respect of air pollution, noise and safety.

(iv) Improved access and safety for pedestrians moving throughout the town centres and residential areas.

(v) Improving the amenity of local streets and enhanced visual amenity along main transport routes.

(vi) Decrease in the emission of greenhouse gases and use of fossil fuels.

(vii) Enhanced visual and pedestrian amenity.

(viii) A safe, efficient and a more visually attractive roading network.

(ix) Mitigation of potential adverse effects such as icing, light overspill and conflicts between users.

(x) The effective and efficient operation of the airports.

(xi) The protection for the amenity of land uses surrounding major transport facilities and vehicles generating activities.

(xii) Greater use of public transport and more rigorous assessment of public transport alternatives.

(xiii) Ease of access for people with mobility problems.

(xiv) Reinforcement of the landscape values of the District's natural resources.

14.2 Transport Rules

14.2.1 Purpose

Ease of accessibility for people and goods by all modes of transport to all parts of the District is essential to the social, cultural and economic well being of the community. Accessibility is dependent on an efficient and safe transport network and the availability of safe and suitable loading and parking. Protection is provided for pedestrians on major traffic routes.

14.2.2 Activities

14.2.2.1 Permitted Activities

Any activity which complies with all the **Site Standards** specified below and is not listed as a **Controlled** or **Discretionary** Activity shall be a **Permitted Activity.**

14.2.2.2 Controlled Activities

The following shall be **Controlled Activities** provided they are not listed as a **Discretionary Activity** and comply with all the relevant **Site Standards.** The matter in respect of which the Council has reserved control and listed with each **Controlled Activity**:

i Car Parking Areas in the Town Centre, Business, Industrial A, and Industrial B Zones, Ballantyne Road Mixed Use Zone, Corner Shopping Centre Zone and Activity Area 2 of the Kingston Village Special Zone.

Car parking areas in respect of their access, location, landscaping, separation from pedestrians, compatibility with surrounding activities and method of provision in the Town Centre, Business, Industrial, Corner Shopping Centre Zones and Activity Area 2 of the Kingston Village Special Zone.

ii Off-Site Parking within Frankton Flats Special Zone (B)

Any off-site parking located within Activity Areas C1 and C2 is a Controlled Activity provided it complies with the following standards:

(a) It is located so that all the "off-site" car parking spaces allocated to the development are within a 200m walking distance of the boundary of the development; and

(b) It is 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.

Failure to comply with these standards triggers a requirement for land use consent as a restricted discretionary activity. Council has restricted discretion to:

(i) the accessibility of the car park in relation to the nature of the activity and the nature and execution of any legal agreement.

iii Travel Demand Management - Frankton Flats Special Zone (B)

(a) Permitted Activities - Travel Demand Management

Any residential activities and any non-residential activity that provides fewer than 25 car parks for staff and/or visitors.

Note: Car parks to accommodate vehicles that are part of the activity itself are not to be counted when determining the number of staff/visitor parks.

(b) Controlled Activities - Travel Demand Management

Any non-residential activity which has 25 of more car parks for visitors and/or staff shall be a Controlled Activity with the matters over which Council reserves control:

(i) The number, location and design of facilities to promote walking and cycling by customers and workers;

(ii) Methods to manage use of car parking; and

(iii) Monitoring of outcomes.

Information Requirement Rule 14.2.2.2(iii) Travel Demand Management – Frankton Flats Special Zone (B)

Information required in relation to Rule 14.2.2.2(iii) Travel Demand Management – Frankton Flats Special Zone (B)

(a) A Travel Plan shall be submitted as part of the application. The Travel Plan shall include:

(i) The expected number of workers present during different times of the day and the week

(ii) Measures to promote reduced use of car travel by employees, including:

a. Providing facilities for walkers and cyclists including change facilities and lockers;
b. Encouraging car pooling and public transport use through managing car parking; and
c. Promoting travel outside peak hours, including telecommuting and flexible work hours.

(iii) Measures to promote reduced car use by customers including:

a. measures to improve the attractiveness of alternative modes including provision of bike stands and safe and attractive pedestrian paths to public roads and public transport stops: and
b. effective use of car parks provided for customers, such as signage, space for drop off and pick up, time limits and enforcement processes.

(iv) Monitoring of the above.

14.2.2.3 Discretionary Activities

The following shall be **Discretionary Activities:**

i **Car parking for Non-Identified Activities**
Car parking for any activity not identified in Table 1, and which is not a permitted or controlled activity within the zone in which it is located.

ii Any activity which does not comply with the following **Site Standards** shall be a **Discretionary Activity** with the exercise of the Council's discretion being restricted to the matter(s) specified in that standard.

14.2.3 Non-Notification of Applications

An application for a resource consent for the following matters may be considered without the need to obtain a written approval of affected persons and need not be notified in accordance with Section 93 of the Resource Management Act 1991, unless the Council considers special circumstances exist in relation to any such application.

i All applications for **Controlled** and **Discretionary** Activities.

14.2.4 Site Standards

14.2.4.1 Parking and Loading

i **Minimum Parking Space Numbers**
Activities shall provide on-site parking space in accordance with Table 1 **except for:**

(a) Activities in the Town Centre Zones, (excluding the Town Centre Transition sub-zone and the Town Centre Lakeview sub-zone), which shall be subject to the existing car parking requirements.

