

**Queenstown Lakes District
Council**

**NPS-UD Car Parking Variations to
Proposed and Operative District
Plans**



1 DOCUMENT CONTROL RECORD

Client	Queenstown Lakes District Council
Project	NPS-UD Car Parking Variations to Proposed and Operative District Plans
Document	QLDC NPSUD - Parking Plan Changes – Final Report V3

2 ISSUE

Date of Issue	V3 17/06/2021
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3.1 Appendicies

Appendix 1A - QLDC Proposed Amendments to the Proposed District Plan –
Chapter 29

Appendix 1B - QLDC Proposed Amendments to the Proposed District Plan –
Draft Amendments to Rule 29.5.5

Appendix 2A - QLDC Proposed Amendments to the Operative District Plan –
Section 14

Appendix 2B - QLDC Proposed Amendments to the Operative District Plan –
Section 14 (viii) of the Operative District Plan

Appendix 3 - Candor3 Review of Proposed Amendments to the Rule
14.2.4.1(viii) of the Operative District Plan

4 EXECUTIVE SUMMARY

This report has been prepared by Candor³ for the Queenstown Lakes District Council (Council) to review Council's proposed amendments to both the Proposed District Plan (PDP) and the Operative District Plan (ODP), to address the changes required under the National Policy Statement on Urban Development (NPS-UD), Policy 11.

The policy calls for Territorial Authorities to remove all minimum car parking requirements, including any rules, policies and assessment criteria to that effect. The focus of this report is on the PDP Chapter 29 (Transport) and the ODP Chapter 14 (Transport), and the proposed translation of the minimum mobility parking requirements. Sections, 5, 7, 8, 9, 10, 11, 12, and 20 of the ODP were also reviewed.

The proposed amendments made by Council are generally in accordance with the NPS-UD, however, some sections were identified, and recommendations made to improve their legibility to clarify the plans and adhere to the requirements set out in the NPS-UD.

Candor³ has reviewed the proposed amendments to the PDP and ODP and has identified a number of further changes to accurately translate existing minimum mobility parking requirements.

5.1 Background

Policy 11 of the NPS-UD (in effect from August 2020) requires the removal of all minimum car parking requirements, including rules, policies or assessment criteria, from the district plans of Tier 1, 2 or 3 territorial authorities. Queenstown Lakes District Council (QLDC) is identified as a Tier 2 territorial authority. Territorial authorities are required to remove the provisions for minimum car parking and amend plans, policies and assessment criteria to the effect, other than in respect of accessible car parking, as soon as practicable, no more than 18 months from the date of commencement (February 2020) of the NPS-UD. In addition, as per the NPS-UD Sub-Part 8 – 3.38, territorial authorities must make any required changes to minimum car parking requirements without using a process in Schedule 1 of the Act.

The NPS-UD would not affect the rules which set minimum rates of accessible car parks or those that set standards for the minimum dimensions for vehicle manoeuvring and car parking spaces when a developer chooses to supply car parking. Also, the NPS-UD does not affect the minimum parking or dimensions for vehicles other than cars where required or provided, such as loading bays, buses and bicycles.

Candor³ has been contracted by QLDC to provide expert analysis of the proposed amendments to the following, regarding the required changes to address the National Policy Statement on Urban Development 2020 (NPS-UD) and review the proposed translation of minimum mobility parking:

- Proposed District Plan (PDP) Chapter 29 (Transport) and zone chapters, including objectives, policies, assessment matters and methods (rules, matters of control and matters of discretion).
- Operative District Plan (ODP) Section 14 (Transport) and zone chapters, including objectives, policies, assessment matters and methods (rules, matters of control and matters of discretion).
- Operative District Plan Sections 5, 7-12 and 20 (as detailed in Section 5.2 of this report) and their relevant zone chapters, including objectives, policies, assessment matters and methods (rules, matters of control and matters of discretion).

Candor³ has also been asked to review mobility parking conversions, particularly the accuracy of the conversions in relation to existing mobility parking requirements.

5.2 Documents Received from Council

The following documents were provided to Candor³ to review by the QLDC:

- Appendix A - Draft amendments to PDP Chapter 29 Removing Parking Minimums_MU (Received 7th May 2021)
- Appendix B – Draft Matters of Assessment and Control PDP (Received 7th May 2021)
- Appendix C – Draft Section 14 – Removing Parking Minimums (Received 7th May 2021)
- Appendix C1 – Draft Section 14 Transport Obs & Pols – June 2018 (Received 7th May 2021)
- Appendix D – Draft Matters of Assessment and Control ODP (Received 7th May 2021)
- Final Draft Amendments ODP Section 14 Mobility Parks (Received 10th May 2021)
- Final Draft Amendments PDP Chapter 29 Mobility Parks (Received 10th May 2021)
- Special Zone Scoping Work (Received 26th May 2021)
 - The Special Zones highlighted in this document contained the following:
 - ODP Section 12 – Special Zones (including Policies and Rules) for the following zones:
 - Arrowtown South Zone
 - Bendemeer Park Zone
 - Frankton Flats (B) Zone
 - Frankton Flats (B) Zone
 - Hydro Generation Zone
 - Kingston Village Zone
 - Meadow Park Zone
 - Mt Cardrona Zone
 - Northlake Zone
 - Penrith Park Zone
 - Qual Rise Zone
 - Remarkables Park Zone
 - Shotover Country Zone
 - Rural Visitor Zone
- Other Additional ODP Sections to Review (Received 13th June 2021), which included the following sections:
 - Section 5 – Rural Areas
 - Section 7 – Residential Areas
 - Section 8 – Rural Living Areas
 - Section 9 – Townships
 - Section 10 (10.1-10.6) – Queenstown Town Centre
 - Section 11 – Business & Industrial Areas
 - Section 20 – Open Space Zone – Landscape Protection

5.3 Report Conventions for Amendments and Recommended Changes

The following describes the conventions used in this report to show the proposed changes by Council and Candor³.

Council Amendments to the existing ODP and PDP sections

“Red” ~~Strikethroughs~~ indicate deletions and “red” underlines indicate additions proposed by Council.

Candor³ Proposed Changes

“Green” ~~Strikethroughs~~ indicate deletions and “Green” underlines indicate additions proposed by Candor³.

6 DISTRICT PLAN AMENDMENTS

6.1 Proposed District Plan – Chapter 29

The proposed QLDC amendments to Chapter 29 (Transport) of the PDP were reviewed against the requirements of the NPS-UD. (A Copy of the proposed QLDC amendments are included in Appendix 1A and 1B).

The proposed amendments to the mobility parking space standards (PDP Chapter 29 - Section 25.5.5) have been reviewed and are considered to satisfactorily and accurately translate all of the existing minimum mobility parking space requirements. Further simplification of minimum mobility parking standards in Chapter 29 of the PDP would require a comprehensive review, including further research analysis and consultation on appropriate minimum standards for mobility parking space requirements. Any subsequent changes would require a Plan Variation.

Overall, other than the issues identified in Section 6.1.1 of this report, the proposed amendments are considered satisfactory in removing car parking minimums from all PDP issues, policies, objectives, rules, standards and assessment matters, and in our view are considered to meet the requirements of the NPS-UD.

6.1.1 Recommended Changes to Proposed Amendments

Provision Number	Existing provision with proposed amendments by QLDC	Recommended Changes	Reasoning
Section 25.5.5 – Table 29.3.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:	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: <u>Other than in relation to:</u> i. <u>residential units (other than visitor accommodation, elderly care homes</u>	<i>With respect to mobility parking “Residential Units” can be confusing or ambiguous, and it is unclear whether this includes residential flats, which are by definition ancillary to a residential unit, and is potentially contradictory to Section 25.5.5.1 which provides minimum mobility</i>

Provision Number	Existing provision with proposed amendments by QLDC	Recommended Changes	Reasoning
		<p>or elderly person housing);</p> <p>ii. residential flats (other than visitor accommodation, elderly care homes or elderly person housing);</p> <p>iii. visitor accommodation with less than 6 guests</p> <p><u>Mobility parking spaces shall be provided in accordance with the following minimum standards:</u></p>	<p>parking rates for “residential units” for elderly persons housing.</p>
29.5.7.g - Standard	Where on-site manoeuvring areas are required, a B85 vehicle shall be able to manoeuvre in and out of any required parking space other than parallel parking spaces, with only one reverse manoeuvre, except:	Where on-site manoeuvring areas are required, a B85 vehicle shall be able to manoeuvre in and out of any required parking space other than parallel parking spaces, with only one reverse manoeuvre, except:	<i>The “required” should be removed as it implies a minimum number of car parking is required.</i>
29.7.5.4.b – Assessment Matters	The number of parking spaces on the site;	<u>The number of</u> parking spaces on the site;	<i>No change to the assessment matter is required. “The number of” should be retained as this does not imply a minimum car parking requirement and provides a clear assessment matter in relation to considering shorter queuing spaces.</i>

6.1.2 Recommended Plan Changes to Minimum Mobility Parking Standards

In our review we have identified a gap relating to the provisions of mobility parking requirements for residential activities. As currently required by 29.5.5 residential units are exempt from being required to provide mobility parking spaces. This appears to avoid the requirements for any mobility parking regardless of the size and scale of a residential development.

It is noted that the QLDC proposed changes to the ODP section 14.2.4.1(viii) require a range of mobility parking standards for residential activities, with thresholds starting between 5-25 units requiring 1 mobility parking space. This is contrasted by the fact that the PDP requires no minimum mobility parking spaces regardless of the size and scale of a residential development.

6.2 Operative District Plan Amendments – Section 14

The proposed QLDC amendments to Section 14 (Transport) of the ODP were reviewed against the requirements of the NPS-UD. (A Copy of the proposed QLDC amendments are included in Appendix 2A and 2B).

The proposed amendments to the mobility parking space standards (PDP Section 14 – Rule 14.2.4.1(viii)) have been reviewed against the requirements of the NPS-UD. Some proposed translations for minimum mobility parking standards were identified which did not accurately translate existing minimum mobility parking space requirements (refer to Appendix 3). These matters identified include the following activities:

- Residential Units
 - Visitor Accommodation (guest room type construction, e.g. hotels)
 - Visitor Accommodation (Backpacker Hostels)
- Visitor Accommodation
 - Queenstown Town Centre Lakeview sub-zone: Visitor Accommodation (unit type construction)
 - Queenstown Town Centre Lakeview sub-zone: Visitor Accommodation (guest room type construction)
- Commercial
 - Industrial Activity
 - Meeting places and entertainment facilities
 - Hospitals
 - Health Care Services
 - Restaurants (except for in the Queenstown Town Centre Lakeview sub-zone)
 - Taverns or Bars (except for in the Queenstown Town Centre Lakeview sub-zone)
 - Rural selling places
 - Service Activities
 - Warehousing
- Table 1A – Remarkables Park Zone: Mobility Parking Spaces Required
 - Residential Activities: All Other Activity Areas
 - Commercial and Entertainment Activities
 - Restaurants
- Table 1B – Mount Cardrona Station Special Zone: On-site Mobility Parking Space Requirements
 - Residential unit up to and including 150 m2 gross floor area (excluding garage areas)
 - Residential unit greater than 150 m2 gross floor area (excluding garage areas)
- Table 1C - Three Parks Zone: Minimum Car Parking Space Requirements
 - Residential Unit: In all other subzones

- Visitor Accommodation- unit type construction, (includes all units containing a kitchen facility, e.g. motels, cabins): In the MDR, Tourism and Community Facilities, and the Commercial Core subzones
- Large format retail, except supermarkets
- Supermarkets
- Specialty retail and commercial activities not otherwise listed in Table 1 or this table
- Service Activities
- Table 1D – Frankton Flats Special Zone (B)
 - Industrial and Service Activities
 - Retail
 - Visitor Accommodation
 - Healthcare Services
 - Restaurants
- Activities within Activity Area E2
 - Ground floor units
 - Upper Floor Units, including mezzanines

Further simplification of minimum mobility parking standards in Chapter 14 of the ODP would require a comprehensive review, including further research analysis and consultation on appropriate minimum standards for mobility parking space requirements. Any subsequent changes would require a Plan Change and would be covered off in a section 32 options analysis.

Overall, other than the recommended changes identified in Appendix 3 of this report, the proposed amendments are considered satisfactory in removing car parking minimums from all ODP (Section 14 - Transport) issues, policies, objectives, rules, standards and assessment matters, as per the NPS-UD.

6.3 Operative District Plan Amendments – Section 5 Rural Areas

Zone	Provision Number	Recommended Changes	Reasoning
Rural General and Ski Area Sub-Zone Rules	5.3.3.2(ii)(c)(c) Controlled Activity	car parking.	Assessment against 'car' parking standards are no longer required under NPS-UD.
	5.4.2.3(v)(c) Assessment Matter – Rural Zone	The extent to which the size, location and design of parking (<u>when provided</u>) and loading areas, and their relationship to the retail sales areas, buildings, outdoor display areas and vehicle access, are such so as to <u>encourage enable</u> cars to park on-site and not on adjoining roads.	Adding the words 'when provided' makes it clear that any such parking is not compulsory. 'Enable' softens this assessment matter.
	5.4.2.3(v)(d) Assessment Matter – Rural Zone	The extent to which parking (<u>when provided</u>) and loading areas are capable of accommodating likely vehicle demand.	Adding the words 'when provided' makes it clear that any such parking is not compulsory.
	5.4.2.3(Xxiv)(a) Assessment Matter – Rural Zone	The extent to which the size, location and design of the parking (<u>when provided</u>) and loading areas, and their relationship to the retail sales areas, buildings, outdoor display areas and vehicle access, are such as to <u>encourage enable</u> vehicles to park on the site.	Adding the words 'when provided' makes it clear that any such parking is not compulsory. 'Enable' softens this assessment matter.
	5.4.2.3(Xxiv)(c) Assessment Matter – Rural Zone	The extent to which the parking (<u>when provided</u>) and loading areas are capable of accommodating likely vehicle demand.	Adding the words 'when provided' makes it clear that any such parking is not compulsory.

6.4 Operative District Plan Amendments – Section 7 Residential Areas

Zone	Provision Number	Recommended Changes	Reasoning
Residential Areas	7.1.2 Objective 3, Policy 9	<i>To encourage enable 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.</i>	'Enable' softens this objective.
	7.1.2 Objective 3(ii)(c) – Other methods (paragraph 9)	Traffic is an integral part of all residential environments, but also has the potential to affect the amenity of residential streets. The Plan seeks to ensure adequate provision for enable off-street parking in a manner which protects the amenity of local streets.	'Enable' softens this objective. To "ensure adequate provision for" off-street parking, directly implies a minimum parking requirement.
High Density Residential Zone	7.1.3 Objective 2, Policy 2.2.2	Road frontage or nearby kerb-side areas having adequate visitor parking spaces.	The policy implies that there is a minimum number of on-street visitor parking required for multi-unit developments.
	7.1.3 Objective 2, Policy 2.3.2	Effectively cater for traffic, parking (when provided) and servicing.	Adding the words 'when provided' makes it clear that any such parking is not compulsory.
Low Density Zone at Peninsula Bay	7.5.3.3(iii) Outline Development Master Plan	Roading pattern, including access to and car parking (when provided) for the use of the adjacent open space zone;	Adding the words 'when provided' makes it clear that any such parking is not compulsory.

Zone	Provision Number	Recommended Changes	Reasoning
Residential and Visitor Accommodation Zone	7.7.2(ii)(b)(i) Assessment Matter	The adequacy and location of car parking <u>(when provided)</u> for the site	<p>Adding the words 'when provided' makes it clear that any such parking is not compulsory.</p> <p>The 'adequacy' of car parking implies that there is a minimum car parking requirement.</p>
	7.7.2(iii)(c) Assessment Matter	The relationship of parking <u>(when provided)</u> , access and manoeuvring areas in respect of access point options for joint use of car parking and the safety of pedestrians.	Adding the words 'when provided' makes it clear that any such parking is not compulsory.
	7.7.2(vi)(b) Assessment Matter	The ability to mitigate any adverse effects of the additional traffic generation such as through the location and design of vehicle crossings, parking <u>(when provided)</u> and loading areas or through the provision of screening and other factors which may reduce the effect of the additional traffic generation, such as infrequency of the activity, or limited total time over which the traffic movements occur.	Adding the words 'when provided' makes it clear that any such parking is not compulsory
	7.7.2(vi)(g) Assessment Matter	The ability to provide adequate parking and manoeuvring space for vehicles clear of the road.	<p>'Adequate vehicle parking' implies that there is a minimum car parking requirement.</p> <p>'Enable' softens this objective.</p>

Zone	Provision Number	Recommended Changes	Reasoning
	7.7.2(vii)(b)(viii) Assessment Matter	The ability to mitigate any adverse effects of the additional traffic generation such as through the location and design of vehicle crossings, parking <u>when provided</u> and loading areas or through the provision of screening and other factors which may reduce the effect of the additional traffic generation, such as infrequency of the activity, or limited total time over which the traffic movements occur.	Adding the words 'when provided' makes it clear that any such parking is not compulsory
	7.7.2(xi)(d) Assessment Matter	The ability to mitigate any adverse effects of the additional traffic generation such as through the location and design of vehicle crossings, parking <u>when provided</u> and loading areas or through the provision of screening and other factors which may reduce the effect of the additional traffic generation, such as infrequency of the activity, or limited total time over which the traffic movements occur.	Adding the words 'when provided' makes it clear that any such parking is not compulsory
	7.7.2(xiv)(e) Assessment Matter	The ability to provide adequate on-site vehicle parking and manoeuvring space <u>and enable parking on-site</u> .	'Adequate on-site vehicle parking' implies that there is a minimum car parking requirement. 'Enable' softens this objective.
	7.7.2(xvii)(1)(c) Assessment Matter	The ability to provide adequate on-site vehicle parking and manoeuvring space <u>and enable parking on-site</u> .	'Adequate on-site vehicle parking' implies that there is a minimum car parking requirement.

Zone	Provision Number	Recommended Changes	Reasoning
			‘Enable’ softens this objective.
	7.7.2(xvii)(2)(d) Assessment Matter	The ability to provide adequate on-site vehicle parking and manoeuvring space <u>and enable parking on-site.</u>	‘Adequate on-site vehicle parking’ implies that there is a minimum car parking requirement. ‘Enable’ softens this objective.

6.5 Operative District Plan Amendments – Section 8 Rural Living Areas

Zone	Provision Number	Recommended Changes	Reasoning
Rural Living Areas	8.2.2.2(ii) Controlled Activities	Retail Sales in respect of vehicle access and car parking (<u>when provided</u>).	Adding the words 'when provided' makes it clear that any such parking is not compulsory.
	8.2.4.2(vii) Standards	Storage areas for waste materials, outdoor display areas and parking (<u>when provided</u>) associated with commercial activities and other productive activities shall generally be positioned and managed to minimise any adverse visual effect.	Adding the words 'when provided' makes it clear that any such parking is not compulsory.
	8.3.2(iv)(a) Assessment Matter	The location and design of vehicle access (including acceleration and deceleration lanes), parking (<u>when provided</u>) and loading areas so as to protect the safe and efficient movement of vehicles on the adjoining road(s), having regard to:	Adding the words 'when provided' makes it clear that any such parking is not compulsory
	8.3.2(iv)(b) Assessment Matter	The size, location and design of parking (<u>when provided</u>) and loading areas and their relationship to the retail sales, buildings and outdoor display areas are such as to allow vehicles to park on the site (excluding the setback) and are capable of accommodating likely vehicle demand.	Adding the words 'when provided' makes it clear that any such parking is not compulsory
	8.3.2(iv)(c) Assessment Matter	The location and design of vehicle access, parking (<u>when provided</u>) and loading areas so as to avoid adverse effects on neighbouring properties in terms of noise, vibration and glare from vehicles entering and leaving the site.	Adding the words 'when provided' makes it clear that any such parking is not compulsory
	8.3.2(xii)(a) Assessment Matter	The ability to provide adequate parking <u>and</u> manoeuvring space <u>and enable</u> for vehicles clear of the road.	'Adequate parking' implies that there is a minimum car parking requirement. 'Enable' softens this objective.

6.6 Operative District Plan Amendments – Section 9 Township Zone

Zone	Provision Number	Recommended Changes	Reasoning
Township Zone	9.3.2(ii)(b) Assessment Matters	The location and design of vehicle access, parking (<u>when provided</u>) and loading areas are such as to protect the safe and efficient movement of vehicles on the adjoining roads and arterial routes	Adding the words 'when provided' makes it clear that any such parking is not compulsory.
	9.3.2(ii)(c) Assessment Matters	The size, location and design of parking and loading areas and their relationship to the activity, buildings and outdoor display areas are such as to encourage vehicles to park on the site and are capable of accommodating likely vehicle demand	This assessment matter is focused on ensuring that parking areas are capable of accommodating likely vehicle demand. It effectively implies minimum parking is required.
	9.3.2(ii)(e) Assessment Matters	The location and design of vehicle access, parking (<u>when provided</u>) and loading areas are such as to avoid adverse effects on neighbouring properties in terms of noise, vibration and glare from vehicles entering and leaving the site.	Adding the words 'when provided' makes it clear that any such parking is not compulsory.
	9.3.2(iii)(g) Assessment Matters	Provision is made to require all driveways (<u>when provided</u>) to include sufficient space for vehicles to stand completely clear of the road and footpath.	Adding the words 'when provided' makes it clear that any such parking is not compulsory.
	9.3.2(iv)(b) Assessment Matters	The ability to mitigate any adverse effects of the additional traffic generation through the location and design of vehicle crossings, parking (<u>when provided</u>) and loading areas or through the provision of screening and other factors which may reduce the effect of the additional traffic generation, such as infrequency of the activity, or limited total time	Adding the words 'when provided' makes it clear that any such parking is not compulsory.

Zone	Provision Number	Recommended Changes	Reasoning
		over which the traffic movements occur.	
	9.3.2(vii)(e) Assessment Matters	The ability to provide adequate on-site vehicle parking and manoeuvring space	Adequate “parking” implies that there is a minimum car parking requirement.
	9.3.2(viii)(c) Assessment Matters	The ability to provide adequate parking and manoeuvring space for vehicles clear of the road.	Adequate “parking” implies that there is a minimum car parking requirement.
	9.3.2(xv)(d) Assessment Matters	Any adverse effects of the activity in terms of vibration, glare, loss of privacy, traffic and/or parking congestion.	Probably need to keep unchanged as parking effect is a legitimate effect that could be considered?
	9.3.2(xvii)(cd) Assessment Matters	The volume and type of traffic which may be generated to the site in relation to the boarding of animals and/or pigs and the ability of the site to accommodate parking, loading, manoeuvring and access requirements.	This assessment matter implies that there should be some level of minimum carparking provided and should therefore be amended.

6.7 Operative District Plan Amendments – Section 10 (10.1-10.6) Town Centre

Zone	Provision Number	Recommended Changes	Reasoning
Town Centre	10.1.3, Objective 2 Implementation Methods (i) District Plan	The use of performance standards for street appearance, setback, design, external appearance, landscaping, noise, glare and car parking.	This method is linked to performance standards which are being removed from the ODP
	10.1.3, Objective 3, Policy 3.4	To encourage pedestrian links within and through the Lakeview subzone, and to the surrounding public spaces and reserves and manage traffic flows and need for car parking via Integrated Traffic Assessments for convention centres, visitor accommodation, commercial recreational and commercial tourist activities, and larger scale non-ancillary commercial activities.	The words “need for car parking” implies that there is a minimum car parking requirement.
	10.6.5.1(ix) Site Standards	Where a pedestrian link is required to be provided and is open to the public during retailing hours the Council will consider off-setting any such area against development levies. and car parking requirements	Off setting against parking requirements implies that there is a minimum car parking requirement.
	10.6.5.1(xii)(a) Site Standards	Premises within The Town Centre Transition sub-zone which are licensed for the sale of liquor under the Sale of Liquor Act 1989, for the consumption of liquor on the premises between the hours of 11pm and 7am with respect to the scale of the activity, car parking, retention of amenity, noise and hours of operation. This rule shall not apply to the sale of liquor.	The words “car parking” implies that there is a minimum car parking requirement.
	10.10.2(vi)(b)(i) Assessment Matters	The adequacy and location of car parking for the site	“Adequacy” of car parking implies that there is a minimum car

Zone	Provision Number	Recommended Changes	Reasoning
			parking requirement
	10.10.2(vii)(3) 4 th bullet point Assessment Matters	<p>The extent to which parking (<u>when provided</u>), loading, manoeuvring areas and outdoor service areas are designed and located to:</p> <ul style="list-style-type: none"> Integrate with adjacent activities and development in terms of the provision of entrances, publicly accessible spaces, parking (<u>when provided</u>) (including the degree to which the parking resource is available for use by other activities in the sub-zone), and where appropriate provide for the adoption of demand-managed transport options utilising walking, cycling and passenger transport options as alternatives to providing for car parking and pedestrian linkages beyond the site, linking to the Queenstown commercial centre 	Adding the words 'when provided' makes it clear that any such parking is not compulsory.
	10.10.2(x)(c) Assessment Matters	The extent to which access, parking (<u>when provided</u>) and loading are been designed and located to:	Adding the words 'when provided' makes it clear that any such parking is not compulsory.
	10.10.2(xiv)(d) Assessment Matters	The ability to mitigate any adverse effects of the additional traffic generation such as through the location and design of vehicle crossings, parking (<u>when provided</u>) and loading areas, or through the provision of screening or through other factors which may reduce the effect of the additional traffic generation, such as infrequency of the activity, or limited total time over which the traffic movements occur.	Adding the words 'when provided' makes it clear that any such parking is not compulsory.

Zone	Provision Number	Recommended Changes	Reasoning
	10.10.2(xv)(e) Assessment Matters	The adequacy and location of car parking for the site.	“Adequacy” of car parking implies that there is a minimum car parking requirement
	10.10.2(xxx)(e) Assessment Matters	Any likely requirements for additional parking and access that will be generated having regard to the existing provisions on the site and/or in the locality.	This removes any suggestion that parking areas are required

6.8 Operative District Plan Amendments – Section 11 Business & Industrial Areas

Zone	Provision Number	Recommended Changes	Reasoning
Business and Industrial areas	11.1.3 Objective 2, Policy 2.3	To ensure, <u>when parking is provided that</u> provision is made for adequate and properly designed car parking areas	Adequate “parking” implies that there is a minimum car parking requirement. Adding the words ‘when parking is provided’ makes it clear that any such parking is not compulsory.
	11.1.3 Objective 3, Policy 3.5	To ensure provision is made for employee car parking in the Business and Industrial Zones at the time of development.	This policy statement implies that there are minimum car parking requirements and should be deleted.
	11.1.3 Objective 3, Policy 3.6	To ensure that <u>when</u> public/visitor car parking <u>is provided, it</u> is provided on ground level adjacent to the street frontage of the site.	Adding the words ‘when’ and ‘provided’ makes it clear that any such parking is not compulsory.
	11.4.2 (vi)(b) Assessment Matters, Open Space	The ability to satisfy the requirements in respect of <u>parking</u> , manoeuvring and access	This assessment matter implies that there are minimum car parking requirements and should be amended

6.9 Operative District Plan Amendments – Section 12

Several “Special Zones” within the ODP Section 12 have yet to be reviewed and amended by Council with regard the NPS-UD. These special zones as outlined in **Section 5.2** of this report were reviewed by Candor³. The proposed amendments for these special zones are shown below.

6.2.1 Recommended Amendments to ODP Section 12

Zone	Provision Number	Recommended Changes	Reasoning
Frankton Flats (B) Zone	12.9.2 Objective 4, Policy 4.10	To provide enable suitable, convenient, safe and accessible areas for car parking on site in a way that contributes to the amenity of the Activity Area.	‘Enable’ softens this assessment matter.
	12.9.2 Objective 4, Policy 4.12	To ensure that car parking is available consistent with a reduced reliance on the private car for travel while not over providing car parking and not exceeding the rates necessary to service the development.	This policy statement implies that there are minimum car parking requirements and should be removed.
	12.9.2 Objective 9, Policy 9.2(c)(i)	having standardized car parking rates for non-retail activities;	This policy statement implies that there are minimum car parking requirements and should be removed.
	12.9.2 Objective 9, Policy 9.10	To require adequate parking (staff and visitor) , loading and turning of vehicles to occur within each site (or as part of a shared arrangement secured by an appropriate legal agreement), arranged so that all vehicles that exit onto the EAR can do so in a forwards direction.	Adequate “parking (staff and visitors)” implies that there is a minimum car parking requirement.

