

**IN THE ENVIRONMENT COURT
AT CHRISTCHURCH
I TE KŌTI TAIAO O AOTEAROA
KI ŌTAUTAHI**

Decision No. [2022] NZEnvC 264

IN THE MATTER of the Resource Management Act 1991

AND of appeals under clause 14 of the First
Schedule to the Act

BETWEEN WILLOWRIDGE
DEVELOPMENTS LIMITED

(ENV-2019-CHC-17)

...(continued on separate page)

Appellants

AND QUEENSTOWN LAKES DISTRICT
COUNCIL

Respondent

Environment Judge J J M Hassan – sitting alone under s279 of the Act

In Chambers at Christchurch

Date of Consent Order: 23 December 2022

CONSENT ORDER

A: Under s279(1)(b) of the RMA,¹ the Environment Court, by consent, orders
that:

- (1) the appeal is allowed to the extent that Queenstown Lakes District
Council is directed to amend the provisions of Chapter 29 (Transport)



¹ Resource Management Act 1991.

of the proposed Queenstown Lakes District Plan as set out in Appendix 1, attached to and forming part of this consent order;

- (2) the following appeals are otherwise dismissed in their entirety:
- (a) Willowridge Developments Ltd – ENV-2019-CHC-017;
 - (b) Wayfare Group Ltd – ENV-2019-CHC-076;
 - (c) Well Smart Investments Group – ENV-2019-CHC-062;
 - (d) Darby Planning Partnership – ENV-2019-CHC-085; and
 - (e) Henley Down Farm Holdings and Henley Downs Land Holdings – ENV-2019-CHC-095.

B: Under s285 of the RMA, there is no order as to costs.

REASONS

Introduction

[1] This proceeding concerns five outstanding appeals² that were allocated to Topic 28 – Transport as part of Stage 2 of the Queenstown Lakes District Plan review. The appeals relate to provisions in Chapter 29 (Transport) of the proposed Queenstown Lakes District Plan. A number of other appeals, allocated to this topic, have already been resolved by consent orders dated 23 October 2020 and 22 February 2021, or have been withdrawn.

[2] I have read and considered the consent memorandum of the parties dated 28 September 2022 which sets out the agreement reached between the parties to fully resolve the outstanding appeals. The agreement involves:

- (a) the insertion of new matters of discretion in a number of rules referring to specific positive benefits associated with the resource consent application or proposed development;³ and

² Willowridge Developments Limited ENV-2019-CHC-17, Wayfare Group Limited ENV-2019-CHC-76, Well Smart Investments Group ENV-2019-CHC-62, Darby Planning Limited Partnership ENV-2019-CHC-85, Henley Downs Farm Holdings Limited & others ENV-2019-CHC-95.

³ As opposed to encompassing all positive effects of a development.

- (b) a regime for High Traffic Generation Activities.

Other relevant matters

[3] A number of parties have given notice of an intention to become a party to these appeals under s274 RMA. Several parties subsequently withdrew that interest. I am satisfied that all relevant s274 parties whose interest extends to this topic have signed the consent memorandum setting out the relief sought.

[4] No party seeks costs, all parties agreeing that costs should lie where they fall.

Orders

[5] The court makes this order under s279(1) RMA, such order being by consent rather than representing a decision or determination on the merits pursuant to s297. The court understands for the present purposes that:

- (a) all parties to the proceeding have executed the memorandum requesting this orders;
- (b) all parties are satisfied that all matters for the court's endorsement fall within the court's jurisdiction and conform to the relevant requirements and objectives of the RMA, including in particular, pt 2.

J J M Hassan
Environment Judge



List of appellants

ENV-2019-CHC-17	Willowridge Developments Limited
ENV-2019-CHC-76	Wayfare Group Limited
ENV-2019-CHC-62	Well Smart Investments Group
ENV-2019-CHC-85	Darby Planning Limited Partnership
ENV-2019-CHC-95	Henley Downs Farm Holdings Limited & others

Appendix 1

Chapter 29 Text as amended by resolution of appeals.

29 Transport

Please note: Variations to parts of this chapter have been decided by Council on 18 March 2021 as part of Stage 3&3b of the PDP. You can view the Stage 3 Decisions and appeals notices on our website. The appeals and section 274 periods for the Stage 1, 2 & 3 Decisions have closed.