Table 1 - Parking Space Requirements

Note: GFA = Gross Floor Area
PFA = Public Floor Area

~~ACTIVITY~~	PARKING SPACES REQUIRED FOR: ~~RESIDENTS/ VISITOR~~	~~STAFF/ GUEST~~
~~**Residential units:**~~		
~~High Density Residential (HDR) Zone and Queenstown Town Centre Lakeview sub-zone~~		
~~i. Subzone A- Queenstown & Wanaka; Subzones B, B1, C Queenstown only unless listed in ii below and the Queenstown Town Centre Lakeview sub-zone~~	~~1 per unit~~	~~none~~
~~ii. Queenstown Subzone B, C: Thompson St-Lomond Cres-Glasgow St; and Queenstown Subzone C: Vancouver Drive-Belfast Tce; Aspen Grove~~	~~1.25 per unit~~	~~0.25 per unit (1) (2) (3)~~
~~All Other Zones & Wanaka HDR Sub-zones B, C~~	~~2 per unit~~	~~none~~
~~Residential Flat~~	~~1 per residential flat~~	
~~Elderly Persons Housing~~	~~1 per residential unit~~	
~~Homestays and Registered Homestays~~	~~1 per bedroom used for homestay.~~	
Visitor Accommodation - unit type construction, (includes all units containing a kitchen facility, e.g. motels, cabins):		
~~Wanaka Low Density Residential Zone and~~	~~2 per unit~~	~~none~~
~~Wanaka High Density Residential Subzones B&C~~		
~~Queenstown Low Density Residential Zone and Queenstown High Density Residential Zone Subzone B, C: Thompson St-Lomond Cres-Glasgow St; and Subzone C: Vancouver Drive-Belfast Tce; Aspen Grove~~	~~1.25 per unit~~	~~0.25 per unit (1) (2) (3)~~
All Other Zones; [AB1]HDR Subzone A; Queenstown HDR Subzones B, B1, C not listed above	~~1 per unit up to 15 units; thereafter 1 per 2 units. In addition~~ 1 coach park per 30 units. (4)	~~1 per 10 units~~
Visitor Accommodation (guest room type construction, e.g. hotels)	~~1 per 3 guest rooms up to 60 guest rooms; thereafter 1 per 5 guest rooms. In addition~~ 1 coach park per 50 guest rooms	~~1 per 20 beds~~
Visitor Accommodation (Backpacker Hostels)	~~1 per 5 guest beds. In addition~~ 1 coach park per 50 guest rooms	~~1 per 20 beds~~
Queenstown Town Centre Lakeview sub-zone: Visitor Accommodation (unit type construction)	~~A maximum of 1 per night up to 15 units, and a maximum of 1 per 2 nights thereafter, for guests. In addition, a maximum of 1 per 10 units for staff~~. A minimum of 1 coach park is provided per 30 units.	
Queenstown Town Centre Lakeview sub-zone: Visitor Accommodation (guest room type construction)	~~A maximum of 1 per 3 guest rooms up to 60 guest rooms, and a maximum of 1 per 5 guest rooms thereafter~~. A minimum of 1 coach park is provided per 50 units.	

~~ACTIVITY~~	PARKING SPACES REQUIRED FOR: ~~RESIDENTS/ VISITOR~~	~~STAFF/ GUEST~~
~~Commercial Activities (except for the Queenstown Town Centre Lakeview sub-zone where there is no minimum parking requirement)~~	~~1 per 25m² GFA~~	
~~Comprehensive Residential Development within the Low Density Residential Zone – excluding Wanaka~~	~~1.25 per residential unit~~	~~0.25 per residential unit (1) (2) (3)~~
~~Wanaka~~	~~2 per residential unit~~	~~none~~
~~Industrial Activity~~		~~1 per 25m² area used for manufacturing, fabricating, processing, or packing goods plus 1 per 100m² storage space~~
~~Industrial Activity-Frankton~~		~~3 per 100m² GFA Workshop Area and for unit storage businesses 1 per 10 storage units~~
~~Meeting places and entertainment facilities~~	~~1 per 10m² PFA or 10 seats, whichever is greater~~	
Motor vehicle repair and servicing	~~1 per 25m² of servicing area plus~~ 2 per establishment for heavy commercial vehicle parking	~~1 per 25m² workshop area.~~
Drive-through facility	5 queuing spaces per booth or facility	
Sports fields	20 per hectare of playing area plus 2 coach parks per hectare	
~~Hospitals~~	~~1 per 5 beds~~	~~2 per 5 beds~~
~~Health Care Services~~	~~2 per professional staff~~	~~1 per professional staff plus 1 per 2 other full time staff, or 1 per consulting room (whichever is greater)~~
~~Offices~~	~~1 per 50m² GFA~~	

~~ACTIVITY~~	PARKING SPACES REQUIRED FOR: ~~RESIDENTS/ VISITOR~~	~~STAFF/ GUEST~~
~~Restaurants (except for in the Queenstown Town Centre Lakeview sub-zone)~~	~~1 per 25m² PFA~~	~~1 per 100m² PFA (2 minimum)~~
~~Taverns or Bars (except for in the Queenstown Town Centre Lakeview sub-zone)~~	~~2 per 25m² PFA~~	~~1 per 100m² PFA (2 minimum)~~
~~Educational~~	~~1 per 10 students over 15 years of age.~~	~~1 per 2 staff.~~
~~Daycare facilities~~		~~1 per 10 children.~~
~~Rural selling places~~	~~3 for the initial 25m² GFA and outdoor display area; and thereafter 1 per 25m² GFA and outdoor display area.~~	
~~Home Occupation (in addition to residential requirements) (except for in the Queenstown Town Centre Lakeview sub-zone)~~	~~1 per home~~	
~~Community Care Activities~~	~~1 per 6 residents~~	~~1 per 6 residents~~
~~Service Stations~~	~~1 per 25m² of GFA used for retail sales, plus 2 per air hose, plus 3 queuing spaces per car wash~~	~~3 per station~~
~~Service Activities~~	~~1 per 100m²~~	~~1 per 100m²~~
~~Warehousing~~	~~Nil~~	~~1 per 50m² GFA plus 1 per 100m² outdoor storage area~~
Convention Centre	~~1 car park per 10 persons or 1 car park per 10 m² of public floor area, whichever is greater. In addition, o~~One coach park per 50 people the site is designed to accommodate.	
~~Commercial Recreational Activities within the Lakeview sub-zone~~	~~1 carpark per 5 people the facility is designed to accommodate.~~	

Table 1A - Remarkables Park Zone: Parking Spaces Required

ACTIVITY	PARKING SPACES REQUIRED FOR: RESIDENTS/VISITOR	STAFF
Residential Units Activity Area 1 All other Activity Areas	 2 per residential unit 1 per residential unit	 - -
Commercial and Entertainment Activities (a) where "commercial" involves bulk retail stores in excess of 500m² that sell fast-moving, high volume goods (b) all other retail outlets and other commercial activities for the purpose of this provision	 1 per 25m² GFA 1 per 50m² GFA	 -
Healthcare Services	2 per professional	1 per full time equivalent staff member
Restaurants	1 per 50m² PFA (excl toilets)	1 per 100m² PFA (2 minimum)

Table 1B - Mount Cardrona Station Special Zone – On-site parking space requirements

ACTIVITY	PARKING SPACES REQUIRED FOR: RESIDENTS / VISITORS	STAFF
Residential unit up to and including 150 m2 gross floor area (excluding garage areas).	1 per residential unit plus 1 visitor per 5 units	-
Residential unit greater than 150 m2 gross floor area (excluding garage areas).	2 per residential unit plus 1 visitor per 5 units	-
Secondary unit	1 per secondary unit	-
Visitor accommodation – unit type construction	1 per unit up to 10 units, thereafter 1 per 2 units.	1 per 10 units
All other activities	Refer table 1[AB2]	

Table 1C - Three Parks Zone: Minimum Car Parking Space Requirements

Note: Where an activity is not specifically listed below, the requirements in Table 1 shall apply.