Zone	Provision Number	Recommended Changes	Reasoning
	12.9.2 Objective 10, Policy 10.6	To provide for higher building coverage on sites while ensuring that there is adequate space for storage of goods, parking loading and manoeuvring.	Adequate “parking” implies that there is a minimum car parking requirement.
	12.9.2 Objective 10, Policy 10.11	there is adequate provision for road access, onsite parking (staff and visitor) and loading and manoeuvring for all types of vehicle so as to cater for the intended use of the site.	Adequate provision for “parking (staff and visitors)” implies that there is a minimum car parking requirement.
	12.9.2 Objective 11, Policy 11.6	To require adequate parking , loading and manoeuvring of vehicles to occur within each site, and enable parking , provided that:	Adequate “parking” implies that there is a minimum car parking requirement. 'Enable' softens this assessment matter.
<i>Mount Cardrona Station Special Zone</i>	12.21.2.Objective 4, Policy 4.16	To provide for parking (when provided) to co-ordinate with shuttle access to the Cardrona Ski Area, and to ensure that the visibility of parking when viewed from the Zone and the wider environs is avoided or adequately mitigated.	Adding the words 'when parking is provided' makes it clear that any such parking is not compulsory.
	12.21.2 Objective 7, Policy 7.6(b)	To provide for enable an area for car parking adjacent to the Cardrona Ski Area access road where it can co-ordinate with shuttle bus access to the Ski Area and where potential adverse effects on landscape values can be avoided or adequately mitigated.	'Enable' softens this assessment matter.
	12.22.5(xii)(d) Site standard	The ability to provide space for on-site parking (when provided) and	Adding the words 'when parking is provided' makes it clear that any

Zone	Provision Number	Recommended Changes	Reasoning
		manoeuvring for vehicles.	such parking is not compulsory. Adding the words 'space for' clarifies that this Assessment Matter relates to the size/area of parking than the required number
<i>Kingston Village Special Zone</i>	12.27.2 Objective 6 , Policy 6.4	To ensure that parking (<u>when provided</u>) and access is provided on site, avoiding avoids congestion on access roads.	Adding the words 'when parking is provided' makes it clear that any such parking is not compulsory.
	12.28.6.2(x)(f) Assessment Matter	The sites provide adequate space for car parking (<u>when provided</u>) and manoeuvring.	Adding the words 'when parking is provided' makes it clear that any such parking is not compulsory.
	12.28.6.2(xi)(b) Assessment Matter	Adequate <u>space for car parking (when provided) on site</u> parking and manoeuvring can be provided on site.	Adding the words 'when parking is provided' makes it clear that any such parking is not compulsory. Adding the words 'space for' clarifies that this Assessment Matter relates to the size/area of parking than the required number
	12.28.6.2(xii)(b) Assessment Matter	The ability to provide adequate <u>space for car parking (when provided)</u> parking and manoeuvring space for vehicles clear of the road.	Adding the words 'when parking is provided' makes it clear that any such parking is not compulsory. Adding the words 'space for' clarifies that this Assessment Matter relates to the size/area

Zone	Provision Number	Recommended Changes	Reasoning
			of parking than the required number
<i>Northlake Special Zone</i>	12.34.2.3(iv)(e) Assessment Matter	The amount of vehicle parking, its location and layout; <u>of vehicle parking;</u>	“The amount of vehicle parking” implies that there is a minimum car parking requirement, in regard to Council’s discretion over the buildings for visitor accommodation, commercial, retail and community activities and retirement villages within Activity are D1.
	12.34.5.2(vii)(b) Assessment Matter	The ability to provide adequate <u>space for</u> on-site parking <u>(when provided)</u> and manoeuvring for vehicles;	To provide Adequate “on site parking” implies that there is a minimum car parking requirement.
<i>Rural Visitor Zones</i>	12.5.2(i)(a) Assessment Matters	Conditions may be imposed to ensure: The level of parking provision is appropriate having regard to standards for similar activities as set out in Rule 14, Transport.	This assessment matter refers minimum car parking requirements and should be deleted.
	12.5.2(xiv)(a)(xiii) Assessment Matters	The extent to which visitor parking is provided for, in a manner which does not compromise the amenity values of the Zone.	This assessment matter implies that there are minimum car parking requirements and should be deleted.
	12.5.2(xiv)(b)(xiii) Assessment Matters	The extent to which visitor parking is provided for, in a manner which does not compromise the amenity values of the Zone.	This assessment matter implies that there are minimum car parking requirements and should be deleted.

6.10 Operative District Plan Amendments – Section 20 Open Space Zone - Landscape Protection

Zone	Provision Number	Recommended Changes	Reasoning
Open Space Landscape Zone	20.2.2.3(ii) Restricted Discretionary Activities	<p>The construction of car parking facilities up to 200m² in respect of all of the following:</p> <ul style="list-style-type: none"> - Location of facility and access - Number, design and layout of car parks and associated manoeuvring areas - Surface treatment of parking facility and access - Landscaping - Cumulative effect of the number of car parking facilities within the Zone 	This matter of discretion suggests minimum car parking requirements and should be deleted.
	20.2.3 Assessment Matters (ii)(c)	Whether the trails provide for safe and convenient access for users, including connections to the existing roading network and car parking facilities <u>(when provided)</u> .	The wording of this assessment matter implies that carparking facilities may be required and needs to be amended.

7 CONCLUSION

At the request of Queenstown Lakes District Council Candor³ has undertaken a review of the proposed amendments to the Proposed District Plan and Operative District Plans, to remove minimum car parking requirements, as required by the National Policy Statement on Urban Development.

As discussed in Section 6.1 of the report the Proposed District Plan (PDP) amendments have removed minimum car parking requirements from all issues, policies, objectives, rules, standards and assessment matters. Also, the minimum mobility parking standards have been generally translated correctly to reflect the existing requirements. We have identified a small number of minor changes to the proposed amendments needed to satisfy the NPS-UD, without requiring a plan variation. In the PDP, there appears to be a gap in providing for minimum mobility parking requirements for residential activities, and a plan variation is recommended to be investigated to determine the appropriate minimum mobility parking requirements.

In terms of the Operative District Plan (ODP) several activities were identified which did not accurately translate existing minimum mobility parking standards, as outlined in Section 6.2. Candor³'s suggested amendments (Appendix 3) are an accurate translation of the existing minimum mobility parking standards and would not require any plan change.

A number of minor amendments have also been identified to Section 12 – Special Zones of the ODP, as outlined in Section 6.3 of the report. These amendments do not require any plan change, as they are in accordance with the requirements of the NPS-UD.

QLDC proposed methodology to translate minimum mobility parking space requirements are considered appropriate. Further simplification would require a comprehensive review, including further research analysis and consultation on appropriate minimum standards for mobility parking space requirements.

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APPENDIX 1A

QLDC Proposed Amendments to the Proposed District Plan – Chapter 29

Transport

29.1 Purpose

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

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

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

29.2 Objectives and Policies

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

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

Policies

- 29.2.1.1 Require that transport networks including active transport networks, are well-connected and specifically designed to:
 - a. enable an efficient public transport system;
 - b. reduce travel distances and improve safety and convenience through discouraging single connection streets; and
 - c. provide safe, attractive, and practical walking and cycling routes between and within residential areas, public facilities and amenities, and employment centres, and to existing and planned public transport.
- 29.2.1.2 Recognise the importance of expanded public water ferry services as a key part of the transport network and enable this by providing for park and ride, public transport facilities, and the operation of public water ferry services.
- 29.2.1.3 Provide a roading network within 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, where provided, 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 (where provided and/or required), 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 for parking other than cars; 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 enriches the social and cultural wellbeing of the community.
- 29.2.3.7 Encourage the incorporation of trees and vegetation within new roads and as part of roading improvements, subject to road safety and operational requirements and maintaining important views of the landscape from roads.

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

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

Policies

- 29.2.4.1 That vehicle storage and parking in association with commercial activities and home occupations in residential zones be restricted to prevent adverse effects on residential amenity or the safety of the transport network. This includes the storage of business-related vehicles and rental vehicles and other vehicles being parked on streets adjoining the residential zones when not in use.
- 29.2.4.2 Ensure that commercial and industrial activities that are known to require storage space for large numbers of vehicles provide adequate vehicle storage 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 Where provided, or required ~~E~~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.

29.3.3.4 In accordance with the National Policy Statement on Urban Development 2020 this chapter does not set minimum parking rates for cars. Minimum parking rates are however applied to vehicles other than cars, including, but not necessarily limited to, buses, coaches, bikes and for mobility spaces. In cases where parking spaces for cars are provided/volunteered, the provisions of this chapter, including but not necessarily limited to, engineering standards and minimum dimensions apply.

29.4 Rules – Activities

	Table 29.1 – Transport related activities outside a road	Activity Status
29.4.1	Activities that are listed in this Table as permitted (P) and comply with all relevant standards in Table 29.3 in this Chapter.	P
29.4.2	Transport activities that are not listed in this Table.	P
29.4.3	Parking for activities listed in Table 29.4, other than where listed elsewhere in this table.	P
29.4.4	Loading spaces, set down spaces, manoeuvring (including the installation of vehicle turntables), and access	P

	Table 29.1 – Transport related activities outside a road	Activity Status
29.4.5	Bus shelters, bicycle parking, and development of the active transport network	P
29.4.6	<p>Off-site and non-accessory parking used exclusively for the parking of coaches and buses in the Business Mixed Use Zone and Local Shopping Centre Zone</p> <p>Control is reserved over:</p> <ol style="list-style-type: none"> Design, external appearance, and landscaping and the resultant potential effects on visual amenity and the quality of the streetscape; Effects on the amenity of adjoining sites' compatibility with surrounding activities; The size and layout of parking spaces and associated manoeuvring areas 	C
29.4.7	<p>Off-site parking areas in the Business Mixed Use Zone and Local Shopping Centre Zone, excluding off-site parking used exclusively for the parking of coaches and buses</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> Design, external appearance, and landscaping and the resultant potential effects on visual amenity and the quality of the streetscape. Effects on the amenity of adjoining sites' compatibility with surrounding activities. <p>Advice Note:</p> <p>This rule applies to the establishment of new parking areas for the express purpose of providing required parking spaces for specific land-uses, which are located on a different site to the car parking area. It does not apply to instances where a land-use consent seeks to lease or otherwise secure offsite parking spaces within an existing parking area.</p>	RD
29.4.8	<p>Non-accessory parking, excluding:</p> <ul style="list-style-type: none"> - off-site parking in the Business Mixed Use Zone and Local Shopping Centre Zone; - non-accessory parking used exclusively for the parking of coaches and buses in the Business Mixed Use Zone and Local Shopping Centre Zone; and - off-site parking associated with activities located within Ski Area Sub-Zones. <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> Effects on the transport network, including the pedestrian and cycling environment and effects on the feasibility of public transport; Effects on land use efficiency and the quality of urban design; Location, design and external appearance and effects on visual amenity, the quality of the streetscape and pedestrian environment; Effects on safety for its users and the employment of CPTED principles in the design; 	RD

	Table 29.1 – Transport related activities outside a road	Activity Status
	<ul style="list-style-type: none"> e. Compatibility with surrounding activities and effects on the amenity of adjoining sites; and f. The provision of electric vehicle charging points/ parking spaces. 	
29.4.9	<p>Park and Ride and public transport facilities</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Effects on the transport network, including the pedestrian and cycling environment and effects on the feasibility of public transport; b. Location, design and external appearance and effects on visual amenity and the quality of the streetscape; c. Compatibility with surrounding activities and effects on the amenity of adjoining sites, including consideration of nuisance effects such as noise; d. Effects on the safety of its users and employment of CPTED principles in the design; e. Compatibility with surrounding activities; and f. The provision of electric vehicle charging points/ parking spaces. 	RD
29.4.10	<p>Rental vehicle businesses in those zones where commercial activities are permitted</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Effects on the safety and efficiency of the transport network, resulting from rental vehicles being parked <u>stored</u> on roads and other public land when not in use; b. Effects on amenity from rental vehicles being parked <u>stored</u> on roads and other public land when not in use; and c. The amount, location, and management of the <u>rental vehicle parking</u>/ storage proposed, including the location, accessibility, and legal agreements where <u>rental vehicle storage parking</u> is not proposed on the same site as the office and reception area. 	RD
29.4.11	<p>High Traffic Generating Activities</p> <p>Any new land-use or subdivision activity, including changes in use that exceeds the traffic generation standards or thresholds set out in Table 29.5.</p> <p>Discretion is restricted to effects on the transport network.</p>	RD
29.4.12	Parking for <u>vehicles other than cars</u> for any activity not listed in Table 29.4 and the activity is not a permitted or controlled activity within the zone in which it is located.	D

	Table 29.2 - Activities within a road	Activity Status
29.4.13	Activities that are not listed in this Table.	D

29.4.14	<p>Construction of new transport infrastructure and the operation, use, maintenance, and repair of existing transport infrastructure.</p> <p>Advice Note: There are other activities related to the transport function of the road such as signs, utilities, and temporary activities that are also permitted through other district-wide chapters but are not included in the definition of transport infrastructure.</p>	P
29.4.15	<p>Public amenities</p>	P
29.4.16	<p>Any veranda, balcony, or floor area of a building overhanging a road, where the building is a controlled activity in the adjoining zone.</p> <p>For the purpose of this rule, where the road adjoins two different zones, the provisions of the adjoining zone only apply up to the centreline of the road in that location.</p> <p>Control is restricted to those matters listed for buildings in the adjoining zone and:</p> <ol style="list-style-type: none"> a. effects on traffic safety; b. effects on the kerbside movement of high-sided vehicles; and c. effects on the active transport network. 	C
29.4.17	<p>Any veranda, balcony, or floor area of a building overhanging a road, where the building is a restricted discretionary activity in the adjoining zone.</p> <p>For the purpose of this rule, where the road adjoins two different zones, the provisions of the adjoining zone only apply up to the centreline of the road in that location.</p> <p>Discretion is restricted to those matters listed for buildings in the adjoining zone and:</p> <ol style="list-style-type: none"> a. effects on traffic safety; b. effects on the kerbside movement of high-sided vehicles; and c. effects on the active transport network. 	RD
29.4.18	<p>Construction of any unformed road into a formed road for the purpose of vehicular access.</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> a. The safety and functionality of the road design, including the safety of intersections with existing roads; b. Ongoing maintenance costs of the road design; c. Effects on the environment and/ or character of the surrounding area (including effects from dust, noise and vibration and effects on visual amenity); and d. Effects on the ability to continue to provide safe access for other current and potential users of the unformed legal road, including pedestrians and cyclists. 	RD

29.5 Rules - Standards for activities outside roads

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	PARKING AND LOADING	
29.5.1	<p>Minimum Parking Requirements</p> <p>The number of parking spaces (other than <u>car</u> 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.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> The number of parking spaces provided. The allocation of parks to staff/ guests and residents/ visitors.
29.5.2	<p>Location and Availability of Parking Spaces</p> <p>e-a. Any parking space <u>provided and/or</u> 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 provided by this rule shall be marked as such.</p> <p>e-b. No parking space <u>provided and/or</u> 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 <u>provided and/or</u> 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.</p> <p>e-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.</p> <p>e-d. The following activities may provide some or all of the parking spaces required by Table 29.4 off-site (on a different site to that which the land-use activity is located on),</p> <ol style="list-style-type: none"> 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. some or all coach parking required by Table 29.4 in relation to visitor accommodation activity may be provided off-site. 	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> The long term availability of parking spaces for staff and visitors. The location of parking spaces and manoeuvring areas within a site. 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. The location, accessibility, and legal agreements proposed.

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	<p>(iii) all other residential activity and visitor accommodation activity not captured by 29.5.2(d)(i) may provide up to one third of the parking spaces required by Table 29.4 off site.</p> <p>(iv) all activities other than residential and visitor accommodation activity in the Business Mixed Use Zone may provide all of the car parking required off site.</p> <p>(v) off-site parking spaces provided in accordance with the above rules 29.5.2(d)(i) (iv) must be:</p> <ul style="list-style-type: none"> i. dedicated to the units or rooms or floor space within the development; and ii. located so that all the "off site" car parking spaces allocated to the development are within an 800m walking distance of the boundary of the development. This does not apply to coach parking; iii. not located on a private road or public road; and iv. secured by a legally binding agreement attached to the relevant land titles that guarantees the continued availability of the parking for the units the off-site parking is intended to serve. 	
29.5.3	<p>Size of Parking Spaces and layout</p> <p>a. All required parking spaces and associated manoeuvring areas are to be designed and laid out in accordance with the Car Parking Layout requirements of Table 29.7, Table 29.8 and Diagram 3 (car space layouts) of Schedule 29.2.</p> <p>This standard does not apply to parking, loading and associated access areas for Ski Area Activities in the Ski Area Subzone.</p> <p>b. The installation of a vehicle turntable for residential units and residential flats is an acceptable alternative to achieve the required turning manoeuvres of the swept path Diagram 4.</p> <p>Advice note: Refer to Rule 29.5.8 for additional design requirements of residential parking spaces.</p>	<p>RD</p> <p>Discretion is restricted to the size and layout of parking spaces and associated manoeuvring areas.</p>
29.5.4	<p>Gradient of Parking Spaces and Parking Areas</p> <p><u>All provided and/or required</u> Parking spaces and parking areas shall have a gradient of no more than 1 in 20 in any one direction.</p>	<p>RD</p> <p>Discretion is restricted to the gradient of the parking space and parking area.</p>

	Table 29.3 - Standards for activities outside roads	Non-compliance status								
<p>29.5.5</p>	<p>Mobility Parking spaces</p> <p>a. Other than in relation to residential units and visitor accommodation with less than 6 guests, wherever an activity requires parking to be provided, mobility parking spaces shall be provided in accordance with the following minimum standards:</p> <p>NOTE – Minimum mobility parking requirements are to be inserted here which will not rely on underlying minimum car parking rates. This rate will remain the same as the current requirement so that the provision has the same overall effect.</p> <table border="1" data-bbox="411 786 1134 1155"> <thead> <tr> <th data-bbox="411 786 756 938">Total number of parks to be provided by the activity or activities on the site</th> <th data-bbox="756 786 1134 938">Minimum number of mobility parking spaces required</th> </tr> </thead> <tbody> <tr> <td data-bbox="411 938 756 987">1 to 10 spaces:</td> <td data-bbox="756 938 1134 987">1 space</td> </tr> <tr> <td data-bbox="411 987 756 1037">11 to 100 spaces:</td> <td data-bbox="756 987 1134 1037">2 spaces</td> </tr> <tr> <td data-bbox="411 1037 756 1155">More than 100 spaces</td> <td data-bbox="756 1037 1134 1155">2 spaces plus 1 space for every additional 50 parking spaces provided</td> </tr> </tbody> </table> <p>b. Mobility parking spaces shall be:</p> <ul style="list-style-type: none"> (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. 	Total number of parks to be provided by the activity or activities on the site	Minimum number of mobility parking spaces required	1 to 10 spaces:	1 space	11 to 100 spaces:	2 spaces	More than 100 spaces	2 spaces plus 1 space for every additional 50 parking spaces provided	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. The number, location, and design of mobility parking spaces, including the accessibility of the spaces to the building(s); and b. Effectiveness of the associated signage.
Total number of parks to be provided by the activity or activities on the site	Minimum number of mobility parking spaces required									
1 to 10 spaces:	1 space									
11 to 100 spaces:	2 spaces									
More than 100 spaces	2 spaces plus 1 space for every additional 50 parking spaces provided									
<p>29.5.6</p>	<p>Drop off/ pick up (set down) areas in all zones except in the Queenstown Town Centre Zone, the Wanaka Town Centre Zone, and the Arrowtown Town Centre Zone</p> <p>a. All day care facilities, educational activities, and healthcare facilities must provide drop off/ pick up (set down) areas to allow vehicles to drop off and pick up children, students, elderly persons, or patients in accordance with the following standards:</p> <table border="1" data-bbox="360 1933 1102 2007"> <tbody> <tr> <td data-bbox="360 1933 687 2007">(i) A day care facility designed to cater</td> <td data-bbox="687 1933 1102 2007">1 drop-off/ pick up car space per 5 persons that the facility is</td> </tr> </tbody> </table>	(i) A day care facility designed to cater	1 drop-off/ pick up car space per 5 persons that the facility is	<p>RD</p> <p>Discretion is restricted to effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>						
(i) A day care facility designed to cater	1 drop-off/ pick up car space per 5 persons that the facility is									

	Table 29.3 - Standards for activities outside roads	Non-compliance status								
	<table border="1" data-bbox="360 320 1102 869"> <tr> <td data-bbox="360 320 687 405">for six or more children/ persons</td> <td data-bbox="687 320 1102 405">designed to cater for (excluding staff).</td> </tr> <tr> <td data-bbox="360 405 687 595">(ii) A primary or intermediate school</td> <td data-bbox="687 405 1102 595">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 data-bbox="360 595 687 786">(iii) A secondary school</td> <td data-bbox="687 595 1102 786">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 data-bbox="360 786 687 869">(iv) A health care facility or hospital</td> <td data-bbox="687 786 1102 869">1 drop-off/ pick up space per 10 professional staff</td> </tr> </table> <p data-bbox="360 913 1126 1196">b. In calculating the total number of drop-off/ pick up car spaces required, where the required amount results in a fraction of a space less than 0.5 it shall be disregarded and where the fraction is 0.5 or higher, then the requirement shall be rounded up to the next highest whole number and where there are two activities on one site (such as healthcare and day care) the total required shall be combined prior to rounding.</p>	for six or more children/ persons	designed to cater for (excluding staff).	(ii) A primary or intermediate school	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.	(iii) A secondary school	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	(iv) A health care facility or hospital	1 drop-off/ pick up space per 10 professional staff	
for six or more children/ persons	designed to cater for (excluding staff).									
(ii) A primary or intermediate school	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.									
(iii) A secondary school	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									
(iv) A health care facility or hospital	1 drop-off/ pick up space per 10 professional staff									
29.5.7	<p data-bbox="347 1305 1126 1373">Reverse manoeuvring for any day care facility, educational facility, or healthcare facility</p> <p data-bbox="352 1391 1126 1525">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.</p> <p data-bbox="347 1559 834 1592">Reverse Manoeuvring of heavy vehicles</p> <p data-bbox="352 1608 1126 1776">b. Where heavy vehicle parking spaces, on-site manoeuvring, and loading areas are required, these shall be designed and located to ensure that no heavy vehicle is required to reverse manoeuvre from (or onto) any site or service lane onto (or from) any road.</p> <p data-bbox="352 1809 1126 1944">c. Where a service lane does not meet the definition of a 'road', a heavy vehicle can reverse onto (or from) a site from (or onto) a service lane but this does not enable a heavy vehicle to then reverse from that service lane onto a road.</p> <p data-bbox="347 1977 1126 2045">Reverse Manoeuvring, other than where regulated by 29.5.7a to 29.5.7c above</p>	<p data-bbox="1265 1305 1302 1339">RD</p> <p data-bbox="1150 1355 1310 1422">Discretion is restricted to:</p> <p data-bbox="1150 1438 1409 1787">a. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p> <p data-bbox="1150 1803 1409 2045">b. The design and location of required parking spaces, loading spaces, and on-site manoeuvring areas.</p>								

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	<p>d. On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse onto or off any State Highway or arterial road.</p> <p>e. On-site manoeuvring shall be provided for a B85 vehicle to ensure that no such vehicle is required to reverse either onto or off any collector road where:</p> <ul style="list-style-type: none"> (i) the frontage road speed limit is 80km/h or greater, or (ii) six or more parking spaces are to be serviced by a single accessway; or (iii) three or more residential units share a single accessway; or (iv) the activity is on a rear site. <p>f. On-site manoeuvring shall be provided for a B85 vehicle to ensure that no such vehicle is required to reverse either onto or off any local road where:</p> <ul style="list-style-type: none"> (i) ten or more parking spaces are to be serviced by a single accessway, or (ii) five or more residential units share a single accessway, or (iii) the activity is on a rear site. <p>g. Where on-site manoeuvring areas are required, a B85 vehicle shall be able to manoeuvre in and out of any required parking space other than parallel parking spaces, with only one reverse manoeuvre, except:</p> <ul style="list-style-type: none"> (i) Where such parking spaces are in the immediate vicinity of access driveways, ramps, and circulation roadways, a B99 vehicle shall be able to manoeuvre out of those parking spaces with only one reverse manoeuvre. <p>h. The installation of a vehicle turntable for residential units and residential flats is an acceptable alternative to achieve the required turning manoeuvres illustrated in the swept path diagram 4, in Schedule 29.2.</p> <p>Note: Diagram 4 in Schedule 29.2 provides the vehicle swept path designs for B85 and B99 vehicles and for various heavy vehicle types.</p>	
29.5.8	<p>Residential Parking Space Design</p> <p>a. The minimum width of the entrance to a single garage shall be no less than 2.4 m.</p> <p>b. The minimum length of a garage shall be 5.5m.</p>	<p>RD</p> <p>Discretion is restricted to:</p>

	Table 29.3 - Standards for activities outside roads	Non-compliance status												
	<p>c. Where a car space is proposed between a garage door and the road boundary, the minimum length of this car space shall be 5.5m.</p> <p>d. Where onsite manoeuvring is required, the minimum manoeuvring area between the road boundary and the garage entrance shall be designed to accommodate a B85 design vehicle.</p> <p>e. Where two parking spaces are provided for on a site containing only a single visitor accommodation unit or a single residential unit, which may also include a single residential flat, the parking spaces may be provided in tandem.</p>	<p>a. The design of residential parking spaces.</p> <p>b. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>												
<p>29.5.9</p>	<p>Queuing</p> <p>a. On-site queuing space shall be provided for all vehicles entering a parking or loading area in accordance with the following:</p> <table border="1" data-bbox="395 1037 1099 1361"> <thead> <tr> <th>Number of parking spaces</th> <th>Minimum queuing length</th> </tr> </thead> <tbody> <tr> <td>3 – 20</td> <td>6m</td> </tr> <tr> <td>21 – 50</td> <td>12m</td> </tr> <tr> <td>51 – 100</td> <td>18m</td> </tr> <tr> <td>101 – 150</td> <td>24m</td> </tr> <tr> <td>151 or over</td> <td>30m</td> </tr> </tbody> </table> <p>b. Where the parking area has more than one access the required queuing space may be divided between the accesses based on the expected traffic volume served at each access point.</p> <p>c. Queuing space length shall be measured from the road boundary at the vehicle crossing to the nearest vehicle control point</p>	Number of parking spaces	Minimum queuing length	3 – 20	6m	21 – 50	12m	51 – 100	18m	101 – 150	24m	151 or over	30m	<p>RD</p> <p>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.</p>
Number of parking spaces	Minimum queuing length													
3 – 20	6m													
21 – 50	12m													
51 – 100	18m													
101 – 150	24m													
151 or over	30m													
<p>29.5.10</p>	<p>Loading Spaces</p> <p>a. Off-street loading shall be provided in accordance with this standard on every site in the Business Mixed Use Zone, the Town Centre zones, and the Local Shopping Centre Zone, except in relation to unstaffed utility sites and on sites where access is only available from the following roads:</p> <ul style="list-style-type: none"> • Queenstown Mall 	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. The location, size, and design of the loading space and</p>												

	Table 29.3 - Standards for activities outside roads	Non-compliance status									
	<ul style="list-style-type: none"> • Beach Street • Shotover Street • Camp Street • Rees Street • Marine Parade • Church Street • Earl Street • Ballarat Street • Memorial Street • Helwick Street • Buckingham Street. <p>b. Every loading space shall meet the following dimensions:</p> <table border="1"> <thead> <tr> <th></th> <th>Activity</th> <th>Minimum size</th> </tr> </thead> <tbody> <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> </tbody> </table> <p>c. Notwithstanding the above:</p> <ul style="list-style-type: none"> (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. 		Activity	Minimum size	(i).	Offices and activities of less than 1500m ² floor area not handling goods and where on-street parking for occasional delivery is available.	6m length 3m wide 2.6m high	(ii)	All other activities except residential, visitor accommodation, and those listed in Rule 29.5.13(ii)(a) above.	9m length 3.5m wide 4.5m high	<p>associated manoeuvring.</p> <p>b. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>
	Activity	Minimum size									
(i).	Offices and activities of less than 1500m ² floor area not handling goods and where on-street parking for occasional delivery is available.	6m length 3m wide 2.6m high									
(ii)	All other activities except residential, visitor accommodation, and those listed in Rule 29.5.13(ii)(a) above.	9m length 3.5m wide 4.5m high									
29.5.11	<p>Surface of Parking Spaces, Parking Areas, and Loading Spaces</p> <p>a. <u>Where provided and/or required</u>, the surface of all parking, loading and associated access areas and spaces shall be formed, sealed, or otherwise maintained so as to avoid</p>	<p>RD</p> <p>Discretion is restricted to effects on the efficient use and maintenance, safety, and amenity</p>									