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. The chapter also establishes the strategy for car parking in the District.

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:
- a. enabling the establishment of off-site or non-accessory coach parking in specified zones;
 - b. allowing visitor accommodation activity to provide coach parking off-site;
 - c. recognising that off-site or non-accessory coach parking is anticipated in the commercial precincts of the Settlement zones provided that it is appropriately located and designed; and
 - d. providing for off-site or non-accessory coach parking seeking to establish outside of specified zones only where the site location and design measures mitigate adverse effects on the transport network, amenity of neighbouring sites, and the quality of the streetscape and pedestrian environment.
- 29.2.1.7 Recognise that shared and commercially owned and operated transport services can complement active and public transport to achieve an efficient transport network.
- 29.2.1.8 Acknowledge the benefits of drop-off and pickup areas for shared transport, public transport and active transport, where appropriately located.

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

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

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

Policies

- 29.2.2.1 Manage the number, pricing, location, type, and design of parking spaces, queuing space, access, and loading space in a manner that:

- a. is safe and efficient for all transport modes and users, including those with restricted mobility, and particularly in relation to facilities such as hospitals, educational facilities, and day care facilities;
 - b. is compatible with the classification of the road by:
 - (i) ensuring that accesses and new intersections are appropriately located and designed and do not discourage walking and cycling or result in unsafe conditions for pedestrians or cyclists;
 - (ii) avoiding heavy vehicles reversing off or onto any roads; and
 - (iii) ensuring that sufficient manoeuvring space, or an alternative solution such as a turntable or car stacker, is provided to avoid reversing on or off roads in situations where it will compromise the effective, efficient, and safe operation of roads.
 - c. contributes to an increased uptake in public transport, cycling, and walking in locations where such alternative travel modes either exist; are identified on any Council active transport network plan or public transport network plan; or are proposed as part of the subdivision, use, or development;
 - d. provides sufficient parking spaces to meet demand in areas that are not well connected by public or active transport networks and are not identified on any Council active or public transport network plans;
 - e. provides sufficient onsite loading space to minimise congestion and adverse visual amenity effects that arise from unmanaged parking and loading on road reserves and other public land;
 - f. is compatible with the character and amenity of the surrounding environment, noting that exceptions to the design standards may be acceptable in special character areas and historic management areas;
 - g. avoids or mitigates adverse effects on the amenity of the streetscape and adjoining sites; and
 - h. provides adequate vehicle access width and manoeuvring for all emergency vehicles.
- 29.2.2.2 Discourage accessory parking in the Town Centre zones in order to support the growth, intensification, and improved pedestrian amenity of these zones.
- 29.2.2.3 Require that a lower amount of accessory parking be provided for residential flats district wide, and for residential and visitor accommodation activity in the Town Centre, Local Shopping Centre, Business Mixed Use, High Density Residential, and Medium Density Residential zones and in the Jacks Point Village Area of the Jacks Point Zone compared to other zones in order to:
- a. support intensification and increased walking, cycling, and public transport use, and
 - b. in recognition of the land values, high pedestrian flows, amenity, accessibility, and existing and anticipated density of these zones.
- 29.2.2.4 Enable some of the parking required for residential and visitor accommodation activities and for residential and visitor accommodation activities in the Business Mixed Use Zone to be provided off-site provided it is located in close proximity to the residential or visitor accommodation activity it is associated with and is secured through legal agreements.
- 29.2.2.5 Enable a reduction in the minimum number of car parking spaces required only where:

- a. There will be positive or only minor adverse effects on the function of the surrounding transport network and amenity of the surrounding environment; and/or
 - b. there is good accessibility by active and/or public transport and the activity is designed to encourage public and/or active transport use and projected demand can be demonstrated to be lower than the minimum required by the rules ; and/ or
 - c. the characteristics of the activity or the site justify less parking and projected demand can be demonstrated to be lower than the minimum required by the rules and/ or
 - d. there is an ability for shared or reciprocal parking arrangements to meet on-site car parking demands at all times and demand can be demonstrated to be lower than the minimum required by the rules.
- 29.2.2.6 Provide for non-accessory parking, excluding off-site parking, only where:
- a. the amount, location, design, and type of parking will consolidate and rationalise the provision of parking for a particular locality and result in more efficient land-use or better enable the planned growth and intensification enabled by the zone; and
 - b. there is an existing or projected undersupply of parking to service the locality and providing additional parking and the pricing of that parking will not undermine the success of public transport systems or discourage people from walking or cycling
- 29.2.2.7 Discourage non-accessory parking and off-site and non-accessory coach parking in the Queenstown, Arrowtown, and Wānaka 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:

- a. the active and public transport networks and the efficiency and safety of the roading network are no more than minor; and
- b. amenity values, urban design, landscape values are appropriately mitigated.

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 Restrict vehicle storage and parking in association with commercial activities and home occupations in residential zones in order to prevent adverse effects on residential amenity or the safety of the transport network.
- 29.2.4.2 Ensure that commercial and industrial activities that are known to require storage space for large numbers of vehicles provide adequate vehicle parking either onsite or in an offsite carpark and do not store vehicles on roads.
- 29.2.4.3 Promote the uptake of public and active transport by requiring that specific large scale commercial, health, community, and educational activities provide bicycle parking, showers, and changing facilities/ lockers while acknowledging that such provision may be unnecessary in some instances due to the specific nature or location of the activity.
- 29.2.4.4 Avoid or mitigate the adverse effects of high traffic generating activities on the transport network **by adopting an integrated approach to addressing the following matters, as relevant to the application: 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.**

a. the design and layout of the activity, as it relates to integration with the transport network;

b. providing high levels of amenity for cyclists and pedestrians;

c. travel planning;

d. improving access to active and public transport;

e. other methods to limit increases in traffic generation; and

f. other methods to encourage people to walk, cycle or travel by public transport.

29.2.4.4B Require an Integrated Transport Assessment to be submitted with all applications for high traffic generating activities, that:

a. is of a level of detail commensurate with the nature and scale of the activity requiring consent, and

b. takes into account any relevant Structure Plans and Comprehensive Development Plans within the District Plan.

29.2.4.X Recognise, when considering the avoidance or mitigation of adverse effects of a high traffic generating activity, that land should be able to be developed in accordance with the purpose and objectives of the relevant zone and any structure plan that is included in the District Plan.

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

29.2.4.6 Ensure that the nature and scale of activities alongside roads is compatible with the road's District Plan classification, while acknowledging that where this classification is no longer valid due to growth and land-use changes, it may be appropriate to consider the proposed activity and its access against more current traffic volume data.

29.2.4.7 Control the number, location, and design of additional accesses onto the State Highway and arterial roads.

29.2.4.8 Require any large scale public transport facility or Park and Ride to be located, designed, and operated in a manner that mitigates adverse effects on the locality and, in particular, on the amenity of adjoining properties, while recognising that they are an important part of establishing an effective transport network.

29.2.4.9 Ensure the location, design, and layout of access, manoeuvring, car parking spaces and loading spaces of Industrial activities, Service activities and 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.

29.2.4.10 Enable the construction or implementation of the active and public transport networks to reduce traffic congestion and improve transport choice.

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
District Plan web mapping application		

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 District Plan web mapping application 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;
 - (v) Listed heritage buildings, structures, and features; and
 - (vi) Wāhi Tūpuna
- 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 District Plan web mapping application) 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 District Plan web mapping application will not necessarily be accurate at any point in time as the vesting, forming, and stopping of roads is an ongoing process.

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

29.4 Rules – Activities

	Table 29.1 – Transport related activities outside a road	Activity Status
29.4.1	Activities that are listed in this Table as permitted (P) and comply with all relevant standards in Table 29.3 in this Chapter.	P
29.4.2	Transport activities that are not listed in this Table.	P
29.4.3	Parking for activities listed in Table 29.4 and Table 29.5.5, other than where listed elsewhere in this table	P