ACTIVITY	RESIDENTS/VISITOR CARPARKS	STAFF/GUEST CARPARKS
Residential units: In the LDR subzones	2 per unit; and 1 per residential flat	None,
In all other subzones	2 per unit except that where the site is within 400 m of an existing, regular, public transport stop which is regularly serviced this may be reduced to 1.25 per unit. ; and 1 per residential flat	None, except that where the resident/ visitor parking provision has been reduced to 1.25 per unit a further 0.25 per unit shall also be provided NB: Such parking may be clustered.

ACTIVITY	RESIDENTS/VISITOR CARPARKS	STAFF/GUEST CARPARKS
Visitor Accommodation- unit type construction, (includes all units containing a kitchen facility, e.g. motels, cabins): In the LDR subzone	2 per unit; and On sites containing more than 30 units, the site's access and ~~three of the~~ space~~s~~ must be arranged so that a design tour coach can enter and park ~~on or near these spaces. These three spaces may be allocated for coach parking.~~	~~None~~
In the MDR, Tourism and Community Facilities, and the Commercial Core subzones	~~2 per unit, except that where the site is within 400 m of an existing public transport stop, which is regularly serviced this may be reduced to 1.25 per unit; and~~ On sites containing more than 30 units, the site's access and ~~three of the~~ space~~s~~ must be arranged so that a design tour coach can enter and park~~on or near these spaces~~. ~~These three spaces may be allocated for coach parking~~	~~None, except that where the resident/ visitor parking provision has been reduced to 1.25 per unit a further 0.25 per unit shall also be provided~~ ~~NB: Such parking may be clustered.~~
~~Visitor Accommodation (Backpacker Hostels) – In all subzones~~ ~~NB – Refer Table 1 for other types of Visitor Accommodation.~~	~~1 per 5 guest beds. In addition 1 coach park per 50 guest rooms~~	~~1 per 20 beds~~ ~~NB: Such parking may be clustered.~~

ACTIVITY	RESIDENTS/VISITOR CARPARKS	STAFF/GUEST CARPARKS
~~Large format retail, except supermarkets~~	~~2.3 per 100 m² GFA;~~ ~~Except that once retail space in the commercial core subzone exceeds 20,000m² GFA, there shall be no minimum standard provided the provision of carparking is in accordance with an approved Outline Development Plan or Comprehensive Development Plan.~~	~~1 per 10 full time equivalent staff or 1 per 300m² GFA, whichever is the greater;~~ ~~Except that once retail space in the commercial core subzone exceeds 20,000m² GFA, there shall be no minimum standard provided the provision of carparking is in accordance with an approved Outline Development Plan or Comprehensive Development Plan.~~
~~Supermarkets~~	~~5 per 100 m² GFA~~	~~1 per 10 full time equivalent staff or 1 per 300m² GFA, whichever is the greater;~~ ~~Except that once retail space in the commercial core subzone exceeds 20,000m² GFA, there shall be no minimum standard provided the provision of carparking is in accordance with an approved Outline Development Plan or Comprehensive Development Plan.~~

ACTIVITY	RESIDENTS/VISITOR CARPARKS	STAFF/GUEST CARPARKS
Specialty retail and commercial activities not otherwise listed in Table 1 or this table	1 per 25 m² GFA; except that : (i) Once retail space in the commercial core subzone exceeds 20,000m² GFA, there shall be no minimum standard provided the provision of carparking is in accordance with an approved Outline Development Plan or Comprehensive Development Plan (ii) In the MDR (deferred mixed use) subzone, the provision of 90° parking on the street immediately in front of the site shall be included in the calculation of on-site carparking requirements.	1 per 10 full time equivalent staff or 1 per 300m² GFA, whichever is the greater; Except that once retail space in the commercial core subzone exceeds 20,000m² GFA, there shall be no minimum standard provided the provision of carparking is in accordance with an approved Outline Development Plan or Comprehensive Development Plan.
Service Activities	1 per 100m² of GFA, except that there is no residential/ visitor parking requirement for that area used for the maintenance and repairing of goods.	1 per 25m² of area used for the maintenance and repairing of goods 1 per 100m² of area used for any other form of service activity.

Notes on Tables 1, 1A, 1B and 1C

The Notes apply to all provisions in Tables 1, 1A, 1B and 1C.

Note i: In calculating the total parking requirement, the requirement for residents/visitors and the requirement for guests or staff shall be added together, then rounded up to the next highest whole number. E.g. for 5 units the requirements are:

residents/visitors 5 x 1.25 = 6.25
staff/guests 5 x 0.25 = 1.25
total of 7.5, rounded up, gives a total requirement of 8

Note ii: The area of any parking space or spaces provided and of 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 spaces required or permitted.

Note iii: The parking requirements listed in Table 1 are categorised by activity. When calculating the overall parking requirements for a development, the separation of area into different activities will be required where the gross floor area of an activity (or public floor space or other such measurement that the standards for the relevant activity is based upon) exceeds 10% of the total gross floor space of the development. The total parking requirement for any development shall be the sum of the requirements for each area.

Note iv: The term "Professional Staff" in relation to Health Care Services does not include administrative staff.

Note v "Staff" in the above Tables 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

Except:

(a) Within the Village Precinct no parking shall be required on site where it can be demonstrated that adequate parking is provided in a communal carpark.

(b) Within Activity Areas 3 and 4 no parking shall be provided on site where it can be demonstrated that adequate parking is provided in a farm yard car park adjacent to the site.

Footnotes to Table 1

The following footnotes apply only where indicated in Table 1.