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	<p>creating a dust or noise nuisance, to avoid water ponding on the surface, and to avoid run-off onto adjoining roads.</p> <p>b. The first 10m of such areas, as measured from the edge of the traffic lane, shall be formed and surfaced to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane.</p> <p>These standards do not apply to parking, loading and associated access areas for Ski Area Activities in the Ski Area Subzone.</p>	<p>of the site and of the transport network, including the pedestrian and cycling environment.</p>
<p>29.5.12</p>	<p>Lighting of parking areas</p> <p>a. Excluding parking areas accessory to residential activity, where a parking area provides for 10 or more parking spaces, which are likely to be used during the hours of darkness, the parking and manoeuvring areas and associated pedestrian routes shall be adequately lit.</p> <p>b. Such lighting shall be designed in accordance with the Queenstown Lakes District Council Southern Light Part One - A Lighting Strategy (March 2017) and Queenstown Lakes District Council Southern Light Part Two – Technical Specifications (March 2017).</p> <p>c. Such lighting shall not result in a greater than 10 lux spill (horizontal or vertical) of light onto any adjoining site within the Business Mixed Use Zone, the Town Centre Zones, and the Local Shopping Centre Zone, measured at any point inside the boundary of any adjoining site.</p> <p>d. Such lighting shall not result in a greater than 3 lux spill (horizontal or vertical) of light onto any adjoining site that is zoned High Density Residential, Medium Density Residential, Low Density Residential, or Airport Zone (Wanaka) measured at any point more than 2m inside the boundary of the adjoining site.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects on the safety and amenity of pedestrian, cyclists, and motorists using the parking area.</p> <p>b. Effects from the lighting on adjoining sites.</p>

	Table 29.3 - Standards for activities outside roads	Non-compliance status									
<p>29.5.13</p>	<p>Bicycle parking and the provision of lockers and showers</p> <p>Bicycle parking, lockers, and showers shall be provided in accordance with the minimum requirements specified in Table 29.6 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.</p> <p>Advice note: Further guidance on alternative bicycle parking layouts such as hanging bikes is presented in the Cycle Facilities Guidelines, QLDC 2009.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> 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. 									
	<p>ACCESS</p>										
<p>29.5.14</p>	<p>Access and Road Design</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> (i) <table border="1" data-bbox="395 1630 1086 1957"> <thead> <tr> <th>The greater of the actual number of units proposed to be serviced or the potential number of units able to be serviced by the permitted density.</th> <th>Formed width (m)</th> <th>Minimum legal width (m)</th> </tr> </thead> <tbody> <tr> <td>1 to 6</td> <td>2.75 - 3.0</td> <td>4.0</td> </tr> <tr> <td>7 to 12</td> <td>5.5 - 5.7</td> <td>6.7</td> </tr> </tbody> </table> (ii) Except; 	The greater of the actual number of units proposed to be serviced or the potential number of units able to be serviced by the permitted density.	Formed width (m)	Minimum legal width (m)	1 to 6	2.75 - 3.0	4.0	7 to 12	5.5 - 5.7	6.7	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment. b. The design of the access, including the width of the formed and legal width. c. The on-going management
The greater of the actual number of units proposed to be serviced or the potential number of units able to be serviced by the permitted density.	Formed width (m)	Minimum legal width (m)									
1 to 6	2.75 - 3.0	4.0									
7 to 12	5.5 - 5.7	6.7									

	Table 29.3 - Standards for activities outside roads	Non-compliance status									
	<p>i. where a shared vehicle access for 1 to 6 units adjoins a State Highway, arterial, or collector road, it shall have a formed width of 5.5m - 5.7m and a legal width of at least 6.7m for a minimum length of 6m, as measured from the legal road boundary.</p> <p>ii. To allow vehicles to pass, formed access widths for 1 to 6 units shall include widening to not less than 5.5 m over a 15m length at no more than 50 m spacing (measured from the end of one passing bay to the beginning of the next).</p> <p>iii. The above access width rules do not apply at the time of subdivision to any developments authorised and given effect to by a land-use consent as at the date these provisions are made operative.</p> <p>c. No private way or private vehicle access or shared access in any zone shall serve sites with a potential to accommodate more than 12 units on the site and adjoining sites.</p> <p>d. Private shared vehicle accesses shall have legally enforceable arrangements for maintenance put in place at the time they are created.</p> <p>e. All vehicle access design shall comply with Schedule 29.2.</p> <p>f. The above access width rules do not apply to existing private shared vehicle accessways for the purpose of controlling the number of units that may be built using the accessways, unless the total land served by the accessway could provide for more than 12 units.</p> <p>Advice notes: The calculation of maximum developable capacity shall require, where necessary, the creation of sections to serve as future accessway extensions to link to other sites beyond the immediate development. As there is no maximum density provision in the High Density Residential Zone, it is not possible to calculate the maximum developable capacity and, as such, the number of units shall be taken as the total number proposed to be serviced by the access, including any existing units.</p>	<p>and maintenance of the access.</p> <p>d. Urban design outcomes</p> <p>e. The vesting of the access in Council</p>									
29.5.15	<p>Width and design of vehicle crossings - urban zones</p> <p>a. The following vehicle crossing widths shall apply as measured at the property boundary:</p> <table border="1" data-bbox="379 1899 1102 2033"> <thead> <tr> <th data-bbox="379 1899 608 1984">Land use</th> <th colspan="2" data-bbox="608 1899 1102 1984">Width of crossing(m) at the property boundary</th> </tr> <tr> <td data-bbox="379 1984 608 2033"></td> <th data-bbox="608 1984 836 2033">Minimum</th> <th data-bbox="836 1984 1102 2033">Maximum</th> </tr> </thead> <tbody> <tr> <td data-bbox="379 2033 608 2074"></td> <td data-bbox="608 2033 836 2074"></td> <td data-bbox="836 2033 1102 2074"></td> </tr> </tbody> </table>	Land use	Width of crossing(m) at the property boundary			Minimum	Maximum				<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects on safety, efficiency, and amenity of the site and of the transport</p>
Land use	Width of crossing(m) at the property boundary										
	Minimum	Maximum									

Table 29.3 - Standards for activities outside roads		Non-compliance status									
<table border="1"> <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> <p>b. Vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16 shall comply with Diagram 2 and with either Diagram 6 or 7 in Schedule 29.2, depending on the activity served by the access, such that:</p> <p>(i) the access crosses the property boundary at an angle of between 45 degrees and 90 degrees;</p> <p>(ii) the vehicle crossing intersects with the carriageway at an angle of 90 degrees plus or minus 15 degrees;</p> <p>(iii) roading drainage shall be continuous across the length of the crossing;</p> <p>(iv) all vehicular accessways adjacent to State Highways shall be sealed from the edge of the carriageway to the property boundary.</p> <p>c. For vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16, the width of the vehicle crossings at the kerb shall be 1.0m wider than the width at the boundary.</p> <p>d. All vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16 shall be located at least 500mm from any internal property boundary and from any other vehicle crossing on the same site.</p>		a. Residential	3.0	6.0	b. Other	4.0	9.0	<p>network, including the pedestrian and cycling environment.</p> <p>b. The location, design, and width of the vehicle crossing.</p>			
a. Residential	3.0	6.0									
b. Other	4.0	9.0									
29.5.16	<p>Design of vehicle crossings – Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct</p> <p>Vehicle crossings providing access to a road in the Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, and Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct shall comply with Diagram 2 and with either Diagram 8, 9, or 10 of Schedule 29.2, as determined by the following standards, except that in relation to vehicular crossings providing access to a State Highway reference to Diagram 9 shall be replaced with Diagram 10.</p> <table border="1"> <thead> <tr> <th>Type of traffic using access (>1 heavy vehicle movement per week)</th> <th>Volume of traffic using accessway (ecm/ day)</th> <th>Volume of traffic using road (vpd)</th> <th>Accessway type required</th> </tr> </thead> <tbody> <tr> <td>No</td> <td>1-30</td> <td>< 10,000</td> <td>Diagram 8</td> </tr> </tbody> </table>	Type of traffic using access (>1 heavy vehicle movement per week)	Volume of traffic using accessway (ecm/ day)	Volume of traffic using road (vpd)	Accessway type required	No	1-30	< 10,000	Diagram 8	<p>RD</p> <p>Discretion is restricted to: effects on safety, efficiency, and amenity of the transport network, including the pedestrian and cycling environment.</p>	
Type of traffic using access (>1 heavy vehicle movement per week)	Volume of traffic using accessway (ecm/ day)	Volume of traffic using road (vpd)	Accessway type required								
No	1-30	< 10,000	Diagram 8								

Table 29.3 - Standards for activities outside roads				Non-compliance status
		>= 10,000	Diagram 9	
	31-100	< 10,000	Diagram 9	
		>= 10,000	Diagram 10	
	101+	All	Diagram 10	
Yes	1-30	All	Diagram 9	
	31-100+	All	Diagram 10	
<p>Advice note:</p> <p>In the absence of undertaking a traffic survey for the purpose of the application, the Council’s traffic count data can be supplied on request and relied on to determine the vehicles per day using the road.</p>				
29.5.17	<p>Maximum Gradient for Vehicle Access</p> <p>a. The maximum gradient for any private way used for vehicle access shall be 1 in 6.</p> <p>b. In residential zones where a private way serves no more than 2 residential units the maximum gradient may be increased to 1 in 5 provided:</p> <p>(i) The average gradient over the full length of the private way does not exceed 1 in 6; and</p> <p>(ii) The maximum gradient is no more than 1 in 6 within 6m of the road boundary; and</p> <p>(iii) The private way is sealed with a non-slip surfacing. For the purpose of this rule gradient (maximum and average) shall be measured on the centreline of the access.</p> <p>c. The vehicle break-over angles shown in Diagram 2 of Schedule 29.2 shall not be exceeded over any part of the width of the vehicle access/ crossing.</p>			<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects on the efficiency of land-use, safety and maintenance of the access and of the adjoining transport network.</p> <p>b. Effects on congestion resulting from any inability of cars or certain types of cars to readily use the access.</p> <p>c. Effects on the ability to provide adequate emergency vehicle access to the property/ properties.</p>

	Table 29.3 - Standards for activities outside roads	Non-compliance status																							
29.5.18	<p>Minimum Sight Distances from Vehicle Access on all roads other than State Highways</p> <p>a. The following minimum sight distances from any access, shall be complied with, as measured from the points shown on Diagram 11 of Schedule 29.2:</p> <table border="1"> <thead> <tr> <th rowspan="2">Posted speed limit (km/hr)</th> <th colspan="2">Sight distance (m)</th> </tr> <tr> <th>Residential Activity</th> <th>Other Activities</th> </tr> </thead> <tbody> <tr> <td>50</td> <td>45</td> <td>80</td> </tr> <tr> <td>60</td> <td>65</td> <td>105</td> </tr> <tr> <td>70</td> <td>85</td> <td>140</td> </tr> <tr> <td>80</td> <td>115</td> <td>175</td> </tr> <tr> <td>90</td> <td>140</td> <td>210</td> </tr> <tr> <td>100</td> <td>170</td> <td>250</td> </tr> </tbody> </table> <p>b. Proposed and existing landscaping (at maturity) and/ or structures shall be considered when assessing compliance with site distances.</p> <p>Advice note: This Rule does not apply to State highways which are, instead, subject to Rule 29.5.19.</p>	Posted 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	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.
Posted speed limit (km/hr)	Sight distance (m)																								
	Residential Activity	Other Activities																							
50	45	80																							
60	65	105																							
70	85	140																							
80	115	175																							
90	140	210																							
100	170	250																							
29.5.19	<p>Minimum Sight Distances from Vehicle Access onto State Highways</p> <p>The following minimum sight distances from any access, shall be complied with, as measured from the points shown on Diagram 11 of Schedule 29.2:</p> <table border="1"> <thead> <tr> <th>Posted speed limit (km/hr)</th> <th>Sight distance (m)</th> </tr> </thead> <tbody> <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> </tbody> </table>	Posted speed limit (km/hr)	Sight distance (m)	50	113	60	140	70	170	80	203	90	240	100	282	<p>RD</p> <p>Discretion is restricted to the effects on the safety of the transport network.</p>									
Posted speed limit (km/hr)	Sight distance (m)																								
50	113																								
60	140																								
70	170																								
80	203																								
90	240																								
100	282																								
29.5.20	<p>Maximum Number of Vehicle Crossings</p> <p>The following maximum number of crossings shall be complied with:</p>	<p>RD</p> <p>Discretion is restricted to effects on safety, efficiency,</p>																							

Table 29.3 - Standards for activities outside roads		Non-compliance status																							
<table border="1"> <thead> <tr> <th rowspan="2">Frontage length (m)</th> <th colspan="3">Type of road frontage</th> </tr> <tr> <th>Local</th> <th>Collector</th> <th>Arterial</th> </tr> </thead> <tbody> <tr> <td>0 - 18</td> <td>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> </tbody> </table> <p>Advice note: This Rule does not apply to State highways which are, instead, subject to Rule 29.5.21.</p>	Frontage length (m)	Type of road frontage			Local	Collector	Arterial	0 - 18	1	1	1	19 - 60	2	1	1	61 - 100	3	2	1	Greater than 100	3	3	2		and amenity of the site and of the transport network, including the pedestrian and cycling environment.
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																						
29.5.21	<p>Minimum distance between vehicle crossings onto State Highways</p> <p>a. The minimum distance between any two vehicle crossings onto any State Highway, regardless of the side of the road on which they are located and whether they are single or combined, shall be:</p> <p>(i) 40 metres where the posted speed is equal to or lower than 70 km/h</p> <p>(ii) 100 metres where the posted speed is 80 km/h</p> <p>(iii) 200 metres where the posted speed is 100 km/h.</p>	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.																						
29.5.22	<p>Minimum distances of Vehicle Crossings from Intersections</p> <p>a. No part of any vehicle crossing shall be located closer to the intersection of any roads than the following minimum distances permitted below and as shown in Diagram 12 of Schedule 29.2:</p> <p>b. Roads with a speed limit of less than 70 km/hr:</p> <table border="1"> <thead> <tr> <th>Frontage Road</th> <th>Minimum Distance (m) from intersecting road</th> </tr> </thead> <tbody> <tr> <td>Arterial</td> <td>40</td> </tr> <tr> <td>Collector</td> <td>30</td> </tr> <tr> <td>Local</td> <td>25</td> </tr> </tbody> </table> <p>c. Roads with a speed limit equal to or greater than 70 km/ hr:</p> <table border="1"> <thead> <tr> <th>Frontage Road</th> <th>Minimum Distance (m) from intersecting road</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> </tr> </tbody> </table>	Frontage Road	Minimum Distance (m) from intersecting road	Arterial	40	Collector	30	Local	25	Frontage Road	Minimum Distance (m) from intersecting road			RD	Discretion is restricted to: <p>a. Effects on the efficiency of land-use and the safety and efficiency of the transport network, including the pedestrian and cycling environment.</p> <p>b. Urban design outcomes</p> <p>c. The efficiency of the land-use or</p>										
Frontage Road	Minimum Distance (m) from intersecting road																								
Arterial	40																								
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Frontage Road	Minimum Distance (m) from intersecting road																								

	Table 29.3 - Standards for activities outside roads	Non-compliance status						
	<table border="1" data-bbox="403 315 1024 461"> <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> <p>d. Except that where the boundaries of the site do not enable a conforming vehicle crossing to be provided, a single vehicle crossing may be constructed provided it is located 0.5m from the internal boundary of the site in the position that most closely complies with the above provisions.</p> <p>Advice notes:</p> <ol style="list-style-type: none"> 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. This Rule does not apply to State highways which are, instead, subject to Rule 29.5.23. 	Arterial	100	Collector	60	Local	50	subdivision layout
Arterial	100							
Collector	60							
Local	50							
29.5.23	<p>Minimum distances of Vehicle Crossings from Intersections onto State Highways</p> <p>a. No part of any vehicle crossing shall be located closer to the intersection of any state highway than the following minimum distances permitted below and as shown in Diagram 12 of Schedule 29.2:</p> <ol style="list-style-type: none"> 30 metres where the posted speed is less than 70 km/ h 100 metres where the posted speed is equal to or greater than 70 km/ h 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	<p>Service Stations</p> <ol style="list-style-type: none"> All service stations shall comply with the following rules: The canopy shall be setback 2m from the road boundary. Accessways into Service Stations shall comply with the following minimum separation distances from other driveways. <ol style="list-style-type: none"> Between driveways for residential activities - 7.5m Between driveways for other activities - 15m 	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
	<p>d. The width of any driveway into a Service Station shall comply with the following:</p> <p>(i) One way - 4.5m min and 6.0m max.</p> <p>(ii) Two way: - 6.0m min and 9.0m max.</p> <p>e. Any one-way entrance or exit shall be signposted as such.</p> <p>f. The road boundary of the site shall be bordered by a nib wall or other device to control traffic flows and to clearly define entrance and exit points</p> <p>g. Pumps shall be located a minimum of 4.5m from the road boundary and 12m from the midpoint of any vehicle crossing at the road boundary. All vehicles shall be clear of the footpath and accessways when stopped for refuelling</p> <p>h. A minimum path width of 4.5m and a minimum inside turning radius of at least 7.5m shall be provided for vehicles through the service station forecourt, except that for pumps which are not proposed to be used by heavy vehicles, the minimum path width required is 3.5m.</p> <p>i. Tanker access to bulk tank filling positions shall ensure tankers drive in and out in a forward direction, without the need for manoeuvring either on the site or adjacent roadways. Where this cannot be achieved tankers shall be able to be manoeuvred so they can drive out in a forward direction.</p> <p>j. Tankers discharging shall not obstruct the footpath</p>	

29.6 Non-Notification of Applications

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

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

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

29.7 Assessment Matters

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

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

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

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

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

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

- a. is within close proximity to public transport stations, stops, or terminals;
- b. is well linked to the active transport network and provides secure bicycle parking in a manner that facilitates the option of travelling to the facility by bicycle;
- c. makes public transport more convenient and more pleasant, thereby encouraging commuters and other users to shift to public transport;
- d. improves the operational efficiency of existing and future investments in the public transport network and facilitates existing and future investments in the public transport network, including public water ferry services; and

- e. assists with extending the catchment for public transport into areas where it is otherwise not cost-effective to provide traditional services or feeders.

29.7.4 Restricted Discretionary Activity - Size of parking spaces and layout

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

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

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

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

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

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

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

- a. the availability of sufficient on-site manoeuvring;
- b. the provision of passing areas and/ or turning heads and adequate on-site parking;

- c. the opportunity for improved urban amenity outcomes from providing a narrower private access;
 - d. the extent to which the access design complies with Table 3.2 and Appendices E and F of the QLDC Land Development and Subdivision Code of Practice (2018); and
 - e. any site constraints which affect the practicality of constructing to the standards set out in Table 29.3 of the QLDC Land Development and Subdivision Code of Practice (2018).
- 29.7.5.4 Whether and to what extent a shorter queuing space is acceptable in terms of achieving Objective 29.2.2, taking into account:
- a. the traffic volume in surrounding streets;
 - b. ~~the number of~~ parking spaces on the site;
 - c. the anticipated peak traffic flows from/ to the site;
 - d. tidal flows relation to residential developments and the potential for a reduced chance of vehicles meeting one another; and
 - e. in relation to large scale non-accessory parking areas:
 - (i) the rate of entry/ exit at control points and the freedom of movement beyond the control point in relation to carparks that have barrier arms, boom gates, or similar; and
 - (ii) the hourly parking accumulation and turnover of the carpark.
- 29.7.5.5 Whether and to what extent a steeper vehicle access gradient is acceptable in terms of achieving Objective 29.2.2, taking into account:
- a. the length, curvature, and width of the access;
 - b. the gradient of the access and break over angles adjacent to the road;
 - c. the surface of the access;
 - d. sight lines; and
 - e. the extent to which the proposed gradient applies with the AS/ NZS2890.1:2004; and
 - f. the provision of appropriate access for emergency vehicles.
- 29.7.5.6 Whether and to what extent on-site loading space is necessary or whether the reduced space proposed is acceptable in terms of achieving Objective 29.2.2, taking into account:
- a. the disruption to the adjacent transport network resulting from on street loading due to the reduced provision or lack of on-site loading space;
 - b. whether a smaller loading space is sufficient due to the nature of the proposed activities on the site; and

- c. whether loading on-street or allowing manoeuvring areas and/ or loading spaces to be shared will result in a higher quality pedestrian environment, which may be more appropriate in areas where it is desirable to limit access points in order to maintain or enhance safety, amenity, efficient traffic flows, intensification, or high levels of streetscape amenity.

29.7.6 Restricted Discretionary Activity - Bicycle parking and the provision of showers, lockers, e bicycle charging, and changing facilities

29.7.6.1 Whether and to what extent the design, location, and amount of bicycle parking and end-of-trip facilities proposed may be appropriate taking into account:

- a. whether there is adequate alternative, safe and secure bicycle parking, showers, and lockers that meet the needs of the intended users in a nearby location that is readily accessible and secured by a legal mechanism;
- b. whether the required bicycle parking and end of trip facilities can be provided and maintained via a jointly-used facility; and
- c. whether the location of the activity is such that it is unrealistic to expect staff or visitors to travel by bicycles (including electric bicycle) now or in the future.

29.7.7 Restricted Discretionary Activity – High Traffic Generating Activities

29.7.7.1 Whether and to what extent:

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

Table 29.4			
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
		1.0 per unit/ flat comprising 3 or more bedrooms. Footnote (3)	
29.8.5	Residential units and residential flats in the Business Mixed Use Zone	0.7 per residential unit/ flat containing 3 bedrooms or less; and For units/ flats containing more than 3 bedrooms, 0.7 for every 3 bedrooms Footnote (3)	0
29.8.6	Minimum number of carparks required for a residential flat in all zones, except otherwise listed in standards 29.8.1 – 29.8.5	1 per flat. Footnote (3)	0
29.8.7	Minimum number of carparks required for a residential unit in all zones, except otherwise listed in standards 29.8.1 – 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	Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) in the: <ul style="list-style-type: none"> High Density Residential Zone Medium Density Residential Zone between Park and Suburb Streets, Queenstown Business Mixed Use Zone 	0.25 per studio unit and 1 bedroom unit 0.5 per unit for all other units; In addition, where over 30 units are proposed over one or more sites, 1 coach park per 30 units, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation. Footnotes (3)(4)	0

Table 29.4			
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
29.8.11	<p>Unit type visitor accommodation (includes all units containing a kitchen facility. E.g. motels and cabins) in the:</p> <ul style="list-style-type: none"> • Medium Density Residential Zone in Wanaka • Medium Density Residential Zone in Arrowtown • The Jacks Point Village Activity Area of the Jacks Point Zone. 	<p>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)</p>	0
29.8.12	<p>Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) in the Medium Density Residential Zone other than the areas of Medium Density Residential listed above in 29.8.10 and 29.8.11</p>	<p>0.5 per studio unit, 1 bedroom unit, and 2 bedroom unit 1.0 per unit comprising 3 or more bedrooms Footnotes (3)(4)</p>	<p>0.2 per 5 units. Footnotes (1)(2)(3)</p>
29.8.13	<p>Unit type visitor accommodation (includes all units containing a kitchen facility. E.g. motels and cabins) in the:</p> <ul style="list-style-type: none"> • Low Density Residential Zone • Arrowtown Residential Historic Management Zone 	2 per unit. Footnote (3)	0
29.8.14	<p>Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) except in those zones listed in standards 29.8.10 - 29.8.13 above</p>	<p>1 per unit up to 15 units; thereafter 1 per 2 units.</p> <p>In addition, where over 30 units are proposed over one or more sites: 1 coach park per 30 units, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation.</p> <p>Footnotes (3) (4)</p>	<p>For developments comprising 10 or more units, 1 per 10 units. Footnotes (1)(2)(3)</p>

Table 29.4			
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
29.8.15	<p>Guest room type visitor accommodation (e.g. hotels) in the:</p> <ul style="list-style-type: none"> • High Density Residential Zone • Medium Density Residential Zone between Park and Suburb Streets, Queenstown • Business Mixed Use Zone 	<p>1 per 4 guest rooms up to 60 guest rooms; thereafter 1 per 5 guest rooms. Footnotes (1)(2)(3)</p> <p>In addition, where over 50 guest rooms are proposed over one or more sites; 1 coach park per 50 guest rooms, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation.</p>	<p>1 per 20 beds. Footnotes (1)(2)(3)(4)</p>
29.8.16	<p>Guest room type visitor accommodation (e.g. hotels) in all zones other than zones listed in Rule 29.8.15</p>	<p>1 per 3 guest rooms up to 60 guest rooms; thereafter 1 per 5 guest rooms. Footnotes (1)(2)(3)</p> <p>In addition, where over 50 guest rooms are proposed over one or more sites; 1 coach park per 50 guest rooms, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation.</p>	<p>1 per 20 beds. Footnotes (1)(2)(3)(4)</p>
29.8.17	<p>Backpacker hostel type visitor accommodation</p>	<p>1 per 5 guest beds.</p> <p>In addition, where over 50 beds are proposed over one or more sites; 1 coach park per 50 beds, provided that coach parks may overlay the required car parking spaces or may be located off-site in accordance with Rule 29.5.2</p>	<p>1 per 20 beds Footnotes (1)(2)(3)</p>

Table 29.4			
Minimum Parking Requirements,		Resident/ Visitor	Staff/ Guest
		provided that where located off-site, a loading area shall be provided on the site containing the visitor accommodation. Footnotes (3) (4).	
Commercial Activities			
29.8.18	Commercial activity, other than where the commercial activity is more specifically defined elsewhere in this table (Table 29.5)	1 per 25m² GFA; and For large format retail, of the total parking provided, 1 parking space per 500m ² GFA shall <u>be provided to</u> accommodate a medium rigid truck (in order to accommodate campervans and other vehicles larger than a B85 vehicle).	0
29.8.19	Industrial activity or service activity, other than where the activity is more specifically defined elsewhere in this table (Table 29.5)	0	1 per 50m ² of indoor and outdoor area/ GFA; except 1 per 100m ² of GFA used for warehousing and indoor or outdoor storage (including self storage units); and 1 per 100m ² of GFA for distribution centres
29.8.20	Motor vehicle repair and servicing	1 per 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 heavy vehicle parking spaces per establishment	1 per 25m ² servicing/ workshop area or 1 per work bay, whichever is greater Note: parking spaces will also be required for any on-site office and retail space

Table 29.4			
Minimum Parking Requirements,		Resident/ Visitor	Staff/ Guest
			pursuant to those rules.
29.8.21	Drive-through facility except in the Town Centre	5 queuing spaces per booth or facility, based on a B85 vehicle.	0
29.8.22	Office	0	1 per 50m ² GFA
29.8.23	Restaurant	1 per 25m ² PFA	1 per 100m ² PFA (2 minimum)
29.8.24	Tavern or bar	2 per 25m ² PFA	1 per 100m ² PFA (2 minimum)
29.8.25	Rural selling place	3 for the initial 25m ² GFA and outdoor display area; and thereafter 1 per 25m ² GFA and outdoor display area.	0
29.8.26	Home occupation (in addition to residential requirements)	1 per home occupation activity	0
29.8.27	Service station	1 per 25m ² of GFA used for retail sales	2 per service station
Community Activities			
29.8.28	Place of assembly or place of entertainment, except where specifically listed below	1 per 10m ² PFA or per 10 seats, whichever is greater; except for: Libraries, museums, and non-commercial art galleries, which shall provide 1 per 50m ² GFA	0
29.8.29	Swimming pools for public use or private club use	1 per 15m ² swimming pool area	1 per 200m ² swimming pool area
29.8.30	Gymnasiums for public use or private club use	1 per 100m ² GFA	1 per 200m ² PFA
29.8.31	Sports courts for public or private club use	1 per 75m ² court area	1 per 200m ² court area
29.8.32	Sports fields	12.5 per hectare of playing area	0
29.8.33	Hospital Note: Also see drop-off/ pick-up (set down) Rule 29.5.7	1 per 5 beds	2 per bed

Table 29.4			
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
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.
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	Convention centre	1 car park per 10 persons or 1 car park per 10 m ² of public floor area, whichever is greater. In addition, one coach park per 50 people the site is designed to accommodate.	0
29.8.38	Commercial recreational activity	1 carpark per 5 people the facility is designed to accommodate.	0
29.8.39	Unstaffed utility	0	1 for any unstaffed utility which includes a building or structure with a GFA of over 25m ²
29.8.40	Emergency Service Facilities:	1 space / emergency service vehicle bay	1 space/ emergency service vehicle bay

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

29.8.41.1 In calculating the total parking requirement:

- a. ~~the requirement for residents/visitors and the requirement for guests/ staff shall be added together (including fractional spaces), then rounded up or down in accordance with 29.9.41.1(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 (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 150m ² in area, 1 space per 150m ² GFA	Where 1 long-term bicycle parking space is required: no end of trip facilities required. Where 8-20 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).
29.10.2 Industrial and Service Activities	Nil	For such activities of at least 500m ² in area, 1 space per 500 m ² GFA	
29.10.3 Hospital	1 bicycle space per 25 beds	1 per 10 beds	
29.10.4 Other Health Care Facility	For facilities of at least 100m ² in area, 1 per 100m ² GFA	For facilities of at least 200m ² in area, 1 space per 200m ² GFA	
29.10.5 Restaurants, Cafes, Taverns and Bars	2 bicycle spaces (i.e. 1 stand) for the first 125m ² PFA and 1 space for every 150m ² GFA, thereafter	For such activities facilities of at least 500m ² in area, 1 space per 500m ² GFA	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
29.10.6 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 300m ² in area, 1 space per 300m ² GFA	For retail of at least 200m ² in area, 1 space per 200m ² GFA	Nil