	Table 29.1 – Transport related activities outside a road	Activity Status
29.4.4	Loading spaces, set down spaces, manoeuvring (including the installation of vehicle turntables), and access	P
29.4.5	Bus shelters, bicycle parking, and development of the active transport network	P
29.4.6	<p>Off-site and non-accessory parking used exclusively for the parking of coaches and buses in the General Industrial Zone, Coneburn Industrial Zone, 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; and The size and layout of parking spaces and associated manoeuvring areas. 	C
29.4.7	<p>Off-site parking areas in the General Industrial Zone, Coneburn Industrial Zone, 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; and 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 General Industrial Zone, Coneburn Industrial Zone, 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, including positive effects; Location, design and external appearance and effects on visual amenity, the quality of the streetscape and pedestrian environment; 	RD

	Table 29.1 – Transport related activities outside a road	Activity Status
	<p>d. Effects on safety for its users and the employment of CPTED principles in the design;</p> <p>e. Compatibility with surrounding activities and effects on the amenity of adjoining sites; and</p> <p>f. The provision of electric vehicle charging points/ parking spaces; and</p> <p>g. Any positive effects on achieving planned intensification and compact urban form.</p>	
29.4.9	<p>Park and Ride and public transport facilities</p> <p>Discretion is restricted to:</p> <p>a. Effects, including positive effects, on the transport network, including the pedestrian and cycling environment and effects on the feasibility of public transport;</p> <p>b. Location, design and external appearance and effects on visual amenity and the quality of the streetscape;</p> <p>c. Compatibility with surrounding activities and effects on the amenity of adjoining sites, including consideration of nuisance effects such as noise;</p> <p>d. Effects on the safety of its users and employment of CPTED principles in the design;</p> <p>e. Compatibility with surrounding activities; and</p> <p>f. The provision of electric vehicle charging points/ parking spaces; and</p> <p>g. Any positive effects on urban design quality.</p> <p>This rule shall not apply to Airport Related Activities.</p>	RD
29.4.10	<p>Rental vehicle businesses in those zones, excluding the Airport Zone, where commercial activities are permitted.</p> <p>Discretion is restricted to:</p> <p>a. Effects on the safety and efficiency of the transport network, resulting from rental vehicles being parked on roads and other public land when not in use;</p> <p>b. Effects on amenity from rental vehicles being parked on roads and other public land when not in use; and</p> <p>c. The amount, location, and management of the vehicle parking/ storage proposed, including the location, accessibility, and legal agreements where parking is not proposed on the same site as the office and reception area.</p>	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, excluding in the Airport Zone.</p> <p>Discretion is restricted to effects on the transport network in relation to:</p> <p>a. Integration with the existing transport network;</p> <p>b. Measures to reduce traffic generation;</p> <p>c. Measures to facilitate modal shift;</p>	RD

	Table 29.1 – Transport related activities outside a road	Activity Status
	<p>d. Any functional and operational needs of the activity to locate in that environment;</p> <p>e. Any positive effects on the efficient use or amenity of the site or overall subdivision layout;</p> <p>f. Any positive effects on the urban design quality of the land use or subdivision activity; and</p> <p>g. Any recommendations from an Integrated Transport Assessment.</p> <p>This rule shall not apply to Park and Ride and Public Transport Facilities.</p>	
29.4.11A	<p>High Traffic Generating Activities in the Jacks Point Zone</p> <p>Any permitted or controlled land use or subdivision activity (excluding boundary adjustments) that is consistent with the Jacks Point Zone Structure Plan and any relevant Comprehensive Development Plan contained in the District Plan and exceeds the thresholds set out in Table 29.5.</p> <p>Control is reserved over:</p> <p>a. Effects on the transport network in relation to</p> <ul style="list-style-type: none"> - Integration with the existing transport network, including any positive effects that the proposal may have on the transport network; - Measures to reduce traffic generation - Measures to facilitate modal shift; <p>b. Any functional and operational needs of the activity to locate in that environment;</p> <p>c. Any positive effects on the efficient use or amenity of the site or overall subdivision layout;</p> <p>d. Any positive effects on the urban design quality of the land-use or subdivision activity; and</p> <p>e. Any recommendations from an Integrated Transport Assessment.</p> <p>This rule shall not apply to Park and Ride and Public Transport Facilities.</p>	C
29.4.12	Parking for any activity not listed in Table 29.4 and the activity is not a permitted or controlled activity within the zone in which it is located.	D