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 held on common land. If the requirement for residents/visitors and/or the requirement for staff/guest involves a fraction, only the whole number of spaces have to be allocated and located for that purpose. E.g. for 5 units, only one space has to be located on common land (see Footnote (3) below) and allocated to staff/guest.~~

~~Footnote (3): On sites containing more than 30 units, the site's access and three of the spaces must be arranged so that a design tour coach can enter and park on or near these spaces. These three spaces may be allocated for coach parking.~~

~~Footnote (4): In HDR Subzone B1 the coach parking requirement for visitor accommodation unit type construction is one coach park for each site containing more than 30 units.~~

ii Parking Requirements within Frankton Flats Special Zone (B)

(a) Activities within Activity Areas C1, C2, D and E1 shall provide:

(i) Not more than the maximum number ~~and no less than the minimum number on~~ of on-site parking spaces listed in Table 1D below; or

~~(ii) Where the particular use is not specified in Table D, no more than 115% or no less than 85% of the rate specified in Table 1 (rule 14.2.4.1):~~

Table 1D – Frankton Flats Special Zone (B)

Activity	~~Minimum Parking spaces required~~	Maximum parking spaces required
Industrial and Service Activities	~~2.5 per 100m^2 of gross floor area used for maintaining, manufacturing, fabricating, processing, transporting or packing goods, plus 1 per 100m^2 of storage.~~	3.5 per 100m^2 of gross floor area used for maintaining, repairing, manufacturing, fabricating, processing, transporting or packing goods, plus 1 per 100m^2 of storage space.
Commercial Activities	~~1.5 per 100m^2 GFA~~	2.25 per 100m^2 GFA
Residential	~~1 per residential unit~~	2 per residential unit
Retail	~~2 per 100m^2 GFA~~	5 per 100m^2 GFA
Visitor Accommodation	~~For motels: 1 per unit~~ ~~For hotels: 1 per 4 rooms up to 60 rooms thereafter 1 per 5 rooms plus 1 coach park per 50 guest rooms.~~ ~~For all other unit type visitor accommodation: 1 per unit~~	For motels: 1.5 per unit For hotels: 1.5 per 3 rooms up to 60 rooms thereafter 1.5 per 5 rooms plus 1 coach park per 50 guest rooms. For all other unit type visitor accommodation 1.5 per unit.
Healthcare Services	~~1.5 per FTE professional staff member, 1 per FTE other staff member~~	2.5 per FTE professional staff, 1.5 per FTE other staff member
Restaurants	~~2.5 per 100m^2 PFA (excl toilets) plus 1 per 100m^2 PFA for staff with a minimum of two.~~	5 per 100m^2 PFA (excl toilets) plus 1.5 per 100m^2 PFA for staff with a minimum of two

(b) Activities within Activity Area E2:

Within Activity Area E2 car parking requirements are based on the floor area of the buildings, not the activity, as follows:

Floor Level	~~Minimum Parking Space Required~~	Maximum Parking Spaces to be Provided
Ground Floor units	~~2 spaces per 100m^2 of GFA~~	4 spaces per 100m^2 of GFA
Upper floor units, including mezzanines	~~1.5 spaces per 100m^2 of GFA~~	3 spaces per 100m^2 of GFA

iii Parking requirements within Frankton Flats Special Zone (B)

Any activity which does not comply with Rule 14.2.4.1 ii "Parking requirements within Frankton Flats Special Zone (B)" shall be a Restricted Discretionary Activity with the Council's discretion restricted to:

- Traffic management in the vicinity
- Effective use of land
- Demand for public transport and measures to reduce demand for travel
- Management of car parking, including shared parking arrangements.

iv Location and Availability of Parking Spaces

(a) Any space required by this Plan for off-street ~~parking or~~ loading shall be available for staff and visitors during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods or any other use. ~~Any staff parking required by this rule is to be marked on the space and shall be provided on-site.~~

(b) All required heavy vehicle parking or loading space shall be located so that its use by those vehicles complies with the relevant noise emission standards for the activity to which the parking relates, and to ensure that no vehicle is required to carry out any reverse manoeuvring onto or from any road other than a service lane.

(c) No parking space ~~required by this Plan~~ shall be located on any access or outdoor living space required by the Plan. Each parking space ~~required by the Plan~~ shall have unobstructed vehicular access to a road or service lane.

(d) Parking areas and loading areas may be served by a common manoeuvre area which shall remain unobstructed.

(e) Residential and visitor accommodation units may provide some or all of their parking requirement "off-site", on another site, in accordance with the following:

(i) If development in any Sub-Zone of the High Density Residential Zone is located within 400m of an established public transit route (as shown in Appendix 4 Interpretive Diagrams 12: Proximity to Established Public Transport Routes – Queenstown), then some or all of the parking requirement may be provided off-site.

(ii) All other developments may provide up to one-third of their parking requirement off-site.

(iii) Off-site parking in relation to the above must be:

a. Dedicated to the units within the development, and
b. Located so that all the "off-site" car parking spaces allocated to the development are within a 200m walking distance of the boundary of the development, and
c. With guarantees of the continued availability of the parking (or an equal alternative) for the units the off-site parking is intended to serve.

(f) Rooftop carparking shall be a restricted discretionary activity.

v Size of Parking Spaces

All ~~required~~ provided parking spaces other than for residential units, and associated manoeuvring areas are to be designed and laid out in accordance with the requirements in Appendix 7.

vi Parking Area and Access Design

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

All shared vehicular access serving residential and/or visitor accommodation units in the High and Low Density Residential Zones shall be in accordance with the standards set out in NZS4404:2004 except for developments identified in the table below:

The Greater of the Actual Number of Units Serviced or; the Potential Number of Units served by the Access as a Permitted or Controlled Activity	FORMED WIDTH (m)	LEGAL WIDTH (m)
1 to 6	3.5	4
7 to 12	5	6

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

No private way or private vehicle access or shared access shall serve sites with a potential to accommodate more than 12 units on the site and adjoining sites.

Private shared vehicle access shall have legally enforceable arrangements for maintenance put in place at the time they are created.

Formed access widths for 1 to 6 units shall provide passing bays at intervals no greater than 25 metres (end of one passing bay to the beginning of the next) along the length of the access way. Passing bays shall be at least 8 metres long and at least 2.5 metres wide, plus any tapers desired.

The access width rules provided above do not apply at the time of subdivision to developments authorised and implemented under existing and live resource consents at the time of adoption of these rules.

The access width rules provided above do not apply to existing private shared vehicle accessways for the purpose of controlling the number of units that may be built using the accessways, unless the total land served by the accessway could provide for more than 12 units.

Note: Calculation of maximum developable capacity shall require, where necessary, creation of sections to serve as future accessway extensions to link to other sites beyond the immediate development.

In the **LDR and MDR subzones of the Three Parks Zone and in the Northlake Special Zone,** all back lanes serving residential units shall be in accordance with the standards set out in NZS4404:2004 except as identified in the table below:

The actual number of units serviced or the potential number of units serviced by the back lane as a permitted or restricted discretionary activity, whichever is the greater.	**Minimum legal width**	**Maximum legal width**
Back lanes servicing 1 to 16 residential units	5 metres	6 metres

Provided that:

(a) Where any back lane adjoins a local distributor or higher road in the hierarchy, including a State Highway, it shall have a 6m legal width for a minimum length of 6m as measured from the legal road boundary.

(b) No back lane shall serve sites with a potential to accommodate more than 16 residential units on the site and adjoining sites.