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 200m ² in area: 1 space per 200m ² of GFA 3 spaces per field for field sports 3 spaces per netball court 1 space per tennis court 1 space per 15m ² of GFA for Club for clubhouse component	Nil	Nil
29.10.12 Places of assembly, community activities, and places of entertainment	For such activities of at least 500m ² in area, 2 bicycle spaces per 500m ² located directly outside the main entrance or ticket office	For such activities of at least 500m ² in area, 1 space per 500 m ² 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		Stall	Aisle	Aisle	Aisle	Stall	Depth	Overhang	Wheel-stop	Interlock	Depth	Stall
Parking	Angle	(m)	(m)	(m)	(m)	(m)	(m)	(m)	(m)	(m)	(m)	Depth
90	Class 1 User	2.4	7.0			5.0		0.8	4.2			
		2.5	6.6			5.0		0.8	4.2			
		2.6	6.2			5.0		0.8	4.2			
	Class 2 User	2.5	8.0			5.0		0.8	4.2			
		2.6	7.0			5.0		0.8	4.2			
		2.7	6.0			5.0		0.8	4.2			
Mobility		8.0			5.0		0.8	4.2				
60°		2.5	4.5		2.9					1.25		5.55
		2.7	4.0		3.1					1.35		5.65
		2.9	3.5		3.4	5.4	0.8	4.6		1.45		5.75
		3.0	3.5		3.5					1.5		5.8
45°		2.5	3.8		3.5					1.8		5.3
		2.7	3.5		3.8					1.9		5.4
		2.9	3.5		4.2	5.0	0.7	4.3		2.05		5.55
		3.0	3.5		4.2					2.1		5.6
30°		2.5	3.5		5.0					2.15		4.65
		2.7	3.5		5.4					2.3		4.8
		2.9	3.5		5.8	4.4	0.6	3.8		2.5		5.0
		3.0	3.5		6.0					2.6		5.1
Parallel parking		Stall Length (m) = 6.1		Stall Width (m) = 2.5		Aisle Width (m) = 3.7						

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

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

29.12 Heavy Vehicle Parking Layout

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
90°	Medium Rigid Truck	9.0	16.0	3.5 stall width and 1.5m pedestrian access path to service tour coaches
	Large Rigid Truck	12.0	19.5	
	Semi – Trailer	18.0	26.0	
	B – Train	21.0	26.0	
	Midi – Bus	10.3	16.0	
	Tour Coach	13.6	24.0	
60°	Medium Rigid Truck	9.43	10.5	3.5 stall width and 1.5m pedestrian access path to service tour coaches
	Large Rigid Truck	12.03	14.0	
	Semi – Trailer	17.22	19.0	
	B – Train	19.82	19.0	
	Midi – Bus	10.59	10.5	
	Tour Coach	13.41	18.0	
45°	Medium Rigid Truck	8.64	-	3.5 stall width and 1.5m pedestrian access path to
	Large Rigid Truck	10.76	-	
	Semi – Trailer	15.0	-	

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

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

29.13 Schedule 29.1- Road Classification

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

State 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

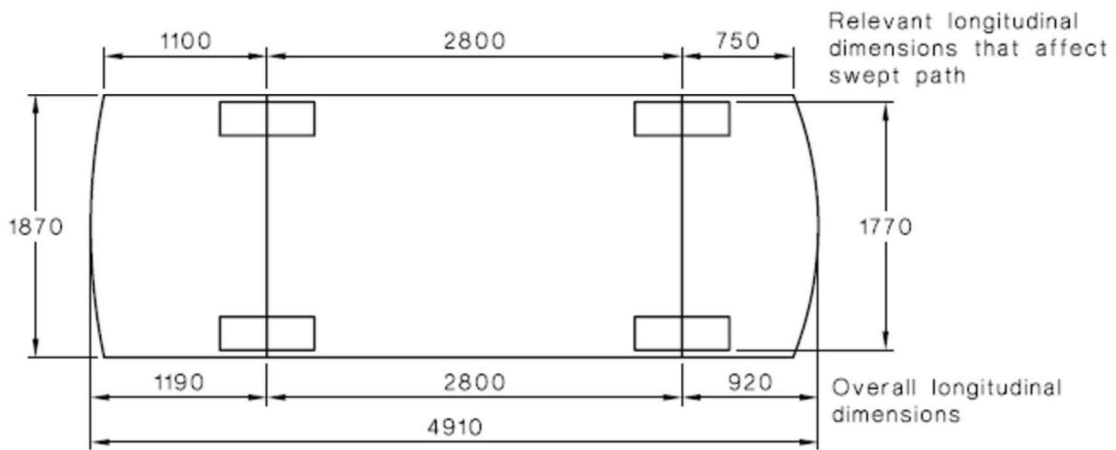
Collector Roads		
Road Name	Start Name	End Name
Sainsbury Road	Fernhill Road	Thorn Crescent
Aspen Grove	Thorn Crescent	Aspen Grove Roundabout
Frankton		
Boyes Crescent	McBride Street	Wilmot Avenue
Douglas Street	Robertson Street	End of Road
Frankton Shopping Centre Street	McBride Street	Gray Street
Grant 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		

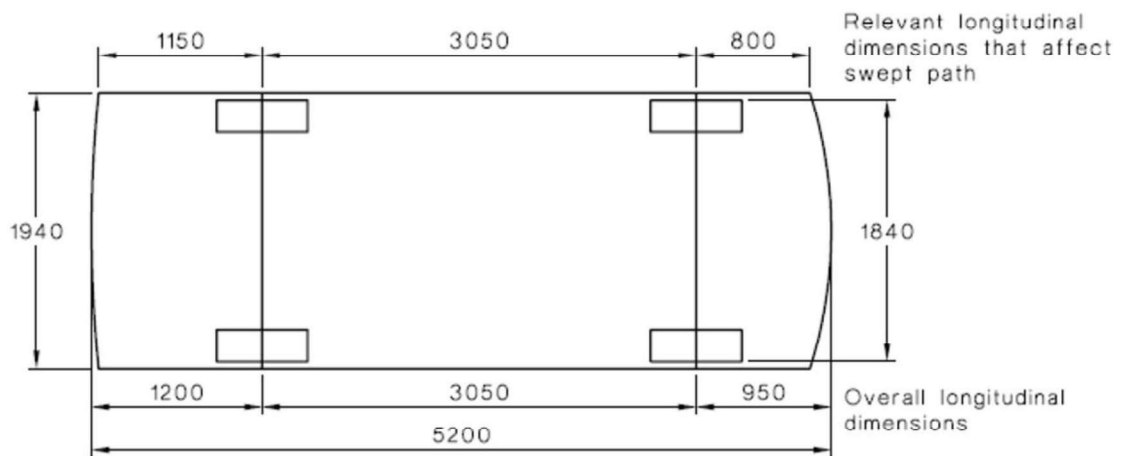
29.14 Schedule 29.2 - Interpretive Diagrams

29.14.1 Diagram 1 – B85 and B99 design vehicle dimensions



DIMENSIONS IN MILLIMETRES

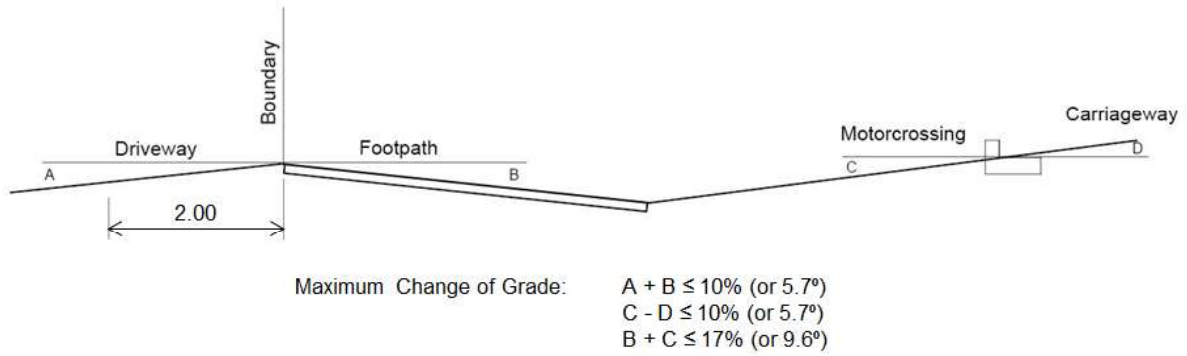
B85 (85TH PERCENTILE) CAR



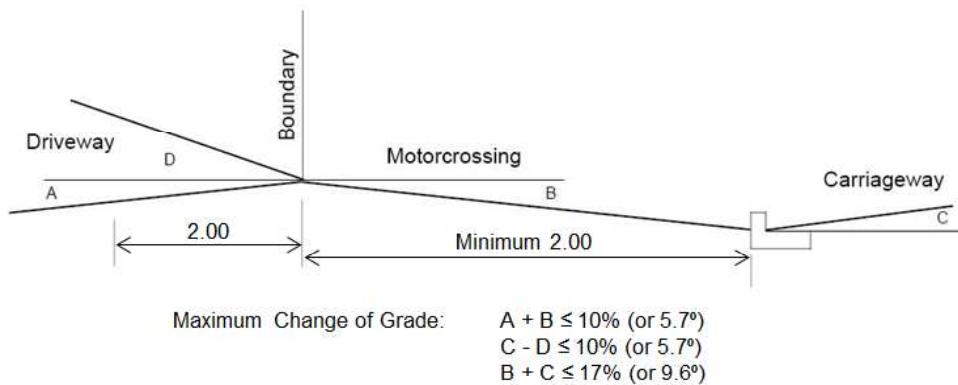
DIMENSIONS IN MILLIMETRES

B99 (99.8TH PERCENTILE) VEHICLE

29.14.2 Diagram 2 – Maximum Breakover Angles for Vehicle Crossings



Low Level Footpath

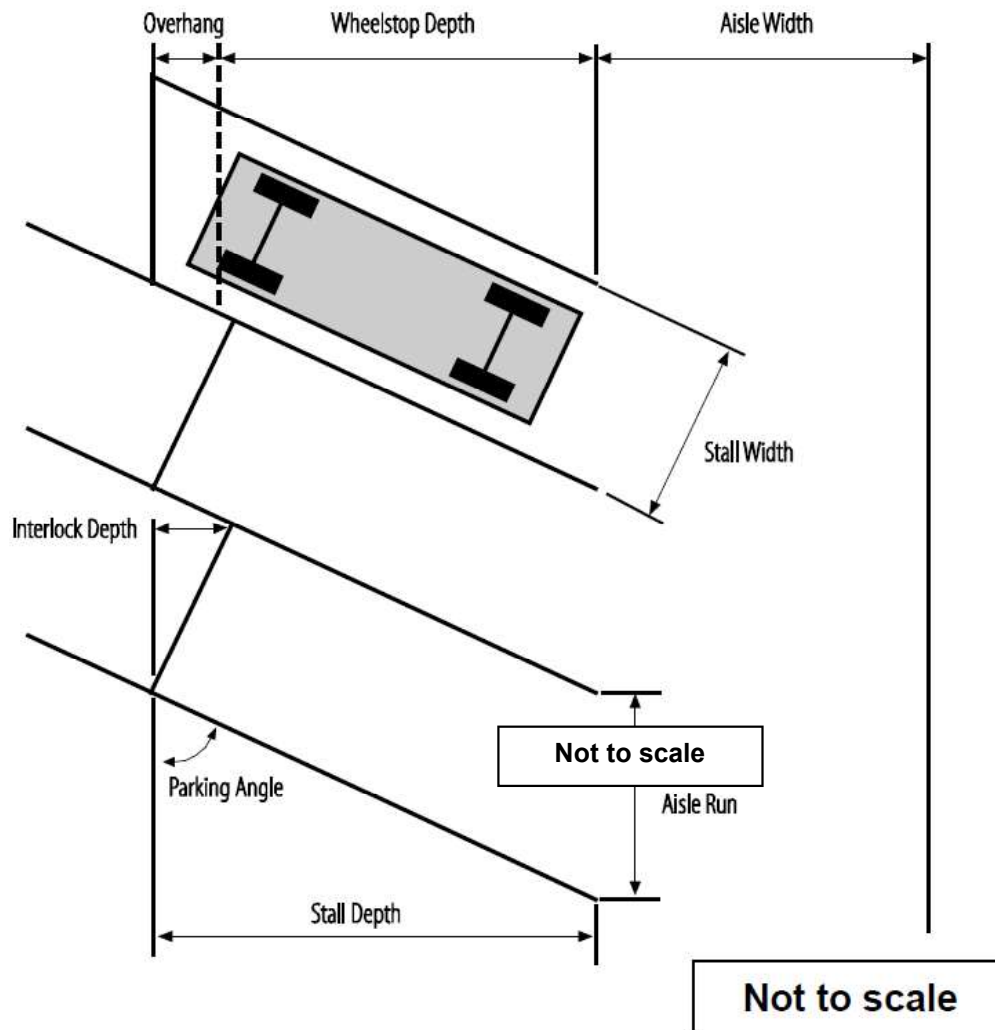


Standard Footpath

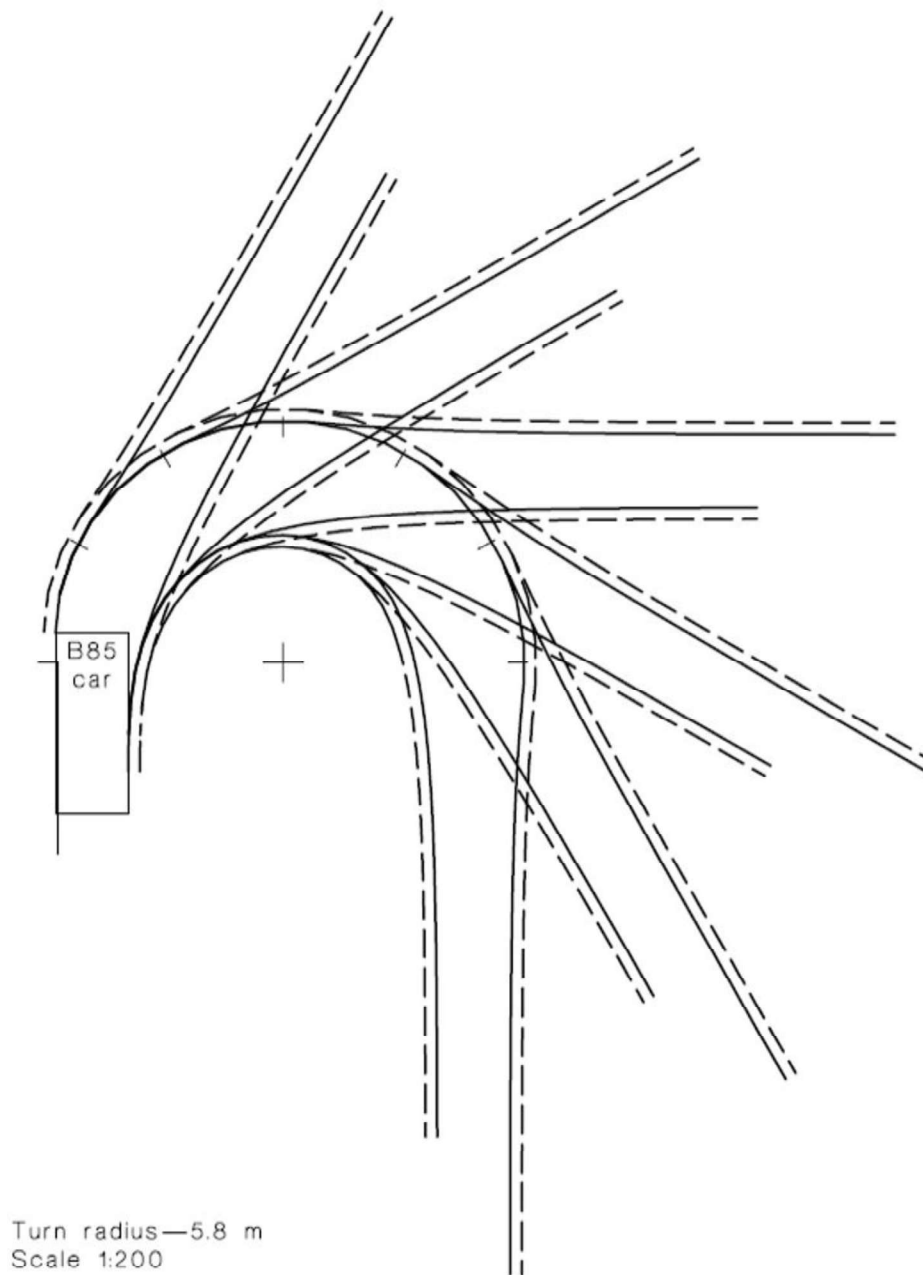
Note:

1. A, B, C and D refer to the gradients expressed either as a percentage or in degrees.
2. Low slung cars with ground effect features may not meet the criteria assumed in this design guide.
3. Buses are permitted lower clearance value of (A+B) or 6% of 3.4⁹.

29.14.3 Diagram 3 - Carpark Layouts



29.14.4 Diagram 4 – Vehicle Swept Path Design



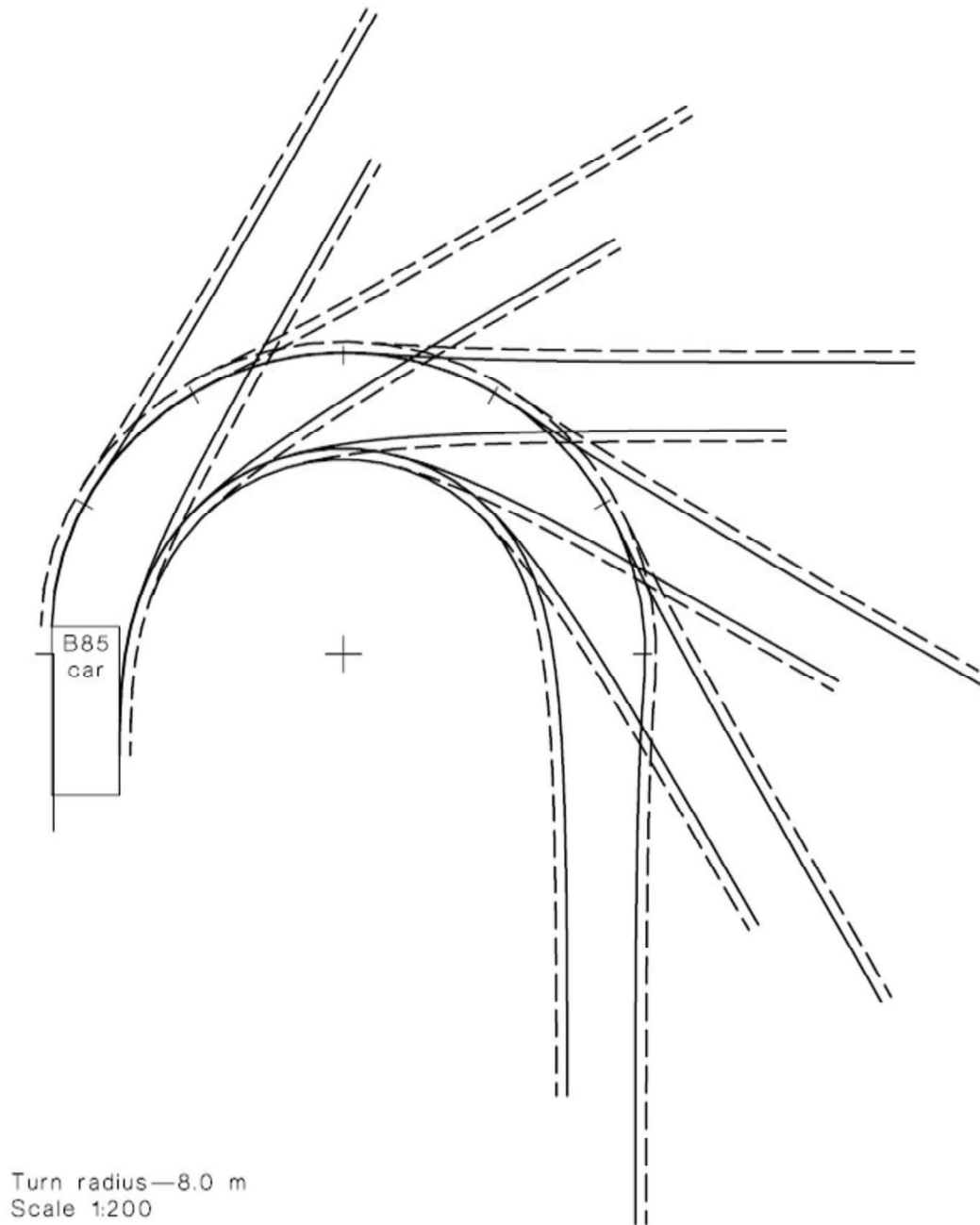
LEGEND:

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

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

Example of the B85 Design Template

5.8m Radius Turn

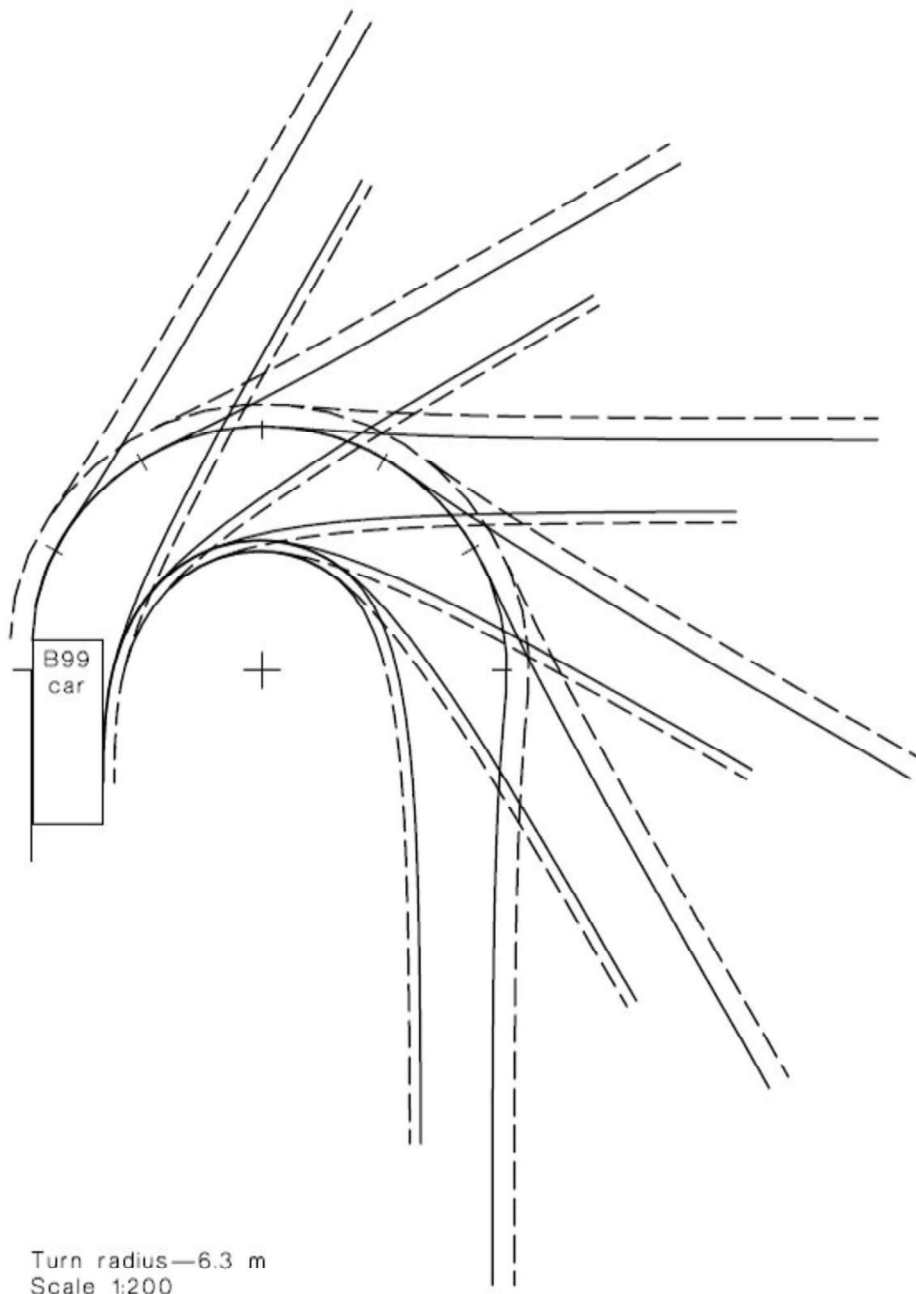


LEGEND:

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

Example of the B85 Design Template

8.0m Radius Turn



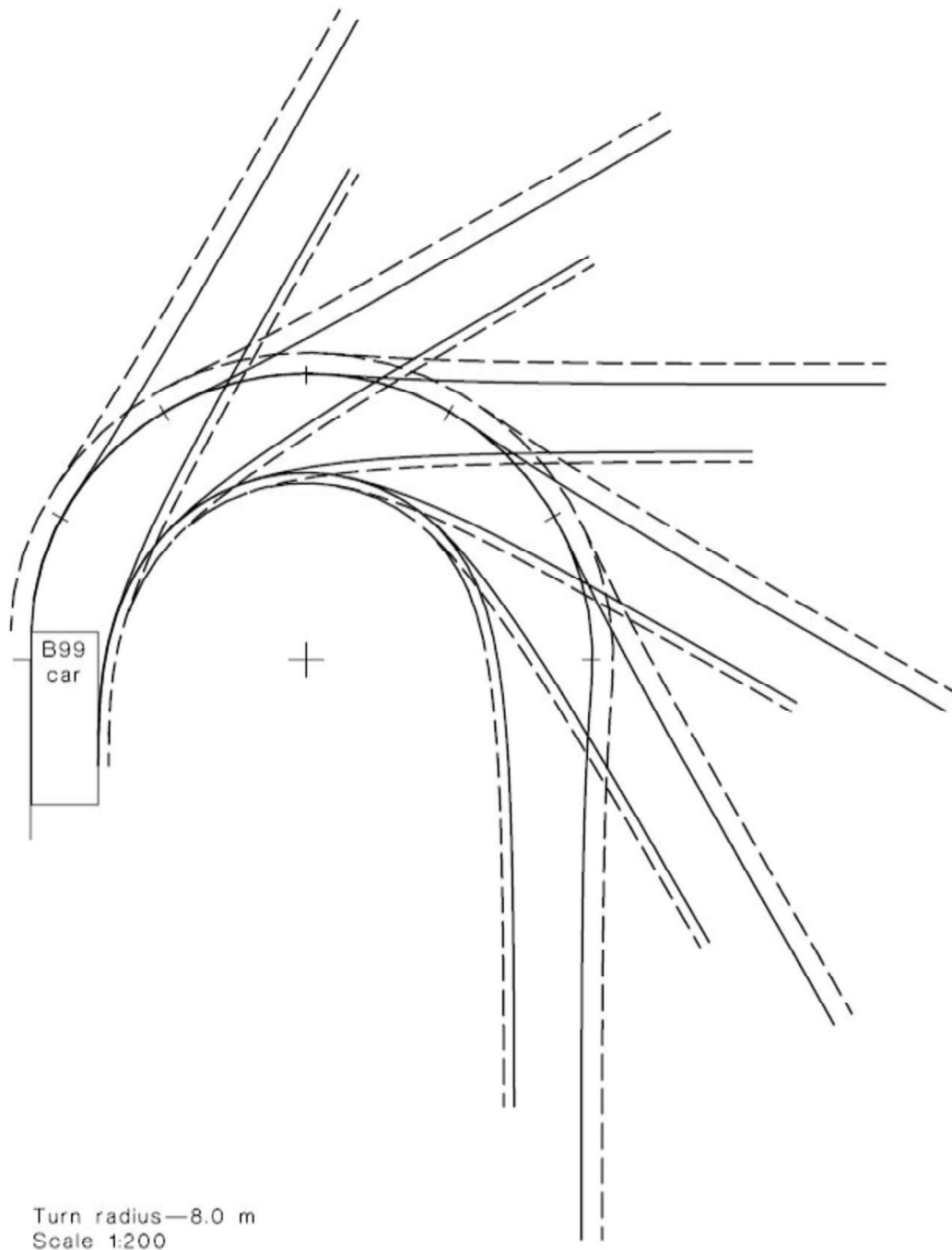
LEGEND:

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

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

Example of the B99 Design Template

6.3m Radius Turn

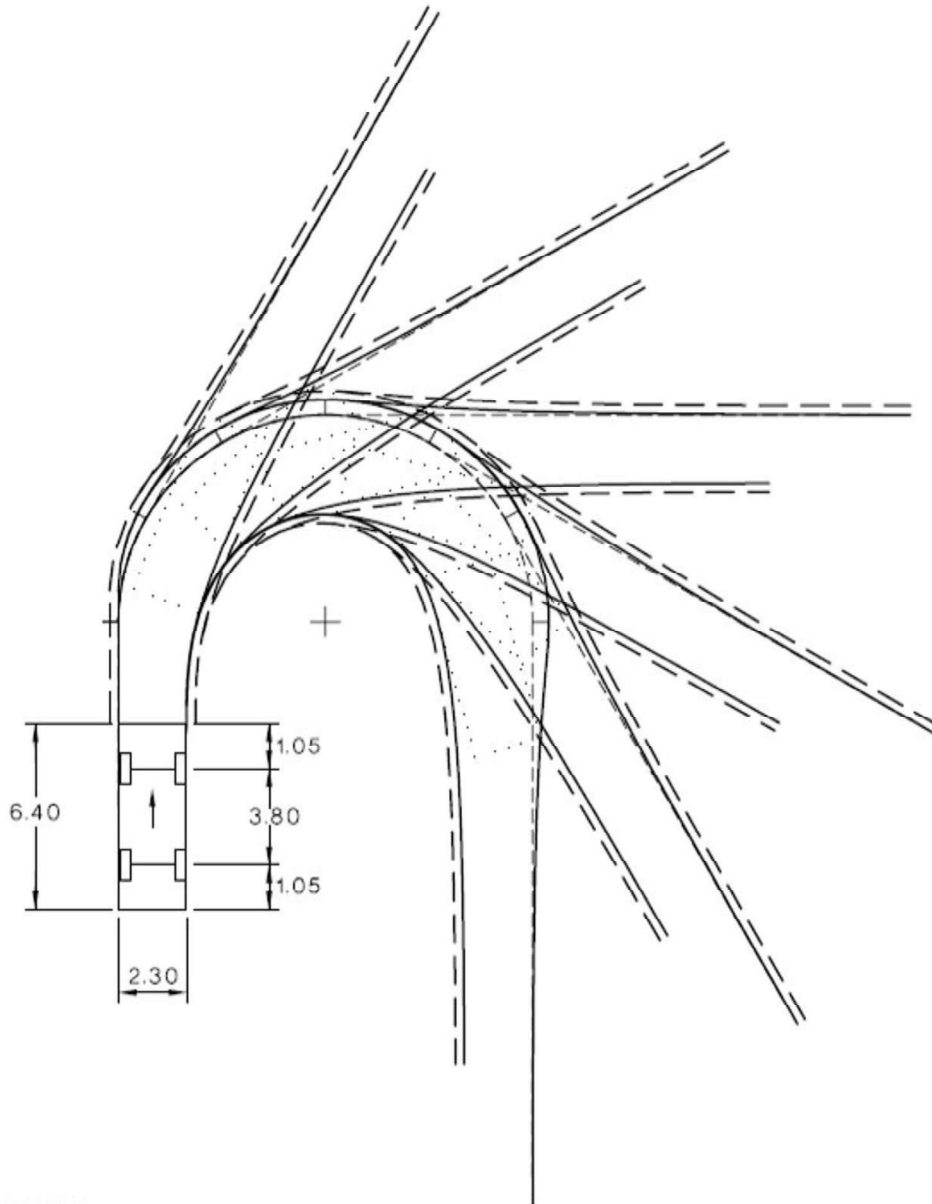


LEGEND:

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

Example of the B99 Design Template

8.0m Radius Turn



LEGEND:

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

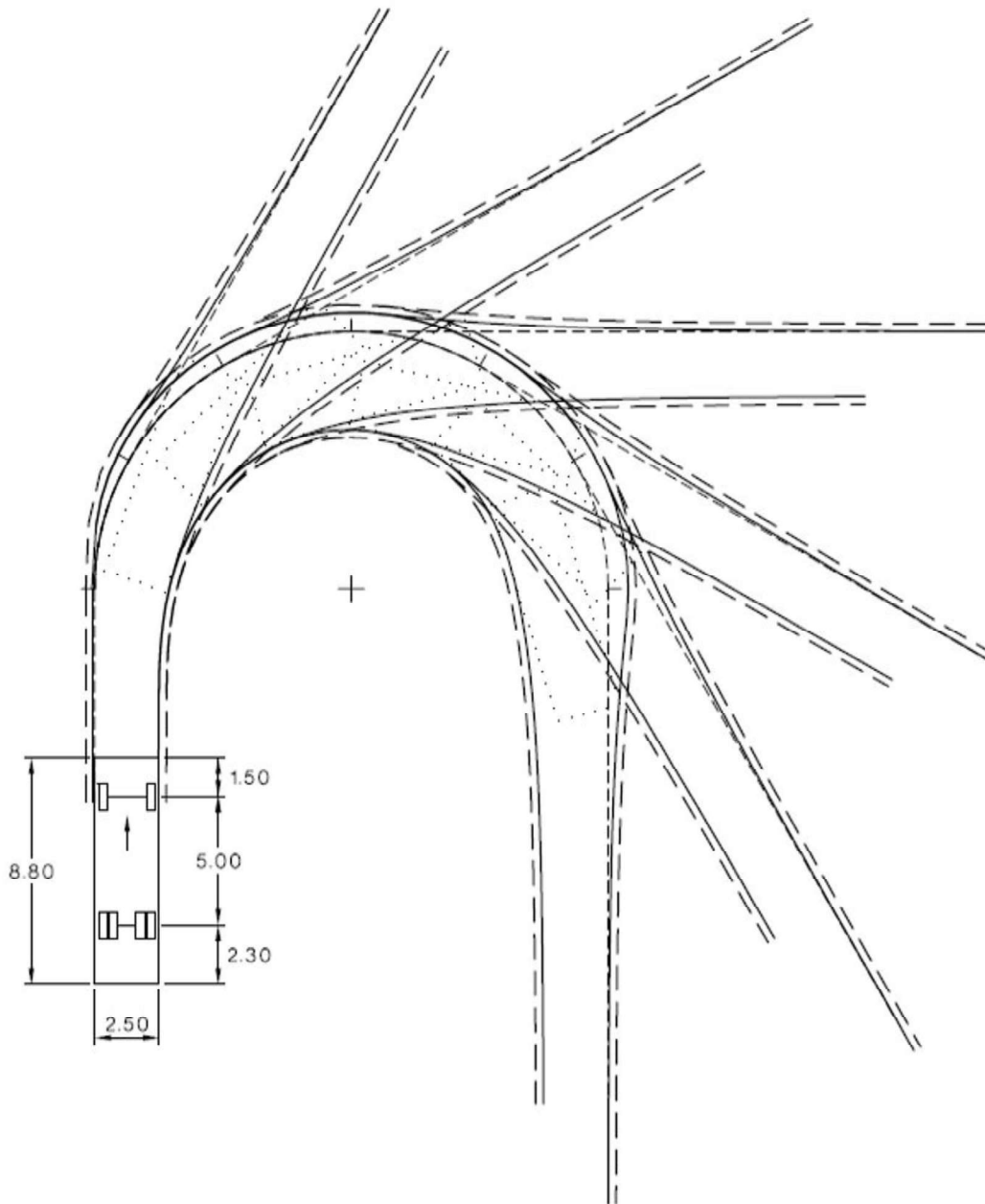


SCALE 1:250

DIMENSIONS IN METRES

Turning Path Template - Small Rigid Vehicle

Minimum Radius Turn (7.1m)



LEGEND:

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

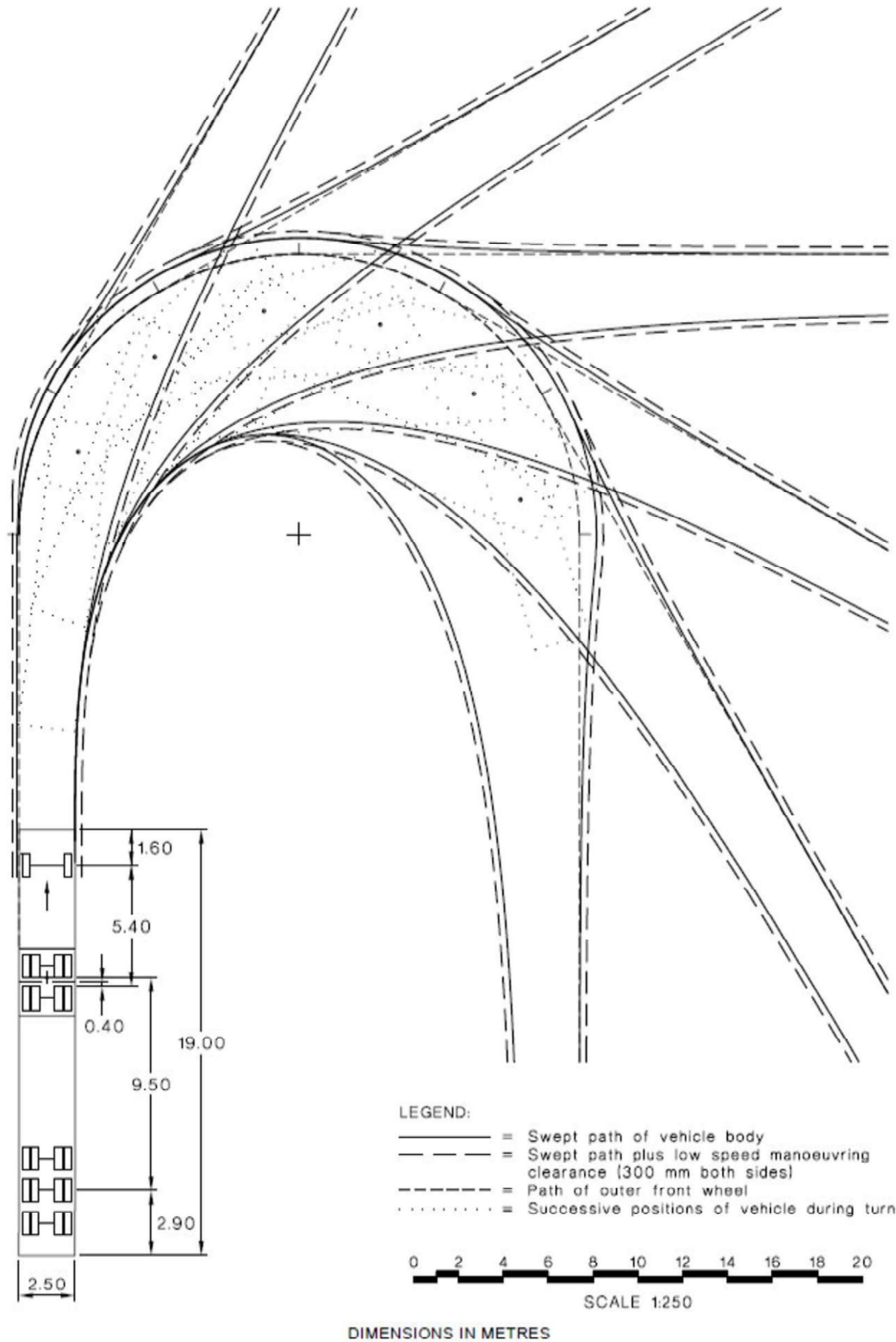


SCALE 1:250

DIMENSIONS IN METRES

Turning Path Template - Medium Rigid Vehicle

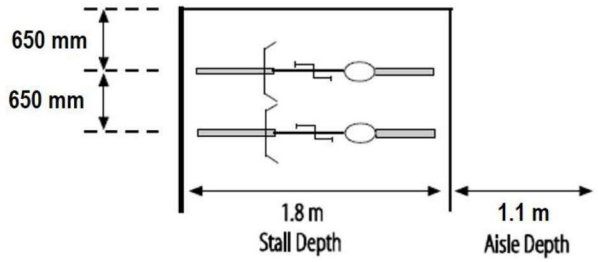
Minimum Radius Turn (10m)



Turning Path Template - Articulated Vehicle

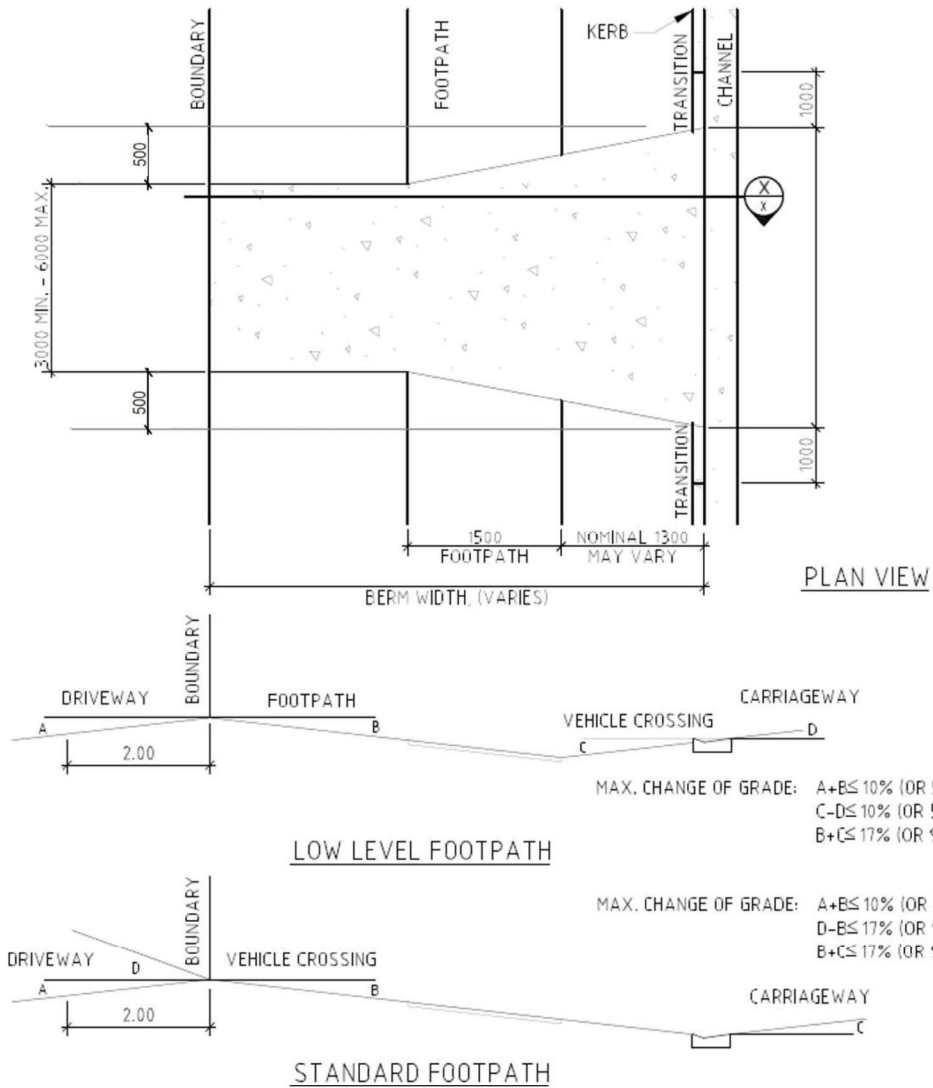
Minimum Radius Turn (12.5m)

29.14.5 Diagram 5 - Bicycle Parking Layout

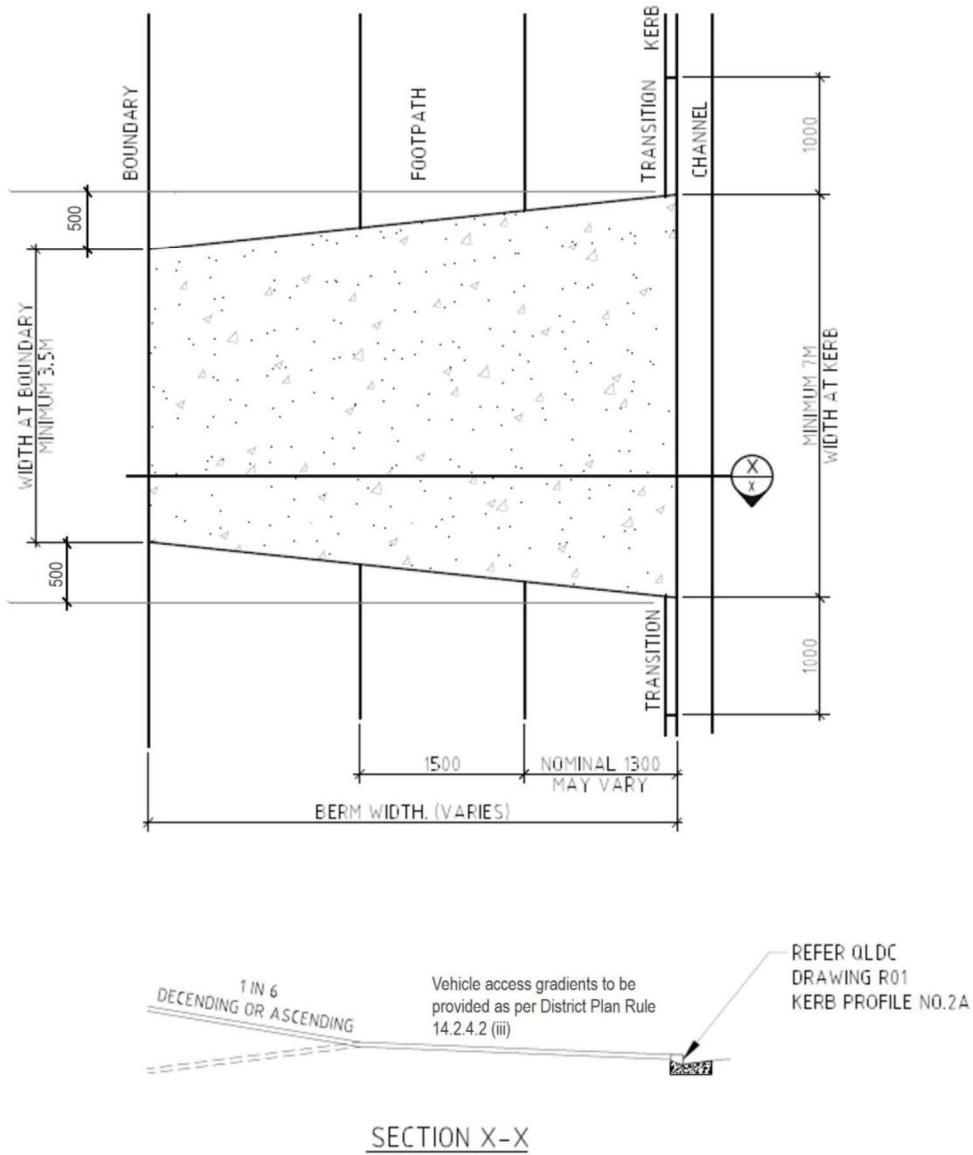


Not to scale

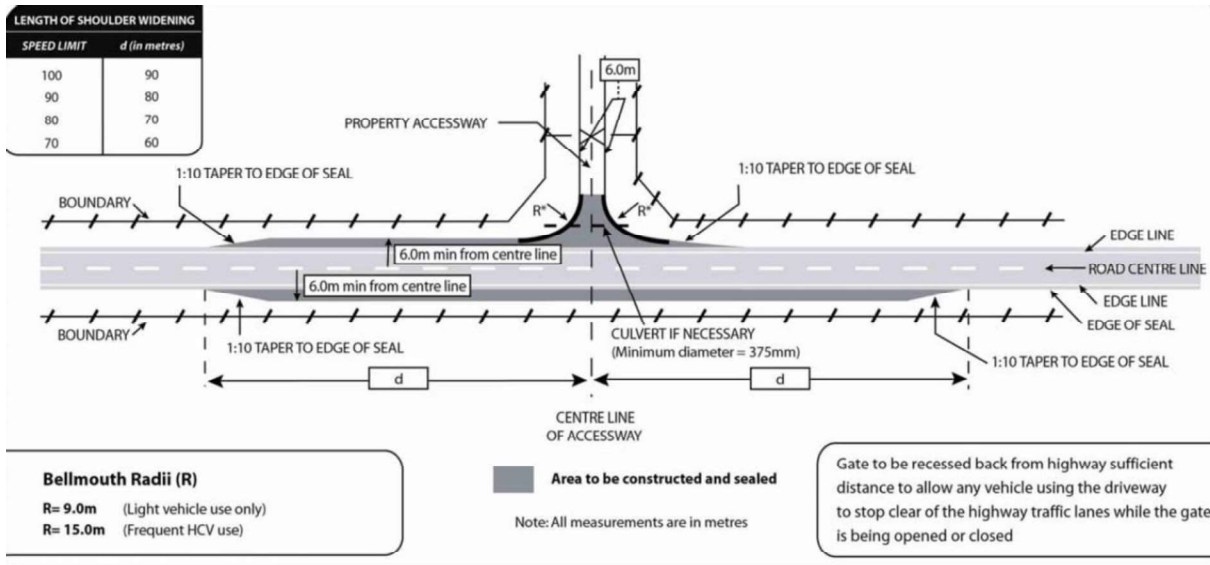
29.14.6 Diagram 6 - Residential Vehicle Crossing



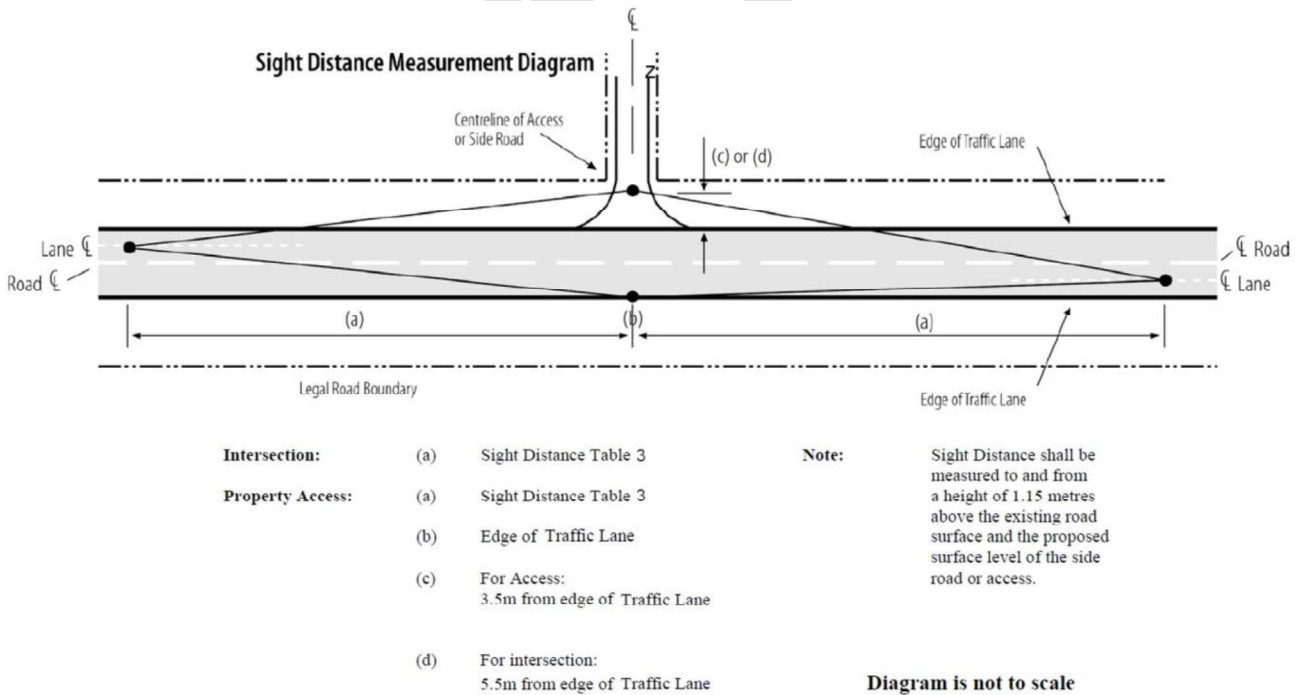
29.14.7 Diagram 7 - Commercial Vehicle Crossing



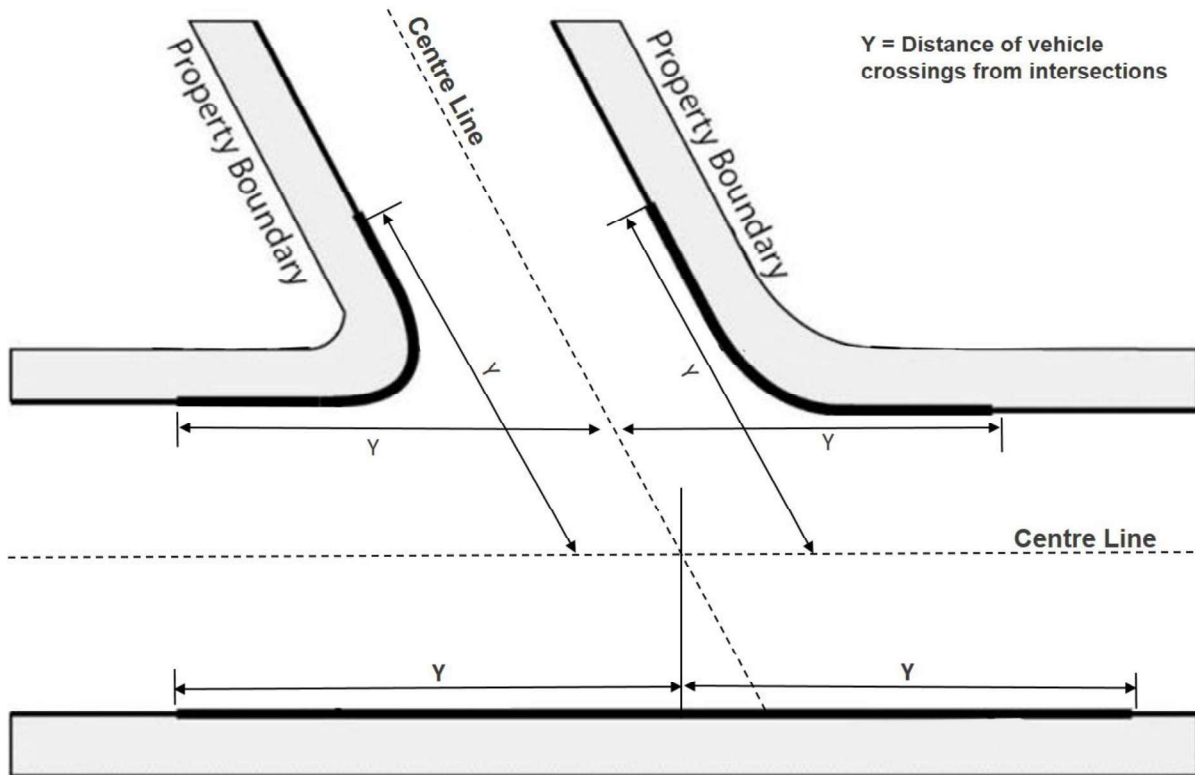
29.14.10 Diagram 10 - Access Design



29.14.11 Diagram 11 – Sight Distance Measurement Diagram



29.14.12 Diagram 12 – Sight Distance Measurement Diagram



DRAFT

APPENDIX 1B

**QLDC Proposed Amendments to the Proposed District Plan – Draft
Amendments to Rule 29.5.5**

Appendix 1: Proposed variation to Rule 29.5.5 - Mobility Parking spaces (Proposed District Plan Chapter 29 – Transport)