(c) Back lanes shall have legally enforceable arrangements for maintenance put in place at the time they are created.

vii Gradient of Car Parks

Car parking areas shall have a gradient of no more than 1 in 20 in any one direction.

viii Car Spaces for People with Disabilities

(a) Car parking areas shall include spaces for people with disabilities provided at the rate of

1 to 10 spaces:	no requirement
11 to 50 spaces:	1 disabled person's space
up to 100 spaces:	2 disabled persons' spaces

plus 1 more for every additional 50 spaces.

(b) Car parking for people with disabilities shall be located as close as practicable to the building entrance. The spaces should be on a level surface and be clearly signed.

ix Reverse Manoeuvring

Where off-street manoeuvring facilities are required, a 90th-percentile car shall be able to manoeuvre into and out of any required parking spaces with only one reverse manoeuvre.

(a) Off-street manoeuvring shall be provided to ensure that no vehicle is required to reverse onto or off a State Highway or arterial road.

(b) Off-street manoeuvring shall be provided to a 90th-percentile car to ensure that no car is required to reverse either onto or off any collector road where:

(i) the frontage road speed limit is 80km/h or greater, or

(ii) six or more parking spaces are to be serviced by a single accessway, or

(iii) three or more residential units share a single accessway, or

(iv) the activity is on a rear site

(c) Off-street manoeuvring shall be provided for a 90th-percentile car to ensure that no car is required to reverse either onto or off any local road where:

(i) ten or more parking spaces are to be serviced by a single accessway, or

(ii) five or more residential units share a single accessway,

or

(iii) the activity is on a rear site

Note: refer to 14.2.4.1 ii (b) and 14.2.4.1 xi (b) (iv) for reverse manoeuvring provisions for heavy vehicles and loading spaces. A list of Arterial and Collector roads and a definition of Local roads is contained in Appendix 6.

x Residential Parking Spaces

(a) Any residential parking spaces for Class 1 and Class 2 users <u>provided</u> (see definitions in Appendix A7), ~~required~~ by this Plan shall have the following minimum internal dimensions:

	WIDTH	DEPTH
Single	3.1m	5.5m
Double	5.6m	5.6m

Note: A row of three parking spaces would require a total width of 8.7m and not the minimum 7.5m width indicated by Table 1 in Appendix 7. A row of more than three parking spaces would use Table 1 widths for the intervening spaces between the two end parking spaces of 3.1m each. The last spaces at the end of each row shall be counted as single spaces to provide sufficient width to fully open vehicle doors in the end parking spaces.

(b) The minimum width of the entrance to a single garage shall be no less than 2.4 m wide. The manoeuvring area from the property boundary to the garage entrance shall be designed to accommodate a 90 percentile car as set out in Appendix 7.

(c) Where two parking spaces are provided for on a site containing only a single residential or Visitor Accommodation unit, the two parking spaces may be provided in tandem.

xi Queuing

On-site queuing space shall be provided for all vehicles entering a parking or loading area. The required queuing space length shall be in accordance with the Table 2 below, except that where the parking area has more than one access the required queuing space may be divided between the accesses. 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.

Except:

This Rule shall not apply to vehicles entering a parking or loading area gaining access from Local Access Roads within Activity Area 1 of the Mount Cardrona Station Special Zone.

Table 2 - Queuing Space Lengths

NUMBER OF PARKING SPACES	MINIMUM QUEUING LENGTH
3 – 20	6m
21 – 50	12m
51 – 100	18m
101 – 150	24m
151 – or over	30m

xii Set Down Areas

All educational and health facilities or activities must provide an on-site manoeuvre area to allow vehicles to set down and pick up children or patients. Such areas shall be provided to ensure that no vehicle is required to reverse either onto or off the site.

xiii Loading Areas

(a) The following provisions shall be made for off-street loading on every site in the Business, Industrial A, Industrial B, Frankton Flats Special Zone (B), Town Centre, Frankton Corner Shopping Centre Zones and Activity Area 2 of the Kingston Village Special Zone except on sites where access is only obtained from the following roads:

- Queenstown Mall
- Beach Street
- Shotover Street
- Helwick Street
- Buckingham Street
- Camp Street
- Rees Street
- Marine Parade
- Church Street

(b) Every loading space shall be of the following dimensions:

ACTIVITY	MINIMUM SIZE
Transport depots or similar	9m length 3.5m wide 3.8m high
Retail premises, offices, warehouse, bulk stores, industries, service industries and similar	8m length 3.5m wide 3.8m high
Offices and activities of less than 1500m² floor area not handling goods and where on-street parking for occasional delivery is available.	6m length 3m wide 2.6m high

Notwithstanding the above:

(i) where articulated trucks are used in connection with any site sufficient space not less than 20m in depth shall be provided.

(ii) Each loading space required by the Plan shall have unobstructed vehicular access to a road or service lane.

(iii) Parking areas and loading areas may be served in whole or in part by a common manoeuvre area which shall remain unobstructed.

(iv) No vehicle is allowed to reverse manoeuvre into or out of a loading space from a State Highway, arterial road or collector road.

xiv Surface of Parking and Loading Areas

(a) The surface of all parking, loading and associated access areas shall be formed, sealed or otherwise maintained so as not to create a dust or noise nuisance, to avoid water ponding on the surface and to avoid run-off onto adjoining roads.

(b) The first 6m of such areas (as measured from the road boundary) 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.

xvi Landscaping

(a) **Other than** for residential activities and activities within the Town Centre, Business, Industrial and Corner Shopping Zones, every outdoor car park area shall include landscaping at a minimum rate of 6% of the total area of the car park or 1.5m² per parking space, whichever is the lesser.

(b) Landscaping may be provided in strips or blocks provided the minimum internal dimension of any strip or block shall be not less than 1.5m.

(c) Where an area contains five or more outdoor car parking spaces as part of a Comprehensive Residential Development in the Low Density Residential Zone, landscaping shall be provided at a rate of 1.5 m² per parking space. Where the parking area is located along a site boundary, the landscaping shall be provided in a strip along the boundary.

xvii Illumination

All parking and loading areas, excluding those for residential use which are designed to accommodate 5 or more vehicles and which are used at night, shall be illuminated to a minimum maintained level of 3 lux, with high uniformity, during hours of operation.

14.2.4.2 Access

i Length of Vehicle Crossings

(a) The following crossing lengths shall apply as measured at the property boundary:

LAND USE	LENGTH OF CROSSING (m)	
	Minimum	Maximum
Residential	3.0	6.0
Other	4.0	9.0

(b) The length of culverts and crossings shall be the actual length of channel covers or the length of the fully dropped curb.

ii Design of Vehicle Crossings

Vehicle crossings providing access to a road in a Rural Zone shall comply with the standards in Appendix 7(Diagram 2, 3 or 4 depending on the activity served by the access).

For all other accesses the design of the vehicle crossing shall be such that:

(a) the access crosses the property boundary at an angle of 90 degrees plus or minus 15 degrees;

(b) the vehicle crossing intersects with the carriageway at an angle of between 45 degrees and 90 degrees;

(c) roading drainage shall be continuous across the length of the crossing;

(d) all vehicular accessways adjacent to State Highways shall be sealed from the State Highway boundary to the edge of carriageway in accordance with Transit New Zealand's standards.

iii Maximum Gradient for Vehicle Access

(a) The maximum gradient for any private way used for vehicle access shall be 1 in 6.

(b) In residential zones where a private way serves no more than 2 residential units the maximum gradient may be increased to 1 in 5 provided:
  (i) The average gradient over the full length of the private way does not exceed 1 in 6; and
  (ii) The maximum gradient is no more than 1 in 6 within 6m of the road boundary; and
  (iii) The private way is sealed with a non-slip surfacing.

(c) Vehicle break-over angles shown in Appendix 7 shall not be exceeded.

For the purpose of this rule gradient (maximum and average) shall be measured on the centreline of the access.

iv Minimum Sight Distances from Vehicle Access

(a) The minimum sight distance from any access, as set out in the Table 3 below must be complied with.
(b) The sight distances in Table 3 shall be measured from the points shown on Diagram 1 in Appendix 7 and shall apply to all roads.

Table 3 - Minimum Sight Distances from Access

SPEED LIMIT (km/hr)	SIGHT DISTANCE (m)	
	Residential Activity	Other Activities
50	45	80
60	65	105
70	85	140
80	115	175
90	140	210
100	170	250
110	210	290
120	250	330

v Maximum Number of Vehicle Crossings

Subject to Site Standard 14.2.4.2(viii) in respect of State Highways, the maximum number of crossings shall be as provided for in Table 4 below.

Table 4 - Maximum Number of Vehicle Crossings

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

vi Distances of Vehicle Crossings from Intersections

No part of any vehicle crossing shall be located closer to the intersection of any roads than the distances permitted in Table 5 below.

Table 5 - Minimum Distance of Vehicle Crossings from Intersections

Roads with a speed limit of less than 100 km/hr

FRONTAGE ROAD	INTERSECTING ROAD		
	Arterial	**Collector**	**Local**
Arterial	40	40	40
Collector	35	30	30
Local	25	25	25

Roads with a speed limit equal to or greater than 100 km

FRONTAGE ROAD	INTERSECTING ROAD		
	Arterial	**Collector**	**Local**
Arterial	100	100	100
Collector	75	60	60
Local	50	50	50

Note: Distances shall be measured parallel to the centre line of the carriageway of the frontage road from the centre line of the intersecting road. Where the roadway is median divided the edge of the dividing strip nearest to the vehicle crossing shall for the purposes of this control be deemed the centre line.

Where the boundaries of the site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances a single vehicle crossing may be constructed provided it is located adjoining an internal boundary of the site in the position which most nearly complies with the provisions of Table 5.

vii Service Stations

In addition to compliance with the above rules, all service station development shall comply with the following rules:

(a) The canopy shall be setback 2m from the road boundary.

(b) Accessways into Service Stations shall comply with the following minimum separation distances from other driveways.

- Between driveways for residential activities - 7.5m
- Between driveways for other activities - 15m

(c) The width of any driveway into a Service Station shall comply with the following:

- One way - 4.5m min and 6.0m max.
- Two way: - 6.0m min and 9.0m max.

Any one way entrance or exit shall be signposted as such.

(d) 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.

(e) 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.

(f) A minimum path width of 4.5m shall be provided for vehicles through the service station forecourt.

(g) 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.

Tankers discharging shall not obstruct the footpath or any part of the site intended for use by vehicles being served at refuelling positions or waiting for service.

The minimum path and loading bay widths for tankers shall be 4.5m with a minimum inside turning radii of 7.5m.

viii Minimum distance between Vehicle Crossing onto State Highways

The minimum distance between any two vehicle crossings (regardless of the side of the road on which they are located), either single or

combined, onto any State Highway situated in those areas zoned Rural General, Rural Lifestyle, Rural Residential, Gibbston Character, Ski-Area Sub-zone and Resort on the planning maps attached to this plan, shall be 200 metres.

14.2.4.3 Three Parks Zone - Bicycle Parking Standards

i Table 1D - Minimum bicycle parking space requirements.

ACTIVITY	Type 1	Type 2	Type 4
Commercial Activities, other than those which are more specifically defined elsewhere in this table.	2 bike spaces (i.e. 1 stand) for the first 125m^2 of GFA used for retail and 1 space for every 125m^2 of GFA used for retail, thereafter	Nil	1 bike space per 10 on-site workers
Offices	2 bike spaces (i.e. 1 stand) for the first 500 m^2 GFA and 1 space for every 500m^2 GFA, thereafter	Nil	1 bike space per 10 on-site workers
Industrial and service activities	Nil	Nil	1 bike space per 10 on-site workers
Restaurants, Cafes, Taverns and Bars	2 bike spaces (i.e. 1 stand) for the 125 m^2 PFA and 1 space for every 125m^2 GFA, thereafter	Nil	1 bike space per 10 on-site workers
Hospitals	1 bike space per 25 beds	Nil	1 bike space per 10 on-site workers
Daycare facilities	2 bike spaces per centre	Nil	1 bike space per 10 on-site workers
Places of assembly, community activities, and places of entertainment.	2 bike spaces per 500 m² located directly outside the main entrance or ticket office.	1 per 50m² PFA or 50 seats, whichever is greater	1 bike space per 10 on-site workers
Educational facilities	2 bike spaces per office	Nil	1 bike space per 8 students and on-site workers
Sports fields	2 bike spaces per hectare of playing area	Nil	

Clarification of the Table

1. Refer below for the design standards and definitions for the various types of cycle parking

2. PFA = Public Floor Area. This shall be taken to mean the GFA of all public areas. Refer to Section D for the definition of 'public area'.

3. Refer to Section D for a definition of 'on site workers'.

4. Where an assessment of the required parking standards results in a fractional space, any fraction shall be counted as one space.

5. Definitions of the various types of bicycle parking are as follows:

Customer/Visitor Short-Term Bicycle Parking (Type One)	Means bicycle parking provided outside destinations where visitors are only expected to stay for five to 30 minutes.
Customer/Visitor Short to Medium-Term Bicycle Parking (Type Two)	Means bicycle parking provided outside destinations where customers/ visitors are expected to stay for 30 minutes to three hours.
Private Long-Term Bicycle Parking (Type Four)	Means bicycle parking that is high security and limited access parking provided by private companies or organisations for use by employees or students who work/study on the site.

ii Design standards for Type One cycle parking – Customer/Visitor Short-Term Bicycle Parking.