Strikethroughs indicate deletions and underlines indicate additions

29.5 Rules – Standards for activities outside roads

	Table 29.3 - Standards for activities outside roads	Non-compliance status																
29.5.5	<p>Mobility Parking spaces</p> <p>a. Other than in relation to residential units and visitor accommodation with less than 6 guests, wherever an activity requires parking to be provided, mobility parking spaces shall be provided in accordance with the following minimum standards:</p> <table border="1" data-bbox="338 762 1137 1054"> <thead> <tr> <th>Total number of parks to be provided by the activity or activities on the site</th> <th>Minimum number of mobility parking spaces required</th> </tr> </thead> <tbody> <tr> <td>1 to 10 spaces:</td> <td>1 space</td> </tr> <tr> <td>11 to 100 spaces:</td> <td>2 spaces</td> </tr> <tr> <td>More than 100 spaces</td> <td>2 spaces plus 1 space for every additional 50 parking spaces provided</td> </tr> </tbody> </table> <table border="1" data-bbox="338 1094 1704 1382"> <thead> <tr> <th></th> <th><u>Activity</u></th> <th><u>Resident/ Visitor</u></th> <th><u>Staff/ Guest</u></th> </tr> </thead> <tbody> <tr> <td><u>29.5.5.1</u></td> <td><u>Elderly persons housing unit and elderly care homes, either within a retirement village or not</u></td> <td><u>Residential units:</u> <u>1 – 10 residential units = 1 space</u> <u>11 – 100 residential units = 2 spaces</u></td> <td><u>Elderly care homes:</u> <u>1 – 50 beds = 1 space</u> <u>51 – 500 beds = 2 spaces</u> <u>>500 beds = 2 spaces plus 1 additional space for every 250 beds provided</u></td> </tr> </tbody> </table>	Total number of parks to be provided by the activity or activities on the site	Minimum number of mobility parking spaces required	1 to 10 spaces:	1 space	11 to 100 spaces:	2 spaces	More than 100 spaces	2 spaces plus 1 space for every additional 50 parking spaces provided		<u>Activity</u>	<u>Resident/ Visitor</u>	<u>Staff/ Guest</u>	<u>29.5.5.1</u>	<u>Elderly persons housing unit and elderly care homes, either within a retirement village or not</u>	<u>Residential units:</u> <u>1 – 10 residential units = 1 space</u> <u>11 – 100 residential units = 2 spaces</u>	<u>Elderly care homes:</u> <u>1 – 50 beds = 1 space</u> <u>51 – 500 beds = 2 spaces</u> <u>>500 beds = 2 spaces plus 1 additional space for every 250 beds provided</u>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. The number, location, and design of mobility parking spaces, including the accessibility of the spaces to the building(s); and</p> <p>b. Effectiveness of the associated signage.</p>
Total number of parks to be provided by the activity or activities on the site	Minimum number of mobility parking spaces required																	
1 to 10 spaces:	1 space																	
11 to 100 spaces:	2 spaces																	
More than 100 spaces	2 spaces plus 1 space for every additional 50 parking spaces provided																	
	<u>Activity</u>	<u>Resident/ Visitor</u>	<u>Staff/ Guest</u>															
<u>29.5.5.1</u>	<u>Elderly persons housing unit and elderly care homes, either within a retirement village or not</u>	<u>Residential units:</u> <u>1 – 10 residential units = 1 space</u> <u>11 – 100 residential units = 2 spaces</u>	<u>Elderly care homes:</u> <u>1 – 50 beds = 1 space</u> <u>51 – 500 beds = 2 spaces</u> <u>>500 beds = 2 spaces plus 1 additional space for every 250 beds provided</u>															

			<p><u>>100 residential units = 2 spaces plus 1 additional space for every additional 50 residential units</u></p> <p>Elderly care homes: <u>1 – 50 beds = 1 space</u> <u>51 – 500 beds = 2 spaces</u> <u>>500 beds = 2 spaces plus 1 additional space for every additional 250 beds</u></p>		
	<u>29.5.5.2</u>	<u>Homestay</u>	<p><u>1 – 10 bedrooms = 1 space</u> <u>11 – 100 bedrooms = 2 spaces</u> <u>>100 bedrooms = 2 spaces plus 1 additional space for every 50 bedrooms</u></p>	<u>0</u>	
	<u>29.5.5.3</u>	<p><u>Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) in the:</u></p> <ul style="list-style-type: none"> <u>• High Density Residential Zone</u> <u>• Medium Density Residential Zone between Park and Suburb Streets, Queenstown</u> <u>• Business Mixed Use Zone</u> 	<p><u>Studio unit/1 bedroom unit:</u> <u>1 – 40 studio units/1 bedroom units = 1 space</u> <u>41 – 400 studio units/1 bedroom units = 2 spaces</u> <u>>400 studio units/1 bedroom units = 2 plus 1 additional space for every 200 units provided</u></p> <p><u>All other units:</u> <u>1 – 20 units = 1 space</u> <u>21 – 200 units = 2 spaces</u> <u>>200 units = 2 spaces plus 1 additional space for every 100 units</u></p>	<u>0</u>	

	29.5.5.4	<p><u>Unit type visitor accommodation (includes all units containing a kitchen facility. E.g. motels and cabins) in the:</u></p> <ul style="list-style-type: none"> • <u>Medium Density Residential Zone in Wanaka</u> • <u>Medium Density Residential Zone in Arrowtown</u> • <u>The Jacks Point Village Activity Area of the Jacks Point Zone.</u> 	<p><u>Studio unit and 1 bedroom unit:</u></p> <p><u>1 – 14 studio units/1 bedroom units = 1 space</u></p> <p><u>15 – 143 studio units/1 bedroom units = 2 spaces</u></p> <p><u>>143 studio units/1 bedroom units = 2 spaces plus 1 additional space for every 71 units</u></p> <p><u>2 bedroom unit:</u></p> <p><u>1 – 10 units = 1 space</u></p> <p><u>11 – 100 units = 2 spaces</u></p> <p><u>>100 units = 2 spaces plus 1 additional space per 50 units</u></p> <p><u>unit comprising 3 or more bedrooms:</u></p> <p><u>1 – 7 units = 1 space</u></p> <p><u>8 – 67 units = 2 spaces</u></p> <p><u>>67 units = 2 spaces plus 1 additional space for every 33 units</u></p>	0	

<p><u>29.5.5.5</u></p>	<p><u>Unit type visitor accommodation (includes all units containing a kitchen facility. E.g. motels and cabins) in the:</u></p> <ul style="list-style-type: none"> • <u>Low Density Residential Zone</u> • <u>Arrowsmith Residential Historic Management Zone</u> 	<p><u>1 – 5 units = 1 space</u> <u>6 – 50 units = 2 spaces</u> <u>>50 units = 2 spaces plus 1 additional space for every 25 units</u></p>	<p><u>0</u></p>	
<p><u>29.5.5.6</u></p>	<p><u>Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) except in those zones listed in standards 29.8.10 - 29.8.13 above</u></p>	<p><u>1 – 10 units = 1 space</u> <u>11 – 200 units = 2 spaces</u> <u>>200 units = 2 spaces plus 1 additional space for every additional 100 units</u></p>	<p><u>For developments comprising 10 or more units:</u> <u>10 – 100 units = 1 space</u> <u>101 – 1,000 units = 2 spaces</u> <u>>100 units = 2 spaces plus 1 additional space for every additional 500 units</u></p>	
<p><u>29.5.5.7</u></p>	<p><u>Guest room type visitor accommodation (e.g. hotels) in the:</u></p> <ul style="list-style-type: none"> • <u>High Density Residential Zone</u> • <u>Medium Density Residential Zone between Park and Suburb Streets, Queenstown</u> • <u>Business Mixed Use Zone</u> 	<p><u>1 – 40 guest rooms = 1 space</u> <u>41– 500 guest rooms = 2 spaces</u> <u>>500 guest rooms = 2 spaces plus 1 additional space for every additional 250 guest rooms</u></p>	<p><u>1 – 200 beds = 1 space</u> <u>201 – 2,000 beds = 2 spaces</u> <u>>2,000 beds = 2 spaces plus 1 additional space for every additional 1,000 beds</u></p>	

<p><u>29.5.5.8</u></p>	<p><u>Guest room type visitor accommodation (e.g. hotels) in all zones other than zones listed in Rule 29.8.15</u></p>	<p><u>1 – 31 guest rooms = 1 space</u> <u>32 – 60 guest rooms = 2 spaces</u> <u>61 – 500 guest rooms = 2 spaces</u> <u>>500 guest rooms = 2 spaces plus 1 additional space for every additional 250 guest rooms</u></p>	<p><u>1 – 50 guest beds = 1 space</u> <u>51 – 500 guest beds = 2 spaces</u> <u>>500 guest beds = 2 spaces plus 1 additional space for every additional 250 guest rooms</u></p>		
<p><u>29.5.5.9</u></p>	<p><u>Backpacker hostel type accommodation</u></p>	<p><u>1 – 50 guest beds = 1 space</u> <u>51 – 500 guest beds = 2 spaces</u> <u>>500 guest beds = 2 spaces plus 1 additional space for every additional 250 guest rooms</u></p>	<p><u>1 – 200 beds = 1 space</u> <u>201 – 2,000 beds = 2 spaces</u> <u>>2,000 beds = 2 spaces plus 1 additional space for every additional 1,000 beds</u></p>		
<p><u>29.5.5.10</u></p>	<p><u>Commercial activity, other than where the commercial activity is more specifically defined elsewhere in this table (Table 29.5)</u></p>	<p><u>1 - 250 m² = 1 space</u> <u>251 - 2,500 m² = 2 spaces</u> <u>>2500 m² = 2 spaces plus 1 additional space for every additional 1,250 m²</u></p> <p><u>Note: all areas are calculated according to GFA</u></p>	<p><u>0</u></p>		

	<p><u>29.5.5.11</u></p>	<p><u>Industrial activity or service activity, other than where the activity is more specifically defined elsewhere in this table (Table 29.5)</u></p>	<p><u>0</u></p>	<p><u>Indoor and outdoor area/GFA:</u> <u>1 – 500 m² = 1 space</u> <u>501 – 5,000 m² = 2 spaces</u> <u>>5,000 m² = 2 spaces plus 1 additional space for every additional 2,500 m²</u></p> <p><u>Except that the following applies to GFA used for warehousing and indoor or outdoor storage (including self-storage units):</u> <u>1 – 1,000 m² = 1 space</u> <u>1,001 – 10,000 m² = 2 spaces</u> <u>>10,000 m² = 2 spaces plus 1 additional space for every additional 5,000 m²</u></p> <p><u>And for distribution centres:</u> <u>1 – 1,000 m² = 1 space</u> <u>1,001 – 10,000 m² = 2 spaces</u> <u>>10,000 m² = 2 spaces plus 1 additional space for every additional 5,000 m²</u></p> <p><u>Note: all areas are calculated according to GFA</u></p>	
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	<p><u>29.5.5.12</u></p>	<p><u>Motor vehicle repair and servicing</u></p>	<p>a. <u>servicing/ workshop area</u> <u>1 - 250 m² = 1 space</u> <u>251 – 2,500 m² = 2 spaces</u> <u>>2,500 m² = 2 spaces plus 1 additional space for every additional 1,250 m²</u></p> <p><u>Or</u></p> <p>b. <u>work bay (work bay up to a maximum of 50m² for each work bay)</u> <u>1 – 25 work bays = 1 space</u> <u>26 – 250 work bays = 2 spaces</u> <u>>250 work bays = 2 spaces plus 1 additional space for every additional 125 work bays</u></p> <p><u>Whichever of a or b is the greater shall apply</u></p>	<p>a. <u>servicing/ workshop area</u> <u>1 – 250 m² = 1 space</u> <u>251 – 2500 m² = 2 spaces</u> <u>>2500 m² = 2 spaces + 1 additional space for every additional 1250 m²</u></p> <p><u>Or</u></p> <p>b. <u>Work bays</u> <u>1 – 10 work bays = 1 space</u> <u>11 – 100 work bays = 2 spaces</u> <u>>100 work bays = 2 spaces plus 1 additional space for every additional 50 work bays</u></p> <p><u>Whichever of a or b is the greater shall apply</u></p> <p><u>Note: parking spaces will also be required for any on-site office and retail space pursuant to those rules</u></p>	
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29.5.5.13	<u>Drive-through facility except in the Town Centre</u>	<u>NA</u>	<u>NA</u>	
29.5.5.14	<u>Office</u>	<u>0</u>	<u>1 – 500 m² = 1 space</u> <u>501 – 5,000 m² = 2 spaces</u> <u>>5,000 m² = 2 spaces plus 1 additional space for every additional 2,500 m²</u> <u>Note: all areas are calculated according to GFA</u>	
29.5.5.15	<u>Restaurant</u>	<u>1 – 250 m² = 1 space</u> <u>251 – 2,500 m² = 2 spaces</u> <u>>2,500 m² = 2 spaces plus 1 additional space for every additional 1,250 m²</u> <u>Note: all areas are calculated according to PFA</u>	<u>1 – 1,000 m² = 1 space</u> <u>1,001 – 10,000 m² = 2 spaces</u> <u>>10,000 m² = 2 spaces plus 1 additional space for every additional 5,000 m²</u> <u>Note: all areas are calculated according to PFA</u>	

<p><u>29.5.5.16</u></p>	<p><u>Tavern or bar</u></p>	<p><u>1 – 125 m² = 1 space</u> <u>126 – 1,250 m² = 2 spaces</u> <u>>1,250 m² = 2 spaces plus 1 additional space for every additional 625 m²</u></p> <p><u>Note: all areas are calculated according to PFA</u></p>	<p><u>1 – 1,000 m² = 1 space</u> <u>1,001 – 10,000 m² = 2 spaces</u> <u>>10,000 m² = 2 spaces plus plus 1 additional space for every additional 5,000 m²</u></p> <p><u>Note: all areas are calculated according to PFA</u></p>		
<p><u>29.5.5.17</u></p>	<p><u>Rural selling place</u></p>	<p><u>1 – 250 m² = 1 space</u> <u>251 – 2500 m² = 2 spaces</u> <u>>2500 m² = 2 spaces plus 1 additional space for every additional 1,250 m²</u></p> <p><u>Note: all areas are calculated according to GFA</u></p>	<p><u>0</u></p>		
<p><u>29.5.5.18</u></p>	<p><u>Home occupation (in addition to residential requirements)</u></p>	<p><u>1 space (based on the operation of 1 Home Occupation activity)</u></p>	<p><u>0</u></p>		

	<u>29.5.5.19</u>	<u>Service station</u>	<p><u>Area used for retail sales</u> <u>1 – 250 m² = 1 space</u> <u>251 – 2,500 m² = 2 spaces</u> <u>>2,500 m² = 2 spaces plus 1 additional space for every additional 1,250 m²</u></p> <p><u>Note: all areas are calculated according to GFA</u></p>	<u>1 space (based on the operation of a 1 Service Station activity)</u>		
	<u>29.5.5.20</u>	<u>Place of assembly or place of entertainment, except where specifically listed below</u>	<p><u>a. PFA</u> <u>1 – 100 m² = 1 space</u> <u>101 – 1,000 m² = 2 spaces</u> <u>>1,000 m² = 2 spaces plus 1 additional space for every additional 500 m²</u> <u>Note: all areas are calculated according to PFA</u></p> <p><u>Or</u></p> <p><u>b. Number of seats</u> <u>1 – 100 seats = 1 space</u> <u>101 – 1000 seats = 2 spaces</u> <u>>1000 seats = 2 spaces + 1 additional space for every additional 500 seats</u></p> <p><u>Whichever of a or b is the greater shall apply</u></p>	<u>0</u>		

			<p><u>Libraries, museums, and non-commercial art galleries</u> <u>1 – 500 m² = 1 space</u> <u>501 – 5,000 m² = 2 spaces</u> <u>>5,000 m² = 2 spaces plus 1 additional space for every additional 2,500 m²</u></p> <p><u>Note: all areas are calculated according to GFA</u></p>		
<u>29.5.5.21</u>	<u>Swimming pools for public use or private club use</u>	<p><u>1 – 150 m² = 1 space</u> <u>151 – 1,500 m² = 2 spaces</u> <u>>1,500 m² = 2 spaces plus 1 additional space for every additional 750 m²</u></p> <p><u>Note: all areas are based on the amount of swimming pool area</u></p>	<p><u>1 – 2,000 m² = 1 space</u> <u>2,001 – 20,000 m² = 2 spaces</u> <u>>20,000 m² = 2 spaces plus 1 additional space for every additional 10,000 m²</u></p> <p><u>Note: all areas are based on the amount of swimming pool area</u></p>		
<u>29.5.5.22</u>	<u>Gymnasiums for public use or private club use</u>	<p><u>1 – 1,000 m² = 1 space</u> <u>1,001 – 10,000 m² = 2 spaces</u> <u>>10,000 m² = 2 spaces plus 1 additional space for every additional 5,000 m²</u></p> <p><u>Note: all areas are calculated according to GFA</u></p>	<p><u>1 – 2,000 m² = 1 space</u> <u>2,001 – 20,000 m² = 2 spaces</u> <u>>20,000 m² = 2 spaces plus 1 additional space for every additional 10,000 m²</u></p> <p><u>Note: all areas are calculated according to PFA</u></p>		

29.5.5.23	<u>Sports courts for public or private club use</u>	<u>1 – 750 m² = 1 space</u> <u>751 – 7,500 m² = 2 spaces</u> <u>>7,500 m² = 2 spaces plus 1 additional space for every additional 3,750 m²</u> <u>Note: all areas are based on the amount of court area</u>	<u>1 – 2,000 m² = 1 space</u> <u>2,001 – 20,000 m² = 2 spaces</u> <u>>20,000 m² = 2 spaces plus 1 additional space for every additional 10,000 m²</u> <u>Note: all areas are based on the amount of court area</u>		
29.5.5.24	<u>Sports fields</u>	<u>1 – 8,000 m² = 1 space</u> <u>8,001 – 80,000 m² = 2 spaces</u> <u>>80,000 m² = 2 spaces plus 1 additional space for every additional 40,000 m²</u> <u>Note: all areas are based on the amount of playing area</u>	0		
29.5.5.25	<u>Hospital</u> <u>Note: Also see drop off/ pick up (set down) Rule 29.5.7</u>	<u>1– 50 beds = 1 space</u> <u>51 – 500 beds = 2 spaces</u> <u>>500 beds = 2 spaces plus 1 additional space for every additional 250 beds</u>	<u>1 – 5 beds = 1 space</u> <u>6 – 50 beds = 2 spaces</u> <u>>50 beds = 2 spaces plus 1 additional space for every additional 25 beds</u>		

	<p><u>29.5.5.26</u></p>	<p><u>Health care facility</u> <u>Note: Also see drop off/ pick up (set down) Rule 29.5.6</u></p>	<p><u>1 – 5 professional staff = 1 space</u> <u>6 – 50 professional staff = 2 spaces</u> <u>>50 professional staff = 2 spaces plus 1 additional space for every additional 25 professional staff</u></p>	<p><u>1 – 10 professional staff = 1 space</u> <u>11 – 100 professional staff = 2 spaces</u> <u>>100 professional staff = 2 spaces plus 1 additional space for every additional 50 professional staff</u></p> <p><u>In addition;</u></p> <p><u>a. Full time staff</u> <u>2 – 20 other full time staff = 1 space</u> <u>21 – 200 other full time staff = 2 spaces</u> <u>>200 other full time staff = 2 spaces + 1 additional space for every additional 100 other full time staff</u></p> <p><u>Or</u></p> <p><u>b. Consulting room</u> <u>1 – 10 consulting rooms = 1 space</u> <u>11 – 100 consulting rooms = 2 spaces</u> <u>>100 consulting rooms = spaces + 1 additional space for every additional 50 consulting rooms</u></p>	
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				Whichever of a or b is the greater shall apply	
	<u>29.5.5.27</u>	<u>Education activity</u> <u>Note: Also drop off/ pick up (set down) Rule 29.5.6</u>	<u>For Year 11 and above:</u> <u>1 – 10 classrooms = 1 space</u> <u>11 – 100 classrooms = 2 spaces</u> <u>>100 classrooms = 2 spaces plus 1 additional space for every additional 50 classrooms</u> <u>Tertiary education:</u> <u>1 – 20 FTE employee = 1 space</u> <u>21 – 50 FTE employee = 2 spaces</u> <u>>50 FTE employee = 2 spaces plus 1 additional space for every additional 25 FTE employee</u> <u>1 – 40 FTE students the facility is designed to cater for = 1 space</u> <u>41 – 400 FTE students the facility is designed to cater for = 2 spaces</u>	<u>2 – 20 staff = 1 space</u> <u>21 – 200 staff = 2 spaces</u> <u>>200 staff = 2 spaces plus 1 additional space for every additional 100 staff</u>	

			<p><u>>400 FTE students the facility is designed to cater for = 2 spaces plus 1 additional space for every additional 200 FTE students</u></p>		
29.5.5.28	<p><u>Day care facility</u> <u>Note: Also see drop off/ pick up (set down) Rule 29.5.6</u></p>	<p><u>1 – 100 children/elderly persons = 1 space</u> <u>101 – 1,000 children/elderly persons = 2 spaces</u> <u>>1,000 children/elderly persons = 2 spaces plus 1 additional space for every 500 children/elderly persons</u></p>	<p><u>1 – 20 staff = 1 space</u> <u>21 – 50 staff = 2 spaces</u> <u>>50 staff = 2 spaces plus 1 additional space for every additional 25 staff</u></p>		
29.5.5.29	<p><u>Convention centre</u></p>	<p>a. <u>Persons</u> <u>1 – 100 persons = 1 space</u> <u>101 – 1,000 persons = 2 spaces</u> <u>>1,000 persons = 2 spaces plus 1 additional space for every 500 persons that the site is designed to accommodate</u></p> <p>Or;</p> <p>b. <u>Public floor area</u> <u>1 – 100 m² of public floor area = 1 space</u></p>	<p><u>0</u></p>		

			<u>101 – 1,000 m² of public floor area = 2 spaces</u> <u>>1,000 m² of public floor area = 2 spaces plus 1 additional space for every 500 m² of public floor area</u> <u>Whichever of a or b is the greater shall apply</u>		
<u>29.5.5.30</u>	<u>Commercial recreational activity</u>	<u>1 – 50 people the facility is designed to accommodate = 1 space</u> <u>51 – 500 people the facility is designed to accommodate = 2 spaces</u> <u>>500 people the facility is designed to accommodate = 2 spaces plus 1 additional space for every 250 people the facility is designed to accommodate</u>	<u>0</u>		
<u>29.5.5.31</u>	<u>Unstaffed utility</u>	<u>0</u>	<u>1 – 10 unstaffed utilities = 1 space</u> <u>11 – 100 unstaffed utilities = 2 spaces</u> <u>>100 unstaffed utilities = 2 spaces plus 1 additional space for every 50 unstaffed utilities</u> <u>Note: applies to any unstaffed utility which includes a building or structure with a GFA of over 25 m²</u>		

	<u>29.5.5.32</u>	<u>Emergency Service Facilities:</u>	<u>1 – 10 emergency service vehicle bays = 1 space</u> <u>11 – 100 emergency service vehicle bays = 2 spaces</u> <u>>100 emergency service vehicle bays = 2 spaces plus 1 additional space for every 50 emergency service vehicle bays</u>	<u>1 – 10 emergency service vehicle bays = 1 space</u> <u>11 – 100 emergency service vehicle bays = 2 spaces</u> <u>>100 emergency service vehicle bays = 2 spaces plus 1 additional space for every 50 emergency service vehicle bays</u>	
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APPENDIX 2A

QLDC Proposed Amendments to the Operative District Plan – Section 14

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 adequate parking and~~ 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 (where provided and/or required), 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 SH16A 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 **accessible** 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 car parking is provided; and~~

~~9.1.3.1.2 Reduce travel distances through well-connected streets; and~~

~~9.1.3.1.3 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, ~~and considering reductions in parking requirements where travel plans are proposed.~~

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 road 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 or 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 (other than for cars) 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-Lemond Cres-Glasgow St; and Queenstown Subzone C; Vaneuver-Drive-Belfast Tee; 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

ACTIVITY	PARKING SPACES REQUIRED FOR: RESIDENTS/ VISITOR	STAFF/ GUEST
Wanaka High-Density Residential-Subzones B&C	1-25 per-unit	0-25 per-unit (1)-(2)-(3)
Queenstown-Low-Density Residential-Zone and Queenstown-High-Density Residential-Zone-Subzone B, C; Thompson-St-Lemond-Cres-Glasgow-St; and Subzone C; Vaneuver-Drive-Belfast Tee; Aspen-Grove	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
All-Other-Zones; HDR Subzone A; Queenstown HDR Subzones B, B1, C not listed above	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 (guest room type construction, e.g. hotels)	1 per-5-guest-beds. In addition 1 coach park per 50 guest rooms	1 per-20-beds
Visitor Accommodation (Backpacker Hostels)	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.	
Queenstown Town Centre Lakeview sub-zone: Visitor Accommodation (unit type construction)	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.	
Queenstown Town Centre Lakeview sub-zone: Visitor Accommodation (guest room type construction)	A minimum of 1 coach park is provided per 50 units.	

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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 25m ² 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 Industrial Activity	2 per residential unit	none 1 per 25m ² area used for manufacturing, fabricating, processing, or packing goods plus 1 per 100m ² storage space
Industrial Activity-Frankton		3 per 100m ² GFA Workshop Area and for unit storage businesses 1 per 10 storage units
Meeting places and entertainment facilities	1 per 10m ² PFA or 10 seats, whichever is greater	
Motor vehicle repair and servicing	1 per 25m ² of servicing area plus 2 per establishment for heavy commercial vehicle parking	1 per 25m ² 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 50m ² GFA	

ACTIVITY	PARKING SPACES REQUIRED FOR: RESIDENTS/ VISITOR	STAFF/ GUEST
Restaurants (except for in the Queenstown Town Centre Lakeview sub-zone)	1 per 25m ² PFA	1 per 100m ² PFA (2 minimum)
Taverns or Bars (except for in the Queenstown Town Centre Lakeview sub-zone)	2 per 25m ² PFA	1 per 100m ² 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 25m ² GFA and outdoor display area; and thereafter 1 per 25m ² 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 25m ² 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 100m ²	1 per 100m ²
Warehousing	Nil	1 per 50m ² GFA plus 1 per 100m ² outdoor storage area
Convention Centre	1 car park per 10 persons or 1 car park per 10 m ² of public floor area, whichever is greater. In addition, one coach park per 50 people the site is designed to accommodate.	
Commercial Recreational Activities within the Lakeview sub-zone	1 car park 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 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 500m ² that sell fast moving, high volume goods (b) all other retail outlets and other commercial activities for the purpose of this provision	1 per 25m ² GFA 1 per 50m ² GFA	-
Healthcare Services	2 per professional	1 per full time equivalent staff member
Restaurants	1 per 50m ² PFA (excl toilets)	1 per 100m ² PFA (minimum) (2)

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 m ² gross floor area (excluding garage areas).	1 per residential unit plus 1 visitor per 5 units	-
Residential unit greater than 150 m ² 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	

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.

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ACTIVITY	RESIDENTS/VISITOR CARPARKS	STAFF/GUEST CARPARKS
<p>Visitor Accommodation-unit type construction, (includes all units containing a kitchen facility, e.g. motels, cabins); In the LDR subzone</p>	<p>2 per unit, and On sites containing more than 30 units, the site's access and layout 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.</p>	<p>None</p>
<p>In the MDR, Tourism and Community Facilities, and the Commercial Core subzones</p>	<p>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 layout 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</p>	<p>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.</p>
<p>Visitor Accommodation (Backpacker Hostels) – In all subzones NB – Refer Table 1 for other types of Visitor Accommodation.</p>	<p>1 per 5 guest beds. In addition 1 coach park per 50 guest rooms</p>	<p>1 per 20 beds NB: Such parking may be clustered.</p>
<p>Large format retail, except supermarkets</p>	<p>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.</p>	<p>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.</p>
<p>Supermarkets</p>	<p>5 per 100 m² GFA</p>	<p>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.</p>

ACTIVITY	RESIDENTS/VISITOR CARPARKS	STAFF/GUEST CARPARKS
<p>Specialty retail and commercial activities not otherwise listed in Table 1 or this table</p>	<p>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</p> <p>(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.</p>	<p>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.</p>
<p>Service Activities</p>	<p>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.</p>	<p>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.</p>

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 $5 \times 1.25 = 6.25$
 staff/guests $5 \times 0.25 = 1.25$
 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

Table 1D – Frankton Flats Special Zone (B)

Activity	Minimum spaces required	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	4.5 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: 4 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

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 four 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 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);

(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 Provided	Parking to be
Ground Floor units	2 spaces per 100m ² of GFA	4 spaces per 100m ² of GFA	
Upper floor units, including mezzanines	4.5 spaces per 400m 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 provided and/or 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 provided and/or required by this Plan shall be located on any access or outdoor living space required by the Plan. Each parking space provided and/or 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 provided and/or required requirement may be provided off-site.
 - (ii) All other developments may provide up to one-third of their parking provided and/or required 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 provided and/or required 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 Served 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.	

NOTE – Absolute minimum rates of accessible/mobility parking spaces are to be inserted here which will not rely on any underlying minimum parking rates. It is the intent that this rate will remain the same as the current requirement so that the provision has the same overall effect.

- (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 provided and/or 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 (see definitions in Appendix A7), provided and/or 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 Kingstons 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 1500m ² 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
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(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 the 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

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.
- (d) Any one way entrance or exit shall be signposted as such. 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

ACTIVITY	Type 1	Type 2	Type 4
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 m ² located directly outside the main entrance or ticket office.	1 per 50m ² 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.
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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 provided and or required 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 provided and or required 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 provides and/or 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 (excluding the number of parks for cars but including manoeuvring space) 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 (other than for cars) or loading spaces to be secured in some manner.
- (d) Whether a demonstrably less than normal incidence of parking (other than for cars) 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 (other than for cars) 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 (other than for cars) and loading spaces in conjunction with other activities in the vicinity not providing the required number of parking (other than for cars) 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 (other than for cars) 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.