Type 1 bicycle parking shall be located within 10 metres of the main pedestrian entrance(s) to the building(s), except:

(a) In relation to the Commercial Core, Type One bicycle parking shall consist of at least one bicycle stand (2 bicycle parks) located every 50 metres within the road reserve and public space and this shall be identified at the ODP approval stage.

Note: This rule does not apply where the development does not include a building (as in the case of some sportsfields or some community facilities, for example),

iii Design standards for Type 2 Customer/Visitor Short to Medium Term Bicycle Parking

Type 2 bicycle parking shall be located within 25m of the destination, or so that it is closer than the nearest carpark (excluding disabled carparks), whichever is the lesser, except:

(a) Within any pedestrian-only mall within the Commercial Core, Type Two bicycle parking shall be provided in clusters near the different entrances to the pedestrian mall.

iv Design standards for Type Four – Private Long-Term Bicycle Parking

Type 4 bicycle parking shall be provided at all employment centres and schools within the zone, in the following manner:

(a) Large developments with more than 30 on-site workers shall provide their own separate facilities on site. Note: Refer to the interpretation of "on site worker

(b) Smaller businesses with less than 30 on-site workers may utilise a centralised facility, provided it is located within 50 metres of the business.

Note: Type 4 parking will normally take the form of a bike locker, limited access enclosure, or bike station.

14.3 Resource Consents - Assessment Matters: Transport

14.3.1 General

(i) The following Assessment Matters are other methods or matters included in the District Plan, in order to enable the Council to implement the Plan's policies and fulfil its functions and duties under the Act.

(ii) In considering resource consents for land use activities, in addition to the applicable provisions of the Act, the Council shall apply the relevant *Assessment Matters* set out in Clause 14.3.2 below.

(iii) In the case of *Controlled and Discretionary Activities*, where the exercise of the Council's discretion is restricted to the matter(s) specified in a particular standard(s) only, the assessment matters taken into account shall only be those relevant to that/these standard(s).

(iv) In the case of *Controlled Activities*, the assessment matters shall only apply in respect to *conditions* that may be imposed on a consent.

(v) Where an activity is a *Discretionary Activity* because it does not comply with one or more relevant Site Standards, but is also specified as a *Controlled Activity* in respect of other matter(s), the Council shall also apply the relevant assessment matters for the Controlled Activity when considering the imposition of conditions on any consent to the discretionary activity.

14.3.2 Assessment Matters

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

i Controlled Activity - Parking Areas, Location and Method of Provision

Conditions may be imposed to ensure that the car parking is:

(a) sited within easy walking distance of the development.

(b) clearly associated with the development through signage or other means.

(c) legally bonded to the development.

(d) surrounded by appropriate land use activities with which the car parking is compatible.

(e) designed so access is suitable to provide for the safety and efficiency of traffic and pedestrians.

ii Controlled Activity and Site Standard - Landscaping

(a) The ability of car parking to comply with provisions of Site Standard 14.2.4.1(xvi).

(b) The effect of any reduced landscaping, especially the provision of trees, in terms of the scale and appearance of car parking.

(c) The extent to which the site is visible from adjoining sites, particularly those in the Residential Low Density and Residential High Density Zones.

(d) The nature of the activity which requires car parking.

(e) The relative importance of landscaping on the particular site concerned, taking into account the visual quality of the surrounding environment, particularly where a low standard of visual amenity exists and improvement is necessary.

(f) The extent landscaping would impede visibility of motorists leaving a site to the frontage road or impede an adjacent footpath.

iii Parking and Loading Provision

(a) Whether it is physically practicable to provide the required parking or loading spaces on the site in terms of the existing location of buildings, access to the road, topography and utility location.

(b) Whether there is an adequate alternative supply of parking or loading spaces in the vicinity. In general on-street parking is not considered an alternative.

(c) Whether there is another site in the immediate vicinity that has available parking or loading spaces which are not required at the same time as the proposed activity. In such a situation the Council will require the associated parking or loading spaces to be secured in some manner.

(d) Whether a demonstrably less than normal incidence of parking or loading will be generated by the proposal, such as due to specific business practice, type of customer, bus transportation.

(e) Whether the Council is anticipating providing public car parking that would serve the vicinity of the activity.

(f) Whether a significant adverse effect on the character and amenity of the surrounding area, particularly pedestrian amenity and safety, will occur as a result of not providing the required parking or loading space.

(g) The extent to which the safety and efficiency of the surrounding roading network would be adversely affected by parked and manoeuvring vehicles on the roads.

(h) Any cumulative effect of the lack of on-site parking and loading spaces in conjunction with other activities in the vicinity not providing the required number of parking or loading spaces.

(i) Whether there is efficient public transport within the vicinity of the proposed activity.

(j) The proximity of residential areas, visitor accommodation, commercial offices or other mixed use developments to the proposed activity, and the ability for people to walk to and from the site.

(k) Where there is any consideration to any requirement for coach parking recognition be given to the availability of designated coach parking provided off site.

(l) Where a reverse manoeuvre is undertaken from a rear site whether the effects are mitigated by the width of access and visibility at the road boundary.

(m) The extent to which the visual amenity of surrounding public spaces may be adversely affected by rooftop parking, and the potential for mitigation of rooftop parking.

(n) The extent to which visitor accommodation can demonstrate a lesser parking demand and/or can demonstrate that potential for conversion to permanent residential accommodation is precluded.

iv Parking and Loading Area and Entranceway Design

(a) Any adverse effects on the safety and security of people and vehicles using the facility.

(b) The extent to which the safety of pedestrians, both on and off the site will be affected.

(c) Any adverse effects on the amenity and character of surrounding properties and public areas.

(d) The extent to which there could be any adverse effect on the safety and efficiency of the frontage road.

(e) The extent to which any reduction in the design characteristics could result in the parking and loading area and/or access and manoeuvring areas being impractical, inconvenient or unsafe be used by vehicles or pedestrians.

(f) Any cumulative effect of the reduction in the design characteristics in conjunction with the effects generated by other activities on the frontage road.

v Access

(a) Whether adequate sightlines are available from alternative access points.

(b) The extent to which the safety and efficiency of the adjoining road would be compromised by an access point located closer to an intersection or with lesser unobstructed site distances, than is permitted by the Plan.