APPENDIX 2B

**QLDC Proposed Amendments to the Operative District Plan - Draft
Amendments to Rule 14.2.4.1(viii)**

Draft Amendments to Rule 14.2.4.1(viii) - Car Spaces for People with Disabilities (Operative District Plan Section 14 – Transport)

~~Strikethroughs~~ indicate deletions and underlines indicate additions

viii Car Spaces for People with Disabilities

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

~~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

	<u>ACTIVITY</u>	<u>RESIDENTS/ VISITOR</u>	<u>STAFF/ GUEST</u>
<u>Residential units:</u>	<u>High Density Residential (HDR) Zone and Queenstown Town Centre Lakeview sub-zone</u> i. <u>Subzone A- Queenstown & Wanaka; Subzones B, B1, C Queenstown only unless listed in ii below and the Queenstown Town Centre Lakeview sub-zone</u>	<u>1 to 10 units – no requirement</u> <u>11 to 50 units – 1 space</u> <u>Up to 100 units – 2 spaces</u> <u>Plus 1 for every additional 50 units</u>	<u>none</u>
	ii. <u>Queenstown Subzone B, C: Thompson St-Lomond Cres-Glasgow St; and Queenstown Subzone C: Vancouver Drive-Belfast Tce; Aspen Grove</u>	<u>1 to 8 units – no requirement</u> <u>9 to 40 units – 1 space</u> <u>Up to 80 units – 2 spaces</u> <u>Plus 1 for every additional 40 units</u>	<u>1 to 40 units – no requirement</u> <u>41 to 200 units – 1 space</u> <u>Up to 400 units – 2 spaces</u> <u>Plus 1 for every additional 200 units</u>
	<u>All Other Zones & Wanaka HDR Sub-zones B, C</u>	<u>1 to 5 units – no requirement</u> <u>5 to 25 units – 1 space</u> <u>Up to 50 units – 2 spaces</u> <u>Plus 1 for every additional 25 units</u>	<u>None</u>
	<u>Residential Flat</u>	<u>1 to 10 residential flats – no requirement</u> <u>11 to 50 residential flats – 1 space</u> <u>Up to 100 residential flats – 2 spaces</u> <u>Plus 1 for every additional 50 residential flats</u>	
	<u>Elderly Persons Housing</u>	<u>1 to 10 residential units – no requirement</u>	

		<u>11 to 50 residential units – 1 space</u> <u>Up to 100 residential units – 2 spaces</u> <u>Plus 1 for every additional 50 residential units</u>	
	<u>Homestays and Registered Homestays</u>	<u>1 to 10 bedrooms used for homestay – no requirement</u> <u>11 to 50 bedrooms used for homestay – 1 space</u> <u>Up to 100 bedrooms used for homestay – 2 spaces</u> <u>Plus 1 for every additional 50 bedrooms used for homestay</u>	
<u>Visitor Accommodation</u>	<u>Wanaka Low Density Residential Zone and Wanaka High Density Residential Subzones B&C</u>	<u>1 to 5 units – no requirement</u> <u>5 to 25 units – 1 space</u> <u>Up to 50 units – 2 spaces</u> <u>Plus 1 for every additional 25 units</u>	<u>None</u>
	<u>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</u>	<u>1 to 8 units – no requirement</u> <u>9 to 40 units – 1 space</u> <u>Up to 80 units – 2 spaces</u> <u>Plus 1 for every additional 40 units</u>	<u>1 to 40 units – no requirement</u> <u>41 to 200 units – 1 space</u> <u>Up to 400 units – 2 spaces</u> <u>Plus 1 for every additional 200 units</u>
		<u>1 to 10 units – no requirement</u>	<u>1 to 100 units – no requirement</u>

	<p><u>All Other Zones; HDR Subzone A; Queenstown HDR Subzones B, B1, C not listed above</u></p>	<p><u>10 to 85 units – 1 space</u> <u>Up to 185 units – 2 spaces</u> <u>Plus 1 for every additional 100 units.</u></p>	<p><u>101 to 500 units – 1 space</u> <u>Up to 1000 units – 2 spaces</u> <u>Plus 1 for every additional 500 units</u></p>
	<p><u>Visitor Accommodation (guest room type construction, e.g. hotels)</u></p>	<p><u>1 to 30 guest rooms – no requirement</u> <u>31 to 160 guest rooms – 1 space</u> <u>Up to 310 guest rooms – 2 spaces</u> <u>Plus 1 for every additional 250 guest rooms</u></p>	<p><u>1 to 200 units – no requirement</u> <u>101 to 1000 units – 1 space</u> <u>Up to 2000 units – 2 spaces</u> <u>Plus 1 for every additional 1000 units</u></p>
	<p><u>Visitor Accommodation (Backpacker Hostels)</u></p>	<p><u>1 to 50 beds – no requirement</u> <u>51 to 250 beds – 1 space</u> <u>Up to 500 beds – 2 spaces</u> <u>Plus 1 for every additional 250 beds.</u></p>	<p><u>1 to 200 beds – no requirement</u> <u>101 to 1000 beds – 1 space</u> <u>Up to 2000 beds – 2 spaces</u> <u>Plus 1 for every additional 1000 beds</u></p>
	<p><u>Queenstown Town Centre Lakeview sub-zone: Visitor Accommodation (unit type construction)</u></p>	<p>TBC</p>	<p><u>1 to 100 units – no requirement</u> <u>101 to 500 units – 1 space</u> <u>Up to 1000 units – 2 spaces</u> <u>Plus 1 for every additional 500 units</u></p>
	<p><u>Queenstown Town Centre Lakeview sub-zone: Visitor Accommodation (guest room type construction)</u></p>	<p><u>1 to 30 guest rooms – no requirement</u></p>	

		<p><u>31 to 160 guest rooms – 1 space</u> <u>Up to 310 guest rooms – 2 spaces</u> <u>Plus 1 for every additional 250 guest rooms</u></p>	
<u>Commercial</u>	<p><u>Commercial Activities (except for the Queenstown Town Centre Lakeview sub-zone where there is no minimum parking requirement)</u></p>	<p><u>1 to 250m² GFA – no requirement</u> <u>251m² to 1250m² GFA – 1 space</u> <u>Up to 2500m² GFA – 2 spaces</u> <u>Plus 1 for every additional 1250m² GFA.</u></p>	
	<p><u>Comprehensive Residential Development within the Low Density Residential Zone – excluding Wanaka</u></p>	<p><u>1 to 8 units – no requirement</u> <u>9 to 40 units – 1 space</u> <u>Up to 80 units – 2 spaces</u> <u>Plus 1 for every additional 40 units</u></p>	<p><u>1 to 40 units – no requirement</u> <u>41 to 200 units – 1 space</u> <u>Up to 400 units – 2 spaces</u> <u>Plus 1 for every additional 200 units</u></p>
	<u>Wanaka</u>	<p><u>1 to 5 units – no requirement</u> <u>5 to 25 units – 1 space</u> <u>Up to 50 units – 2 spaces</u> <u>Plus 1 for every additional 25 units</u></p>	<p><u>None</u></p>
	<u>Industrial Activity</u>		<p><u>For areas used for manufacturing, fabricating, processing, or packing goods:</u> <u>1 to 250m² GFA – no requirement</u></p>

			<p><u>251m² to 1250m² GFA – 1 space</u></p> <p><u>Up to 2500m² GFA – 2 spaces</u></p> <p><u>Plus 1 for every additional 1250m² GFA.</u></p> <p><u>For areas used for storage space:</u></p> <p><u>1 to 1000m² GFA – no requirement</u></p> <p><u>251m² to 5000m² GFA – 1 space</u></p> <p><u>Up to 10,000m² GFA – 2 spaces</u></p> <p><u>Plus 1 for every additional 5000m² GFA.</u></p>
	<u>Industrial Activity-Frankton</u>		<p><u>1 to 334m² GFA – no requirement</u></p> <p><u>335m² to 1667m² GFA – 1 space</u></p> <p><u>Up to 3334m² GFA – 2 spaces</u></p> <p><u>Plus 1 for every additional 1667m² GFA</u></p>
	<u>Meeting places and entertainment facilities</u>	<p><u>1 to 100m² PFA – no requirement</u></p> <p><u>101m² to 500m² PFA – 1 space</u></p> <p><u>Up to 1000m² PFA – 2 spaces</u></p> <p><u>Plus 1 for every additional 500m² PFA</u></p>	
	<u>Motor vehicle repair and servicing</u>	<u>For servicing area:</u>	<u>For workshop area:</u>

		<u>1 to 250m² GFA – no requirement</u> <u>251m² to 1250m² GFA – 1 space</u> <u>Up to 2500m² GFA – 2 spaces</u> <u>Plus 1 for every additional 1250m² GFA.</u>	<u>1 to 250m² GFA – no requirement</u> <u>251m² to 1250m² GFA – 1 space</u> <u>Up to 2500m² GFA – 2 spaces</u> <u>Plus 1 for every additional 1250m² GFA.</u>
	<u>Drive-through facility</u>	NA	
	<u>Sports fields</u>	<u>Up to 0.5 hectares – no requirement</u> <u>>0.5ha to 2.5 hectares – 1 space</u> <u>Up to 5 hectares – 2 spaces</u> <u>Plus 1 for every additional 2.5 hectares</u>	
	<u>Hospitals</u>	<u>1 to 50 beds – no requirement</u> <u>51 to 250 beds – 1 space</u> <u>Up to 500 beds – 2 spaces</u> <u>Plus 1 for every additional 250 beds.</u>	<u>1 to 25 beds – no requirement</u> <u>26 to 175 beds – 1 space</u> <u>Up to 250 beds – 2 spaces</u> <u>Plus 1 for every additional 175 beds.</u>
	<u>Health Care Services</u>	<u>1 to 5 professional staff – no requirement</u> <u>6 to 25 professional staff – 1 space</u> <u>Up to 50 professional staff – 2 spaces</u>	<u>1 to 10 professional staff – no requirement</u> <u>11 to 50 professional staff – 1 space</u> <u>Up to 100 professional staff – 2 spaces</u>

		<p><u>Plus 1 for every additional 25 professional staff</u></p>	<p><u>Plus 1 for every additional 50 professional staff</u></p> <p><u>PLUS:</u></p> <p><u>1 to 20 professional staff – no requirement</u></p> <p><u>21 to 100 professional staff – 1 space</u></p> <p><u>Up to 200 professional staff – 2 spaces</u></p> <p><u>Plus 1 for every additional 100 professional staff</u></p> <p><u>OR:</u></p> <p><u>1 to 10 consulting rooms – no requirement</u></p> <p><u>11 to 50 consulting rooms – 1 space</u></p> <p><u>Up to 100 consulting rooms – 2 spaces</u></p> <p><u>Plus 1 for every additional 50 consulting rooms</u></p> <p><u>whichever is the greater.</u></p>
	<p><u>Offices</u></p>	<p><u>1 to 500m² GFA – no requirement</u></p> <p><u>501m² to 2500m² GFA – 1 space</u></p>	

		<p><u>Up to 5000m² GFA – 2 spaces</u></p> <p><u>Plus 1 for every additional 2500m² GFA</u></p>	
	<u>Restaurants (except for in the Queenstown Town Centre Lakeview sub-zone)</u>	<p><u>1 to 250m² PFA – no requirement</u></p> <p><u>251m² to 1250m² PFA – 1 space</u></p> <p><u>Up to 2500m² PFA – 2 spaces</u></p> <p><u>Plus 1 for every additional 1250m² PFA</u></p>	<p><u>1 to 1000m² PFA – no requirement</u></p> <p><u>251m² to 5000m² PFA – 1 space</u></p> <p><u>Up to 10,000m² PFA – 2 spaces</u></p> <p><u>Plus 1 for every additional 5000m² PFA</u></p>
	<u>Taverns or Bars (except for in the Queenstown Town Centre Lakeview sub-zone)</u>	<p><u>1 to 125m² PFA – no requirement</u></p> <p><u>126m² to 625m² PFA – 1 space</u></p> <p><u>Up to 1250m² PFA – 2 spaces</u></p> <p><u>Plus 1 for every additional 625m² PFA</u></p>	<p><u>1 to 1000m² PFA – no requirement</u></p> <p><u>251m² to 5000m² PFA – 1 space</u></p> <p><u>Up to 10,000m² PFA – 2 spaces</u></p> <p><u>Plus 1 for every additional 5000m² PFA</u></p>
	<u>Educational</u>	<p><u>1 to 100 students over 15 years of age – no requirement</u></p> <p><u>101 to 500 students over 15 years of age – 1 space</u></p> <p><u>Up to 1000 students over 15 years of age – 2 spaces</u></p> <p><u>Plus 1 for every additional 500 students over 15 years of age</u></p>	<p><u>1 to 20 staff – no requirement</u></p> <p><u>21 to 100 staff – 1 space</u></p> <p><u>Up to 200 staff – 2 spaces</u></p> <p><u>Plus 1 for every additional 100 staff</u></p>
	<u>Daycare facilities</u>		<u>1 to 100 children – no requirement</u>

			<u>101 to 500 children – 1 space</u> <u>Up to 1000 children – 2 spaces</u> <u>Plus 1 for every additional 500 children</u>
	<u>Rural selling places</u>	<u>1 to 100m² GFA and outdoor display area – no requirement</u> <u>101m² to 1000m² GFA and outdoor display area – 1 space</u> <u>Up to 2250m² GFA and outdoor display area – 2 spaces</u> <u>Plus 1 for every additional 1250m² GFA</u>	
	<u>Home Occupation</u> (in addition to residential requirements) (except for in the <u>Queenstown Town Centre Lakeview sub-zone</u>)	<u>1 to 10 homes – no requirement</u> <u>11 to 50 homes – 1 space</u> <u>Up to 100 homes – 2 spaces</u> <u>Plus 1 for every additional 50 homes</u>	
	<u>Community Care Activities</u>	<u>1 to 60 residents – no requirement</u> <u>61 to 300 residents – 1 space</u> <u>Up to 600 residents – 2 spaces</u> <u>Plus 1 for every additional 300 residents</u>	<u>1 to 60 residents – no requirement</u> <u>61 to 300 residents – 1 space</u> <u>Up to 600 residents – 2 spaces</u> <u>Plus 1 for every additional 300 residents</u>

	<p><u>Service Stations</u></p>	<p><u>1 to 250m² GFA used for retail sales</u> <u>– no requirement</u></p> <p><u>251m² to 1250m² GFA used for retail sales – 1 space</u></p> <p><u>Up to 2500m² GFA used for retail sales – 2 spaces</u></p> <p><u>Plus 1 for every additional 1250m² GFA used for retail sales</u></p> <p><u>PLUS:</u></p> <p><u>1 to 5 air hoses – no requirement</u></p> <p><u>5 to 25 air hoses – 1 space</u></p> <p><u>Up to 50 air hoses – 2 spaces</u></p> <p><u>Plus 1 for every additional 25 air hoses</u></p>	<p><u>No requirement</u></p>
	<p><u>Service Activities</u></p>	<p><u>1 to 1000m² – no requirement</u></p> <p><u>251m² to 5000m²– 1 space</u></p> <p><u>Up to 10,000m²– 2 spaces</u></p> <p><u>Plus 1 for every additional 5000m²</u></p>	<p><u>1 to 1000m² – no requirement</u></p> <p><u>251m² to 5000m² – 1 space</u></p> <p><u>Up to 10,000m² – 2 spaces</u></p> <p><u>Plus 1 for every additional 5000m²</u></p>
	<p><u>Warehousing</u></p>		<p><u>1 to 250m² GFA – no requirement</u></p> <p><u>251m² to 1250m² GFA – 1 space</u></p> <p><u>Up to 2500m² GFA – 2 spaces</u></p>

			<p><u>Plus 1 for every additional 1250m² GFA</u></p> <p><u>PLUS:</u></p> <p><u>1 to 1000m² outdoor storage area – no requirement</u></p> <p><u>251m² to 5000m² outdoor storage area – 1 space</u></p> <p><u>Up to 10,000m² outdoor storage area – 2 spaces</u></p> <p><u>Plus 1 for every additional 5000m² outdoor storage area</u></p>
	<p><u>Convention Centre</u></p>	<p><u>1 to 100 persons – no requirement</u></p> <p><u>101 to 500 persons – 1 space</u></p> <p><u>Up to 1000 persons – 2 spaces</u></p> <p><u>Plus 1 for every additional 500 persons</u></p> <p><u>OR:</u></p> <p><u>1 to 100m² of public floor area – no requirement</u></p> <p><u>101m² to 500m² of public floor area – 1 space</u></p> <p><u>Up to 1000m² of public floor area – 2 spaces</u></p>	

		<p><u>Plus 1 for every additional 500m² of public floor area</u> <u>Whichever is greater.</u></p>	
	<p><u>Commercial Recreational Activities within the Lakeview sub-zone</u></p>	<p><u>1 to 50 people – no requirement</u> <u>51 to 250 people – 1 space</u> <u>Up to 500 people – 2 spaces</u> <u>Plus 1 for every additional 250 people.</u></p>	

Table 1A - Remarkables Park Zone: Mobility Parking Spaces Required

Activity	Residents/Visitor	Staff
<p>Residential Units Activity Area 1 All other Activity Areas</p>	<p>Activity Area 1 1 to 5 units – no requirement 5 to 25 units – 1 space Up to 50 units – 2 spaces Plus 1 for every additional 25 units All other Activity Areas 1 to 10 units – no requirement 11 to 50 units – 1 space</p>	<p>None</p>

	Up to 100 units – 2 spaces Plus 1 for every additional 50 units	
Commercial and Entertainment Activities		None
(a) where “commercial” involves bulk retail stores in excess of 500m ² that sell fast-moving, high volume goods	25 m2 – 250 m2 – no requirement 251 m2 – 1,250 m2 – 1 space Up to 2,500 m2 – 2 spaces Plus 1 for every additional 1250 m2	
(b) all other retail outlets and other commercial activities for the purpose of this provision	50 m2 – 500 m2 - no requirement 501 m2 – 2,500 m2 – 1 space Up to 5,000 m2 – 2 spaces Plus 1 for every additional 2500 m2	
	Note: all areas are calculated according to GFA	
Healthcare Services	1 to 5 professional staff– no requirement 5 to 25 professional staff – 1 space Up to 50 professional staff– 2 spaces	1 to 10 full time equivalent staff member – no requirement 11 to 50 full time equivalent staff member – 1 space

	Plus 1 for every additional 25 professional staff	Up to 100 full time equivalent staff member – 2 spaces Plus 1 for every additional 50 full time equivalent staff member
Restaurants	50 m2 – 500 m2 - no requirement 501 m2 – 2,500 m2 – 1 space Up to 5,000 m2 – 2 spaces Plus 1 for every additional 2500 m2 Note: all areas are calculated according to PFA	100 m2 – 1,000 m2 - no requirement 1,001 m2 – 5,000 m2 – 1 space Up to 10,000 m2 – 2 spaces Plus 1 for every additional 5,000 m2 Note: all areas are calculated according to PFA

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

<u>Activity</u>	<u>Residents/Visitor</u>	<u>Staff</u>
<u>Residential unit up to and including 150 m2 gross floor area (excluding garage areas).</u>	<u>Residential units</u> <u>1 to 10 units – no requirement</u> <u>11 to 50 units – 1 space</u> <u>Up to 100 units – 2 spaces</u> <u>Plus 1 for every additional 50 units</u> <u>Visitor units</u>	None

	<u>1 to 50 beds – no requirement</u> <u>51 to 250 units – 1 space</u> <u>Up to 500 units – 2 spaces</u> <u>Plus 1 for every additional 250 units.</u>	
<u>Residential unit greater than 150 m² gross floor area (excluding garage areas).</u>	<u>Residential units</u> <u>1 to 5 units – no requirement</u> <u>5 to 25 units – 1 space</u> <u>Up to 50 units – 2 spaces</u> <u>Plus 1 for every additional 25 units</u> <u>Visitor units</u> <u>1 to 50 beds – no requirement</u> <u>51 to 250 units – 1 space</u> <u>Up to 500 units – 2 spaces</u> <u>Plus 1 for every additional 250 units.</u>	<u>None</u>
<u>Secondary unit</u>	<u>1 to 10 units – no requirement</u> <u>11 to 50 units – 1 space</u> <u>Up to 100 units – 2 spaces</u> <u>Plus 1 for every additional 50 units</u>	<u>None</u>
<u>Visitor accommodation – unit type construction</u>	<u>1 – 10 units – no requirement</u>	<u>1 to 100 units – no requirement</u>

	<u>11 – 100 – 1 space</u> <u>Up to 200 units – 2 spaces</u> <u>Plus 1 for every additional 100 units</u> <u>Refer to table 1</u>	<u>101 to 500 units – 1 space</u> <u>Up to 1000 units – 2 spaces</u> <u>Plus 1 for every additional 500 units</u>
<u>All other activities</u>		

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.

<u>Activity</u>	<u>Residents/Visitor</u>	<u>Staff</u>
<u>Residential units:</u> <u>In the LDR subzones</u>	<u>Residential units</u> <u>1 to 5 units – no requirement</u> <u>5 to 25 units – 1 space</u> <u>Up to 50 units – 2 spaces</u> <u>Plus 1 for every additional 25 units</u> <u>Residential flats</u> <u>1 to 10 flats – no requirement</u> <u>11 to 50 flats – 1 space</u> <u>Up to 100 flats – 2 spaces</u> <u>Plus 1 for every additional 50 flats</u>	<u>None</u>

<p><u>In all other subzones</u></p>	<p><u>1 to 5 units – no requirement</u></p> <p><u>5 to 25 units – 1 space</u></p> <p><u>Up to 50 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 25 units</u></p> <p><u>except that where the site is within 400 m of an existing, regular, public transport stop which is regularly serviced this may be reduced as follows:</u></p> <p><u>1 to 8 units – no requirement</u></p> <p><u>9 to 40 units – 1 space</u></p> <p><u>Up to 80 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 40 units</u></p> <p><u>Residential flats</u></p> <p><u>1 to 10 flats – no requirement</u></p> <p><u>11 to 50 flats – 1 space</u></p> <p><u>Up to 100 flats – 2 spaces</u></p> <p><u>Plus 1 for every additional 50 flats</u></p>	
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<p><u>Visitor Accommodation- unit type construction, (includes all units containing a kitchen facility, e.g. motels, cabins): In the LDR subzone</u></p> <p><u>In the MDR, Tourism and Community Facilities, and the Commercial Core subzones</u></p>	<p><u>1 to 5 units – no requirement</u></p> <p><u>5 to 25 units – 1 space</u></p> <p><u>Up to 50 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 25 units</u></p> <p><u>1 to 5 units – no requirement</u></p> <p><u>5 to 25 units – 1 space</u></p> <p><u>Up to 50 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 25 units</u></p> <p><u>except that where the site is within 400 m of an existing, regular, public transport stop which is regularly serviced this may be reduced as follows:</u></p> <p><u>1 to 8 units – no requirement</u></p> <p><u>9 to 40 units – 1 space</u></p> <p><u>Up to 80 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 40 units</u></p>	<p><u>None</u></p>

<u>Visitor Accommodation (Backpacker Hostels) – In all subzones NB – Refer Table 1 for other types of Visitor Accommodation.</u>	<u>1 to 50 beds – no requirement</u> <u>51 to 250 beds – 1 space</u> <u>Up to 500 beds – 2 spaces</u> <u>Plus 1 for every additional 250 beds.</u>	<u>1 to 200 beds – no requirement</u> <u>101 to 1000 beds – 1 space</u> <u>Up to 2000 beds – 2 spaces</u> <u>Plus 1 for every additional 1000 beds</u>
<u>Large format retail, except supermarkets</u>	<u>TBC</u>	<u>TBC</u>
<u>Supermarkets</u>	<u>100 m2 – 200 m2 – no requirement</u> <u>201 m2 – 1,000 m2 – 1 space</u> <u>Up to 2,000 m2 – 2 spaces</u> <u>Plus 1 for every additional 1000 m2</u>	<u>TBC</u>
<u>Specialty retail and commercial activities not otherwise listed in Table 1 or this table</u>	<u>TBC</u>	<u>TBC</u>
<u>Service Activities</u>		

Table 1D – Frankton Flats Special Zone (B)

Activity	Minimum spaces required	Minimum mobility parking spaces	Maximum parking spaces required
Industrial and Service Activities	2.5 per 100m ² of gross floor area used for maintaining, manufacturing, transporting or packing goods.	For GFA used for maintaining, manufacturing, transporting or packing goods: 1 to 400m ² GFA – no requirement 401m ² to 2000m ² GFA – 1 space Up to 4000m ² GFA – 2 spaces Plus 1 for every additional 2000m ² GFA.	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.

	goods, plus 1 per 100m ² of storage.	<p><u>PLUS:</u> <u>For storage:</u> 1 to 1000m² GFA – no requirement 1001m² to 5000m² GFA – 1 space Up to 10000m² GFA – 2 spaces Plus 1 for every additional 5000m² GFA.</p>	
Commercial Activities	4-5 per 100m ² GFA	<p><u>1 to 667m² GFA – no requirement</u> <u>668m² to 3334m² GFA – 1 space</u> <u>Up to 6667m² GFA – 2 spaces</u> Plus 1 for every additional 3334m² GFA.</p>	2.25 per 100m ² GFA
Residential	1 per residential unit	<p><u>1 to 10 units – no requirement</u> <u>11 to 50 units – 1 space</u> Up to 100 units – 2 spaces Plus 1 for every additional 50 units</p>	2 per residential unit
Retail	2 per 100m ² GFA	<u>TBC</u>	5 per 100m ² GFA
Visitor Accommodation	<p>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</p>	<u>TBC</u>	<p>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.</p>
Healthcare Services	1.5 per FTE professional staff member, 1 per FTE other staff member	<u>TBC</u>	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.	<u>TBC</u>	5 per 100m ² PFA (excl toilets) plus 1.5 per 100m ² PFA for staff with a minimum of two

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

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

APPENDIX 3

Candor³ Review of Proposed Amendments to the Rule 14.2.4.1(viii) of the Operative Distric Plan

Draft Amendments to Rule 14.2.4.1(viii) - Car Spaces for People with Disabilities (Operative District Plan Section 14 – Transport)

“Red” ~~Strikethroughs~~ indicate deletions and “red” underlines indicate additions proposed by QLDC.