(c) The extent to which conflicts between vehicles could be created by vehicles queuing across the vehicle crossing; confusion between vehicles turning at the crossing or the intersection; inadequate rate of driver assimilation of data, thereby adversely affecting the safety of the road.

(d) Whether the hours of operation of activities on the site coincide with the peak flows and vehicle queues on the road.

(e) Whether the speed and volume of vehicles on the road could increase the adverse effects of the access on the safety of road users.

(f) Whether the geometry of the road could mitigate the adverse effects of the access.

(i) Whether there is efficient public transport within the vicinity of the proposed activity.

(j) The proximity of residential areas, visitor accommodation, commercial offices or other mixed use developments to the proposed activity, and the ability for people to walk to and from the site.

(k) Where there is any consideration to any requirement for coach parking recognition be given to the availability of designated coach parking provided off site.

(l) Where a reverse manoeuvre is undertaken from a rear site whether the effects are mitigated by the width of access and visibility at the road boundary.

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

(n) The likelihood of future development which could result in increased traffic generation.

(o) The extent to which the reduced width of an access is mitigated by the provision of passing areas and/or turning heads.

(p) The extent to which the proposed development:

(i) Is in accordance with an approved structure plan or overall development plan for the area,

(ii) Can prove that the site will contain fewer units, to be controlled by subdivision covenants, vesting of land as reserve, or other appropriate measures, and

(iii) Can prove that any adjoining land may be more reasonably and economically accessed by an alternative route or that the development of adjoining land is so unlikely as to make provision for future access unreasonable.

(q) Whether the reduced access width avoids turns requiring such methods as mirrors or signalling devices, where the removal, vandalism or malfunctioning of such methods may lessen public safety and convenience.

(r) Where the anticipated use of accessways is to a multi-unit residential or visitor accommodation development, where reduced access widths may be considered because the development includes ready access to parking and building entry points.

(s) Whether there is the possibility of redesign of the development to avoid or mitigate reasons advanced for creation of narrower accessways than required, even though such redesign may result in fewer units.

(t) The extent to which the reduced access widths form part of a structure plan development adopting the “new urbanism” design style, where it is appropriate to provide for lesser access widths in order to enhance urban amenity values.

vi Maximum Gradient for vehicle access

(a) The design of access including the length, width and curvature and the steepness of the access adjacent to the road.

(b) Whether the vehicle access will have a non-slip surface such as bituminous chipseal, asphalt, concrete or interlocking paving blocks.

(c) The likelihood of ice and snow accumulation, taking into account elevation and orientation and whether the vehicle access is heated or covered to prevent accumulation of ice and snow.

(d) Effects on pedestrian and traffic safety including whether vehicles are likely to have reduced control or impaired sightlines.

(e) The degree of difficulty for vehicles entering/exiting the site and the potential for increased on-street parking with resulting impacts on traffic safety and residential amenity.

(f) The transitions between gradients taking into account vehicle break-over angles and potential damage to road and non-slip surfaces.

vii Vehicle Orientated Commercial Activities including Service Stations and Rural Selling Places

(a) The design and layout of accesses, manoeuvring aisles, car parking and loading areas and the potential effect of these on the safety and efficiency of the frontage road.

(b) Provision for the safe movement of pedestrians about the site and on the adjacent frontage road.

(c) The safety and efficiency of the access taking into account the 85th percentile speed on the frontage road, available visibility, road geometry, vehicle volumes on the frontage road.

(d) The relative proximity of other accesses or road intersections and the potential for cumulative adverse effects on the safety and efficiency of the frontage road.

(e) Any proposed on-site, design or on road works to mitigate any potential adverse effect of the access on the safe and efficient functioning of the frontage road.

(f) The degree to which the location of the site in combination with the position of any proposed and existing access points will affect the safe and efficient movement of traffic onto and off the site and along the adjoining roadway taking into account the following matters:

- the types of manoeuvres anticipated to be undertaken at the intersection
- the forms of control at adjacent intersections
- the functions of the frontage road and any intersecting roads
- the speed and volumes of through traffic
- the physical features of the roadway, ie number of lanes, visibility
- whether the driveway will be on an upstream or downstream side of the intersection.

(g) The ability for vehicles to queue and be serviced on-site without affecting the safe movement of vehicles or pedestrians along the adjoining road or footpath or the movement of vehicles and pedestrians using the facilities on the site.

(h) The external appearance of any building and its visual impact from the road and its proximity to residential areas.

(i) The degree to which tankers may enter and exit the site without excessive manoeuvring or disruption to vehicles being serviced on the site or serving the activity or the safe movement of vehicles along the adjoining road.

viii In the **Three Parks zone,** whether proposed initiatives which discourage private car use and encourage alternative modes of transport justify a reduction in the ~~minimum~~ parking requirements.

(ix) Frankton Flats Special Zone (B)

(a) Parking Within Frankton Flats Special Zone (B)

Additional Parking Spaces

(i) The effects of additional car parking on traffic generation and consequent effects on the efficient functioning of the road network.

(ii) Safety and efficiency of access into and out of the site.

(iii) Extent of reduction in demand for public transport/walking and cycling.

(iv) Whether any actions are be taken to manage travel demand generated by the additional parking such as set out in a Travel Plan.

(v) Fewer Parking Spaces.

(vi) Availability of bus services and provision of additional facilities for pedestrians/cyclists.

(vii) Potential for spillover parking and effects on efficiency of the transport network and amenity.

(viii) Any specific features of the activity.

(ix) Travel demand management benefits as set out in a Travel Plan.

(x) Extent of any grouped parking and benefits from multi-use of parks.

(b) Off Site Parking within Frankton Flats Special Zone (B)

(i) The effectiveness of the agreement in ensuring ongoing provision of the car parking given possible changes in use and ownership.

(ii) The nature of the activity and whether off-site provision at a greater distance than 200m will result in employees and/or customers not using the parking to be provided.

(c) Travel Demand Management within the Frankton Flats Special Zone (B)

(i) Cycle parking for visitors/customers should:

a. Be located within 20m of the main building entrance;
b. Involve stands that support the bicycle frame and front wheel; and
c. Enable bikes to be securely locked.

(ii) Cycle parking for employees shall be within a secure, covered area. In general the rate for staff should be 1 space per 10 employees. At a minimum, for developments accommodating up to 40 staff, one unisex shower should be provided 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 changing facilities.

(iii) The nature and extent of facilities to promote walking and cycling, including change/locker spaces for workers and the design of the development in relation to a safe and barrier free walking environment for customers/visitors.

(iv) Measures to promote effective use of car parking resources, including the nature and extent of measures to reduce use by employees during peak times.

(v) Means of monitoring and reporting on travel plan outcomes.