“Green” ~~Strikethroughs~~ indicate deletions and “Green” underlines indicate additions proposed by Candor³. “Green” ✓ indicate where draft QLDC amendments are considered satisfactory, and no changes are proposed by Candor³.

viii Car Spaces for People with Disabilities

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

~~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

	<u>ACTIVITY</u>	<u>QLDC Draft Amendments - RESIDENTS/VISITOR</u>	<u>Candor³ Review of Resident/Visitor</u>	<u>QLDC Draft Amendments - STAFF/GUEST</u>	<u>Candor³ Review - Staff/Guest</u>
<u>Residential units:</u>	<p><u>High Density Residential (HDR) Zone and Queenstown Town Centre Lakeview sub-zone</u></p> <p>i. <u>Subzone A- Queenstown & Wanaka; Subzones B, B1, C Queenstown only unless listed in ii below and the Queenstown Town Centre Lakeview sub-zone</u></p>	<p><u>1 to 10 units – no requirement</u></p> <p><u>11 to 50 units – 1 space</u></p> <p><u>Up to 100 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 50 units</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>	<p><u>none</u></p>	<p>✓</p>
	<p>ii. <u>Queenstown Subzone B, C; Thompson St-Lomond Cres-Glasgow St; and Queenstown Subzone C; Vancouver Drive-Belfast Ice; Aspen Grove</u></p>	<p><u>1 to 8 units – no requirement</u></p> <p><u>9 to 40 units – 1 space</u></p> <p><u>Up to 80 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 40 units</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>	<p><u>1 to 40 units – no requirement</u></p> <p><u>41 to 200 units – 1 space</u></p> <p><u>Up to 400 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 200 units</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>
	<p><u>All Other Zones & Wanaka HDR Sub-zones B, C</u></p>	<p><u>1 to 5 units – no requirement</u></p> <p><u>5 to 25 units – 1 space</u></p> <p><u>Up to 50 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 25 units</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>	<p><u>None</u></p>	<p>✓</p>
	<p><u>Residential Flat</u></p>	<p><u>1 to 10 residential flats – no requirement</u></p> <p><u>11 to 50 residential flats – 1 space</u></p>	<p>✓</p> <p>✓</p>		

			✓	<u>Up to 100 residential flats – 2 spaces</u>			
			✓	<u>Plus 1 for every additional 50 residential flats</u>			
			✓	<u>1 to 10 residential units – no requirement</u>			
			✓	<u>11 to 50 residential units – 1 space</u>			
			✓	<u>Up to 100 residential units – 2 spaces</u>			
			✓	<u>Plus 1 for every additional 50 residential units</u>			
			✓	<u>1 to 10 bedrooms used for homestay – no requirement</u>			
			✓	<u>11 to 50 bedrooms used for homestay – 1 space</u>			
			✓	<u>Up to 100 bedrooms used for homestay – 2 spaces</u>			
			✓	<u>Plus 1 for every additional 50 bedrooms used for homestay</u>			
			✓	<u>1 to 5 units – no requirement</u>			
			✓	<u>5 to 25 units – 1 space</u>			
			✓	<u>Up to 50 units – 2 spaces</u>			
							<u>None</u>
<u>Visitor Accommoda</u>							✓

	<u>Visitor Accommodation (Backpacker Hostels)</u>	<u>1 to 50 beds – no requirement</u> <u>51 to 250 beds – 1 space</u> <u>Up to 500 beds – 2 spaces</u> <u>Plus 1 for every additional 250 beds.</u>	✓ ✓ ✓ ✓	<u>1 to 200 beds – no requirement</u> <u>101 to 1000 beds – 1 space</u> <u>Up to 2000 beds – 2 spaces</u> <u>Plus 1 for every additional 1000 beds</u>	✓ <u>201 to 1000 beds – 1 space</u> ✓ ✓
	<u>Queenstown Town Centre Lakeview sub-zone: Visitor Accommodation (unit type construction)</u>	<u>TBC</u>		<u>1 to 100 units – no requirement</u> <u>101 to 500 units – 1 space</u> <u>Up to 1000 units – 2 spaces</u> <u>Plus 1 for every additional 500 units</u>	<u>No minimum requirements in existing ODP</u>
	<u>Queenstown Town Centre Lakeview sub-zone: Visitor Accommodation (guest room type construction)</u>	<u>1 to 30 guest rooms – no requirement</u> <u>31 to 160 guest rooms – 1 space</u> <u>Up to 310 guest rooms – 2 spaces</u> <u>Plus 1 for every additional 250 guest rooms</u>	<u>Only states maximum number of parking per unit – no minimums in existing ODP</u>		

Commercial	<u>Commercial Activities (except for the Queenstown Town Centre Lakeview sub-zone where there is no minimum parking requirement)</u>	<u>1 to 250m² GFA – no requirement</u> <u>251m² to 1250m² GFA – 1 space</u> <u>Up to 2500m² GFA – 2 spaces</u> <u>Plus 1 for every additional 1250m² GFA.</u>	 ✓ ✓ ✓ ✓		
	<u>Comprehensive Residential Development within the Low Density Residential Zone – excluding Wanaka</u>	<u>1 to 8 units – no requirement</u> <u>9 to 40 units – 1 space</u> <u>Up to 80 units – 2 spaces</u> <u>Plus 1 for every additional 40 units</u>	 ✓ ✓ ✓ ✓	<u>1 to 40 units – no requirement</u> <u>41 to 200 units – 1 space</u> <u>Up to 400 units – 2 spaces</u> <u>Plus 1 for every additional 200 units</u>	 ✓ ✓ ✓ ✓
	<u>Wanaka</u>	<u>1 to 5 units – no requirement</u> <u>5 to 25 units – 1 space</u> <u>Up to 50 units – 2 spaces</u> <u>Plus 1 for every additional 25 units</u>	 ✓ ✓ ✓ ✓	<u>None</u>	 ✓
	<u>Industrial Activity</u>			<u>For areas used for manufacturing, fabricating, processing, or packing goods:</u>	 ✓

				<p><u>1 to 250m² GFA – no requirement</u></p> <p><u>251m² to 1250m² GFA – 1 space</u></p> <p><u>Up to 2500m² GFA – 2 spaces</u></p> <p><u>Plus 1 for every additional 1250m² GFA.</u></p> <p><u>For areas used for storage space:</u></p> <p><u>1 to 1000m² GFA – no requirement</u></p> <p><u>251m² to 5000m² GFA – 1 space</u></p> <p><u>Up to 10,000m² GFA – 2 spaces</u></p> <p><u>Plus 1 for every additional 5000m² GFA.</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>
				<p><u>1 to 334m² GFA – no requirement</u></p> <p><u>335m² to 1667m² GFA – 1 space</u></p> <p><u>Up to 3334m² GFA – 2 spaces</u></p>	<p>✓</p> <p>✓</p> <p>✓</p>

Industrial Activity-Frankton

				<p><u>Plus 1 for every additional 1667m² GFA</u></p>	<p>✓</p> <p><u>For unit storage businesses</u></p> <p><u>1 to 100 storage units – no requirements</u></p> <p><u>101 to 500 storage units – 1 space</u></p> <p><u>Up to 1000 storage units – 2 spaces</u></p> <p><u>Plus 1 for every 500 storage units</u></p>
	<p><u>Meeting places and entertainment facilities</u></p>	<p><u>1 to 100m² PFA – no requirement</u></p> <p><u>101m² to 500m² PFA – 1 space</u></p> <p><u>Up to 1000m² PFA – 2 spaces</u></p> <p><u>Plus 1 for every additional 500m² PFA</u></p>	<p><u>1 to 100m² PFA or 100 seats (whichever is bigger) – no requirements</u></p> <p><u>101m² to 500m² PFA or 101 to 500 (whichever is bigger) – 1 space</u></p> <p><u>Up to 1000m² PFA or up to 1000 seats (whichever is bigger) – 2 spaces</u></p> <p><u>Plus 1 for every additional 500m² PFA</u></p>		

				<p><u>Plus 1 for every additional 250 beds.</u></p>	<p>✓</p> <p>✓</p>	<p><u>Plus 1 for every additional 175 beds.</u></p>	<p><u>Plus 1 for every additional 125 beds.</u></p>
	<p><u>Health Care Services</u></p>	<p><u>1 to 5 professional staff – no requirement</u></p> <p><u>6 to 25 professional staff – 1 space</u></p> <p><u>Up to 50 professional staff – 2 spaces</u></p> <p><u>Plus 1 for every additional 25 professional staff</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>	<p><u>1 to 10 professional staff – no requirement</u></p> <p><u>11 to 50 professional staff – 1 space</u></p> <p><u>Up to 100 professional staff – 2 spaces</u></p> <p><u>Plus 1 for every additional 50 professional staff</u></p> <p><u>PLUS:</u></p> <p><u>1 to 20 professional staff – no requirement</u></p> <p><u>21 to 100 professional staff – 1 space</u></p> <p><u>Up to 200 professional staff – 2 spaces</u></p> <p><u>Plus 1 for every additional 100 professional staff</u></p> <p><u>OR:</u></p> <p><u>1 to 10 consulting rooms – no requirement</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p><u>PLUS:</u></p> <p><u>1 to 20 full time staff – no requirement</u></p> <p><u>21 to 100 full time staff – 1 space</u></p> <p><u>Up to 200 full time staff – 2 spaces</u></p> <p><u>Plus 1 for every additional 100 full time staff</u></p>		

	<u>Taverns or Bars (except for in the Queenstown Town Centre Lakeview sub-zone)</u>	<u>1 to 125m² PFA – no requirement</u> <u>126m² to 625m² PFA – 1 space</u> <u>Up to 1250m² PFA – 2 spaces</u> <u>Plus 1 for every additional 625m² PFA</u>	✓ ✓ ✓ ✓	<u>Plus 1 for every additional 5000m² PFA</u> <u>1 to 1000m² PFA – no requirement</u> <u>251m² to 5000m² PFA – 1 space</u> <u>Up to 10,000m² PFA – 2 spaces</u> <u>Plus 1 for every additional 5000m² PFA</u>	✓ <u>1001m² to 5000m² PFA – 1 space</u> ✓ ✓		
	<u>Educational</u>	<u>1 to 100 students over 15 years of age – no requirement</u> <u>101 to 500 students over 15 years of age – 1 space</u> <u>Up to 1000 students over 15 years of age – 2 spaces</u> <u>Plus 1 for every additional 500 students over 15 years of age</u>	✓ ✓ ✓ ✓	<u>1 to 20 staff – no requirement</u> <u>21 to 100 staff – 1 space</u> <u>Up to 200 staff – 2 spaces</u> <u>Plus 1 for every additional 100 staff</u>	✓ ✓ ✓ ✓		
	<u>Daycare facilities</u>			<u>1 to 100 children – no requirement</u> <u>101 to 500 children – 1 space</u>	✓ ✓		

					<p><u>Up to 1000 children – 2 spaces</u></p> <p><u>Plus 1 for every additional 500 children</u></p>	<p>✓</p> <p>✓</p>
	<p><u>Rural selling places</u></p>	<p><u>1 to 100m² GFA and outdoor display area – no requirement</u></p> <p><u>101m² to 1000m² GFA and outdoor display area – 1 space</u></p> <p><u>Up to 2250m² GFA and outdoor display area – 2 spaces</u></p> <p><u>Plus 1 for every additional 1250m² GFA</u></p>	<p><u>1 to 200m² GFA and outdoor display area – no requirement</u></p> <p><u>201 to 1200m² GFA and outdoor display area – no requirement</u></p> <p><u>Up to 2450m² GFA and outdoor display area – no requirement</u></p> <p><u>Plus 1 for every additional 1250m² GFA</u></p>			
	<p><u>Home Occupation</u> (in addition to residential requirements) (except for in the <u>Queenstown Town Centre Lakeview sub-zone</u>)</p>	<p><u>1 to 10 homes – no requirement</u></p> <p><u>11 to 50 homes – 1 space</u></p> <p><u>Up to 100 homes – 2 spaces</u></p>	<p>✓</p> <p>✓</p> <p>✓</p>			

				<p><u>PLUS:</u></p> <p><u>1 to 1000m² outdoor storage area – no requirement</u></p> <p><u>251m² to 5000m² outdoor storage area – 1 space</u></p> <p><u>Up to 10,000m² outdoor storage area – 2 spaces</u></p> <p><u>Plus 1 for every additional 5000m² outdoor storage area</u></p>	<p>✓</p> <p><u>1001m² to 5000m² PFA – 1 space</u></p> <p>✓</p> <p>✓</p>	
				<p><u>1 to 100 persons – no requirement</u></p> <p><u>101 to 500 persons – 1 space</u></p> <p><u>Up to 1000 persons – 2 spaces</u></p> <p><u>Plus 1 for every additional 500 persons</u></p> <p><u>OR:</u></p> <p><u>1 to 100m² of public floor area – no requirement</u></p> <p><u>101m² to 500m² of public floor area – 1 space</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>	
				<p><u>Convention Centre</u></p>		

		<p><u>Up to 1000m² of public floor area – 2 spaces</u></p> <p><u>Plus 1 for every additional 500m² of public floor area</u></p> <p><u>Whichever is greater.</u></p>	<p>✓</p> <p>✓</p>		
	<p><u>Commercial Recreational Activities within the Lakeview sub-zone</u></p>	<p><u>1 to 50 people – no requirement</u></p> <p><u>51 to 250 people – 1 space</u></p> <p><u>Up to 500 people – 2 spaces</u></p> <p><u>Plus 1 for every additional 250 people.</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>		

Table 1A - Remarkables Park Zone: Mobility Parking Spaces Required

<u>Activity</u>	<u>QLDC Draft Amendments - Residents/Visitor</u>	<u>Candor³ Review - Resident/Visitor Mobility Parking</u>	<u>QLDC Draft Amendments - Staff</u>	<u>Candor³ Review - Staff/Guest Mobility Parking</u>
<p><u>Residential Units</u></p> <p><u>Activity Area 1</u></p> <p><u>All other Activity Areas</u></p>	<p><u>Activity Area 1</u></p> <p><u>1 to 5 units – no requirement</u></p> <p><u>5 to 25 units – 1 space</u></p> <p><u>Up to 50 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 25 units</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>	<p><u>None</u></p>	

	<p><u>All other Activity Areas</u></p> <p><u>1 to 10 units – no requirement</u></p> <p><u>11 to 50 units – 1 space</u></p> <p><u>Up to 100 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 50 units</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>		
<p><u>Commercial and Entertainment Activities</u></p> <p>(a) <u>where “commercial” involves bulk retail stores in excess of 500m² that sell fast-moving, high volume goods</u></p> <p>(b) <u>all other retail outlets and other commercial activities for the purpose of this provision</u></p>	<p><u>25 m2 – 250 m2 – no requirement</u></p> <p><u>251 m2 – 1,250 m2 – 1 space</u></p> <p><u>Up to 2,500 m2 – 2 spaces</u></p> <p><u>Plus 1 for every additional 1250 m2</u></p> <p><u>50 m2 – 500 m2 - no requirement</u></p> <p><u>501 m2 – 2,500 m2 – 1 space</u></p> <p><u>Up to 5,000 m2 – 2 spaces</u></p>	<p><u>1 to 250m² – no requirement</u></p> <p>✓</p> <p>✓</p> <p>✓</p> <p><u>1 to 500m² – no requirement</u></p> <p>✓</p> <p>✓</p> <p>✓</p>	<p><u>None</u></p>	

	<p><u>Plus 1 for every additional 2500 m2</u></p> <p><u>Note: all areas are calculated according to GFA</u></p>				
<u>Healthcare Services</u>	<p><u>1 to 5 professional staff – no requirement</u></p> <p><u>5 to 25 professional staff – 1 space</u></p> <p><u>Up to 50 professional staff – 2 spaces</u></p> <p><u>Plus 1 for every additional 25 professional staff</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>	<p><u>1 to 10 full time equivalent staff member – no requirement</u></p> <p><u>11 to 50 full time equivalent staff member – 1 space</u></p> <p><u>Up to 100 full time equivalent staff member – 2 spaces</u></p> <p><u>Plus 1 for every additional 50 full time equivalent staff member</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>	
<u>Restaurants</u>	<p><u>50 m2 – 500 m2 - no requirement</u></p> <p><u>501 m2 – 2,500 m2 – 1 space</u></p> <p><u>Up to 5,000 m2 – 2 spaces</u></p>	<p>1 to 500m² – no requirement</p> <p>✓</p> <p>✓</p> <p>✓</p>	<p><u>100 m2 – 1,000 m2 - no requirement</u></p> <p><u>1,001 m2 – 5,000 m2 – 1 space</u></p> <p><u>Up to 10,000 m2 – 2 spaces</u></p>	<p>1 to 1000m² – no requirement</p> <p>✓</p> <p>✓</p> <p>✓</p>	

	<p><u>Plus 1 for every additional 2500 m²</u></p> <p>Note: all areas are calculated according to PFA</p>		<p><u>Plus 1 for every additional 5,000 m²</u></p> <p>Note: all areas are calculated according to PFA</p>	
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Table 1B – Mount Cardrona Station Special Zone – On-site mobility parking space requirements

<u>Activity</u>	<u>QLDC Draft Amendments - Residents/Visitor</u>	<u>Candor³ Review - Resident/Visitor Mobility Parking</u>	<u>QLDC Draft Amendments - Staff</u>	<u>Candor³ Review - Staff/Guest Mobility Parking</u>
<u>Residential unit up to and including 150 m² gross floor area (excluding garage areas).</u>	<p><u>Residential units</u></p> <p><u>1 to 10 units – no requirement</u></p> <p><u>11 to 50 units – 1 space</u></p> <p><u>Up to 100 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 50 units</u></p> <p><u>Visitor units</u></p> <p><u>1 to 50 beds – no requirement</u></p> <p><u>51 to 250 units – 1 space</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓ <u>PLUS</u></p> <p>✓</p> <p>✓</p>	<p><u>None</u></p>	<p>✓</p>

		<p><u>Up to 500 units – 2 spaces</u> <u>Plus 1 for every additional 250 units.</u></p>	<p>✓ ✓</p>		
<p><u>Residential unit greater than 150 m2 gross floor area (excluding garage areas).</u></p>	<p><u>Residential units</u></p> <p><u>1 to 5 units – no requirement</u></p> <p><u>5 to 25 units – 1 space</u></p> <p><u>Up to 50 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 25 units</u></p> <p><u>Visitor units</u></p> <p><u>1 to 50 beds – no requirement</u></p> <p><u>51 to 250 units – 1 space</u></p> <p><u>Up to 500 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 250 units.</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p><u>PLUS</u></p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>	<p><u>None</u></p>	<p>✓</p>	
<p><u>Secondary unit</u></p>	<p><u>1 to 10 units – no requirement</u></p> <p><u>11 to 50 units – 1 space</u></p> <p><u>Up to 100 units – 2 spaces</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>	<p><u>None</u></p>	<p>✓</p>	

		<u>Plus 1 for every additional 50 units</u>			
<u>Visitor accommodation – unit type construction</u>		<u>1 – 10 units – no requirement</u> <u>11 – 100 – 1 space</u> <u>Up to 200 units – 2 spaces</u> <u>Plus 1 for every additional 100 units</u>	✓ ✓ ✓ ✓	<u>1 to 100 units – no requirement</u> <u>101 to 500 units – 1 space</u> <u>Up to 1000 units – 2 spaces</u> <u>Plus 1 for every additional 500 units</u>	✓ ✓ ✓ ✓
<u>All other activities</u>		<u>Refer to table 1</u>			

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

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

<u>Activity</u>	<u>QLDC Draft Amendments - Residents/Visitor</u>	<u>Candor³ Review - Resident/Visitor Mobility Parking</u>	<u>QLDC Draft Amendments - Staff</u>	<u>Candor³ Review - Staff/Guest Mobility Parking</u>
<u>Residential units:</u>	<u>Residential units</u>		<u>None</u>	
<u>In the LDR subzones</u>	<u>1 to 5 units – no requirement</u> <u>5 to 25 units – 1 space</u>	✓ ✓		✓

<p><u>In all other subzones</u></p>	<p><u>Up to 50 units – 2 spaces</u> <u>Plus 1 for every additional 25 units</u></p> <p><u>Residential flats</u></p> <p><u>1 to 10 flats – no requirement</u></p> <p><u>11 to 50 flats – 1 space</u></p> <p><u>Up to 100 flats – 2 spaces</u></p> <p><u>Plus 1 for every additional 50 flats</u></p> <p><u>1 to 5 units – no requirement</u></p> <p><u>5 to 25 units – 1 space</u></p> <p><u>Up to 50 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 25 units</u></p> <p><u>except that where the site is within 400 m of an existing, regular, public transport stop which is</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>		<p><u>None, except that where the mobility parking provision has been reduced (due to the site being located within 400m of an existing regular, public transport stop which is regularly serviced, further mobility</u></p>
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<p><u>In the MDR, Tourism and Community Facilities, and the Commercial Core subzones</u></p>	<p><u>Plus 1 for every additional 25 units</u></p> <p><u>1 to 5 units – no requirement</u></p> <p><u>5 to 25 units – 1 space</u></p> <p><u>Up to 50 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 25 units</u></p> <p><u>except that where the site is within 400 m of an existing, regular, public transport stop which is regularly serviced this may be reduced as follows:</u></p> <p><u>1 to 8 units – no requirement</u></p> <p><u>9 to 40 units – 1 space</u></p> <p><u>Up to 80 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 40 units</u></p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>		<p><u>None, except that where the mobility parking provision has been reduced (due to the site being located within 400m of an existing regular, public transport stop which is regularly serviced, further mobility parking is required as follows:</u></p> <p><u>1 to 40 units – no requirement</u></p> <p><u>41 to 200 units – 1 space</u></p> <p><u>Up to 400 units – 2 spaces</u></p> <p><u>Plus 1 for every additional 200 units</u></p>
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<p><u>Visitor Accommodation (Backpacker Hostels) – In all subzones NB – Refer Table 1 for other types of Visitor Accommodation.</u></p>	<p><u>1 to 50 beds – no requirement</u> <u>51 to 250 beds – 1 space</u> <u>Up to 500 beds – 2 spaces</u> <u>Plus 1 for every additional 250 beds.</u></p>	<p>✓ ✓ ✓ ✓</p>	<p><u>1 to 200 beds – no requirement</u> <u>101 to 1000 beds – 1 space</u> <u>Up to 2000 beds – 2 spaces</u> <u>Plus 1 for every additional 1000 beds</u></p>	<p>✓ ✓ ✓ ✓</p>
<p><u>Large format retail, except supermarkets</u></p>	<p><u>TBC</u></p>	<p><u>1m2 to 435m2 – no requirements</u> <u>436m2 to 2,175m2 – 1 space</u> <u>Up to 4,350m2 – 2 space</u> <u>Plus 1 for every additional 2,175m2 up to 20,000m2 (when the retail space in the commercial core subzone)</u></p>	<p><u>TBC</u></p>	<p><u>1 to 100 full time equivalent staff – no requirement</u> <u>101 to 500 full time equivalent staff – 1 space</u> <u>Up to 1,000 full time equivalent staff – 2 spaces</u> <u>Plus 1 for every additional 500 full time equivalent staff</u> <u>OR:</u> <u>1m2 to 3,000m2 GFA – no requirement</u></p>

				<p><u>3,001m2 to 15,000 GFA – 1 space</u></p> <p><u>Up to 20,000m2 GFA – 2 spaces (when the retail space in the commercial core subzone)</u></p> <p><u>whichever is the greater.</u></p>
<p><u>Supermarkets</u></p>	<p><u>100 m2– 200 m2– no requirement</u></p> <p><u>201 m2 – 1,000 m2– 1 space</u></p> <p><u>Up to 2,000 m2 – 2 spaces</u></p> <p><u>Plus 1 for every additional 1000 m2</u></p>	<p><u>1m2 to 200m2 – no requirement</u></p> <p>✓</p> <p>✓</p> <p>✓</p> <p><u>Note: all areas are calculated according to PFA</u></p>	<p><u>TBC</u></p>	<p><u>1 to 100 full time equivalent staff – no requirement</u></p> <p><u>101 to 500 full time equivalent staff – 1 space</u></p> <p><u>Up to 1,000 full time equivalent staff – 2 spaces</u></p> <p><u>Plus 1 for every additional 500 full time equivalent staff</u></p> <p><u>OR:</u></p> <p><u>1m2 to 3,000m2 GFA – no requirement</u></p>

<p><u>Specialty retail and commercial activities not otherwise listed in Table 1 or this table</u></p>	<p><u>TBC</u></p>	<p><u>1 m2 – 250 m2 – no requirement</u> <u>251 m2 – 1,250 m2 – 1 space</u> <u>Up to 2,500 m2 – 2 spaces</u> <u>Plus 1 for every additional 1250 m2 (Up to 20,000m2 GFA – 2 spaces (when the retail space in the commercial core subzone))</u></p>	<p><u>TBC</u></p>	<p><u>3,001m2 to 15,000 GFA – 1 space</u> <u>Up to 20,000m2 GFA – 2 spaces (when the retail space in the commercial core subzone)</u> <u>whichever is the greater.</u></p>
<p><u>Specialty retail and commercial activities not otherwise listed in Table 1 or this table</u></p>	<p><u>TBC</u></p>	<p><u>1 m2 – 250 m2 – no requirement</u> <u>251 m2 – 1,250 m2 – 1 space</u> <u>Up to 2,500 m2 – 2 spaces</u> <u>Plus 1 for every additional 1250 m2 (Up to 20,000m2 GFA – 2 spaces (when the retail space in the commercial core subzone))</u></p>	<p><u>TBC</u></p>	<p><u>1 to 100 full time equivalent staff – no requirement</u> <u>101 to 500 full time equivalent staff – 1 space</u> <u>Up to 1,000 full time equivalent staff – 2 spaces</u> <u>Plus 1 for every additional 500 full time equivalent staff</u> <u>OR:</u> <u>1m2 to 3,000m2 GFA – no requirement</u></p>

				<p><u>3,001m2 to 15,000 GFA – 1 space</u></p> <p><u>Up to 20,000m2 GFA – 2 spaces (when the retail space in the commercial core subzone) whichever is the greater.</u></p>
<p><u>Service Activities</u></p>		<p><u>1 m2 – 1,000 m2 - no requirement</u></p> <p><u>1,001 m2 – 5,000 m2 – 1 space</u></p> <p><u>Up to 10,000 m2 – 2 spaces</u></p> <p><u>Plus 1 for every additional 5,000 m2</u></p> <p><u>Except that there is no residential/visitor mobility parking requirement for that area used for the maintenance and repairing of goods</u></p>		<p><u>Area used for the maintenance and repairing of goods</u></p> <p><u>1 m2 – 250 m2 – no requirement</u></p> <p><u>251 m2 – 1,250 m2 – 1 space</u></p> <p><u>Up to 2,500 m2 – 2 spaces</u></p> <p><u>Plus 1 for every additional 1250 m2</u></p> <p><u>Area used for any other form of service activity</u></p> <p><u>1 m2 – 1,000 m2 - no requirement</u></p>

			Note: all areas are calculated according to GFA		<u>1,001 m² – 5,000 m²</u> <u>– 1 space</u> <u>Up to 10,000 m² – 2 spaces</u> <u>Plus 1 for every additional 5,000 m²</u> <u>Note: all areas are calculated according to GFA</u>
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Table 1D – Frankton Flats Special Zone (B)

Activity	Minimum spaces required Minimum mobility parking spaces	QLDC Draft Amendments - Minimum mobility parking spaces	Candor ³ Review - Minimum mobility parking spaces	QLDC Draft Amendments - Maximum parking spaces required
Industrial and Service Activities	2.5 per 100m² of gross floor area used for maintaining, manufacturing, fabricating, processing, transporting or packing goods, plus 1 per 100m² of storage.	<u>For GFA used for maintaining, manufacturing, fabricating, processing, transporting or packing goods:</u> <u>1 to 400m² GFA – no requirement</u> <u>401m² to 2000m² GFA – 1 space</u> <u>Up to 4000m² GFA – 2 spaces</u> <u>Plus 1 for every additional 2000m² GFA.</u> PLUS: For storage: <u>1 to 1000m² GFA – no requirement</u> <u>1001m² to 5000m² GFA – 1 space</u> <u>Up to 10000m² GFA – 2 spaces</u>	✓ ✓ ✓ ✓	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	Plus 1 for every additional 5000m ² GFA. <u>1 to 667m² GFA – no requirement</u> <u>668m² to 3334m² GFA – 1 space</u> <u>Up to 6667m² GFA – 2 spaces</u> <u>Plus 1 for every additional 3334m² GFA.</u>	✓ ✓ ✓ ✓	2.25 per 100m ² GFA
Residential	1 per residential unit	<u>1 to 10 units – no requirement</u> <u>11 to 50 units – 1 space</u> <u>Up to 100 units – 2 spaces</u> <u>Plus 1 for every additional 50 units</u>	✓ ✓ ✓ ✓	2 per residential unit
Retail	2 per 100m ² GFA	<u>TBC</u>	<u>1m² to 500m² GFA – no requirements</u> <u>501m² to 2,500m² GFA – 1 space</u> <u>Up to 5,000m² GFA – 2 spaces</u> <u>Plus 1 space for every additional 2,500m² GFA</u>	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	<u>TBC</u>	<u>For motels:</u> <u>1 to 10 units – no requirement</u> <u>11 to 50 units – 1 space</u> <u>Up to 100 units – 2 spaces</u> <u>Plus 1 for every additional 50 units</u> <u>For hotels:</u> <u>1 to 40 rooms – no requirements</u> <u>41 to 240 rooms – 1 space</u> <u>241 to 490 rooms – 2 spaces</u> <u>Plus 1 space for every additional 250 rooms</u> <u>For all other unit type visitor accommodation:</u> <u>1 to 10 units – no requirement</u>	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	<u>TBC</u>	<u>11 to 50 units – 1 space</u> <u>Up to 100 units – 2 spaces</u> <u>Plus 1 for every additional 50 units</u>	2.5 per FTE professional staff, 1.5 per FTE other staff member
Restaurants	2.5 per 100m² PFA (excl toilets) plus 1 per 100m² PFA for staff with a minimum of two.	<u>TBC</u>	<u>1 to 7 FTE professionals – no requirements</u> <u>8 to 34 FTE professionals – 1 space</u> <u>Up to 67 FTE professionals – 2 spaces</u> <u>Plus 1 for every additional 34 FTE professionals</u> And: <u>1 to 10 FTE other staff member – no requirements</u> <u>11 to 50 FTE other staff member – 1 space</u> <u>Up to 100 FTE other staff member – 2 spaces</u> <u>Plus 1 for every additional 50 FTE other staff member</u>	5 per 100m ² PFA (excl toilets) plus 1.5 per 100m ² PFA for staff with a minimum of two

				<p>1 to 1,000m² PFA – no requirement</p> <p>1,001m² to 5,000m² PFA – 1 space</p> <p>Up to 10,000m² PFA – 2 spaces</p> <p>Plus 1 for every additional 5,000m² PFA.</p>	
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Within Activity Area E2 ~~car~~ mobility parking requirements are based on the floor area of the buildings, not the activity, as follows:

Floor Level	Minimum Parking Space-Required	QLDC Amendments Minimum mobility parking spaces	Draft Amendments mobility parking spaces	Candor ³ Review - Minimum mobility parking spaces	QLDC Amendments Maximum Spaces to be Provided	Draft Parking Spaces to be Provided
Ground Floor units	2-spaces per 100m² of GFA	TBC		<p><u>1m² to 500m² GFA – no requirements</u></p> <p><u>501m² to 2,500m² GFA – 1 space</u></p> <p><u>Up to 5,000m² GFA – 2 spaces</u></p> <p>Plus 1 space for every additional 2,500m² GFA</p>	4 spaces per 100m ² of GFA	
Upper floor units, including mezzanines	1.5-spaces per 100m² of GFA	TBC		<p><u>1 to 667m² GFA – no requirement</u></p> <p><u>668m² to 3334m² GFA – 1 space</u></p> <p><u>Up to 6667m² GFA – 2 spaces</u></p> <p>Plus 1 for every additional 3334m² GFA.</p>	3 spaces per 100m ² of GFA	