	Table 29.2 - Activities within a road	Activity Status
29.4.13	Activities that are not listed in this Table.	D
29.4.14	<p>Construction of new transport infrastructure and the operation, use, maintenance, and repair of existing transport infrastructure.</p> <p>Advice Note: There are other activities related to the transport function of the road such as signs, utilities, and temporary activities that are also</p>	P

	permitted through other district-wide chapters but are not included in the definition of transport infrastructure.	
29.4.15	Public amenities	P
29.4.16	<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"> effects on traffic safety; effects on the kerbside movement of high-sided vehicles; and 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"> effects on traffic safety; effects on the kerbside movement of high-sided vehicles; and 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"> The safety and functionality of the road design, including the safety of intersections with existing roads; Ongoing maintenance costs of the road design; Effects on the environment and/ or character of the surrounding area (including effects from dust, noise and vibration and effects on visual amenity); and 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; and Any positive effects on the transport network, including improved connectivity to formed roads, efficiency, and safety; and Any positive effects on urban design outcomes. 	RD
29.4.19	<p>Any storage of parking of rental vehicles on road reserve associated with any rental vehicle business located in the Airport Zone, while not under hire.</p> <p>Discretion is restricted to:</p>	RD

	<ul style="list-style-type: none"> a. Effects on the safety and efficiency of the transport network, resulting from rental vehicles being parking on roads and other public land when not in use; b. Effects on amenity from rental vehicles being parked on roads and other public land when not in use; and c. The amount, location, and management of the vehicle parking / storage proposed, including the location, accessibility, and legal agreements where parking is not proposed on the same site as the office and reception area. 	
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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>Location and Availability of Parking Spaces</p> <ul style="list-style-type: none"> a. Any parking space required by Table 29.4 or loading space shall be available for staff and visitors during the hours of operation and any staff parking required by this rule shall be marked as such. b. No parking space required by Table 29.4 shall be located on any access or outdoor living space required by the District Plan, such that each parking space required by Table 29.5 shall have unobstructed vehicular access to a road or service lane, except where tandem parking is specifically provided for by Rule 29.5.8. c. Parking spaces and loading spaces may be served by a common manoeuvring area (which may include the installation of vehicle turntables), which shall remain unobstructed. d. Some or all coach parking required by Table 29.4 in relation to visitor accommodation activity may be provided off-site. 	<p style="text-align: center;">RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. The long term availability of parking spaces for staff and visitors. b. The location of parking spaces and manoeuvring areas within a site. c. The proportion of spaces proposed off-site in zones other than the High Density Residential Zone, Medium Density Residential Zone,

	Table 29.3 - Standards for activities outside roads	Non-compliance status						
		or Business Mixed Use Zone. d. The location, accessibility, and legal agreements proposed.						
29.5.2	Size of Required Parking Spaces and layout a. All provided parking spaces and associated manoeuvring areas are to be designed and laid out in accordance with the Car Parking Layout requirements of Table 29.7 and Diagram 3 (car space layouts) of Schedule 29.2. This standard does not apply to parking, loading and associated access areas for Ski Area Activities in the Ski Area Subzone. b. The installation of a vehicle turntable for residential units and residential flats is an acceptable alternative to achieve the required turning manoeuvres of the swept path Diagram 4. Advice note: Refer to Rule 29.5.8 for additional design requirements of residential parking spaces.	RD Discretion is restricted to the size and layout of parking spaces and associated manoeuvring areas.						
29.5.3	Gradient of Parking Spaces and Parking Areas Parking spaces and parking areas other than mobility parking spaces shall have a gradient of no more than 1 in 20 parallel to the angle of parking, and a gradient of no more than 1 in 16 in any other direction.	RD Discretion is restricted to the gradient of the parking space and parking area.						
29.5.4	Mobility Parking spaces a. Other than in relation to residential units and visitor accommodation with less than 6 guests, wherever an activity requires parking to be provided, mobility parking spaces shall be provided in accordance with the following minimum standards: <table border="1" data-bbox="408 1727 1099 1977"> <thead> <tr> <th data-bbox="408 1727 756 1883">Total number of parks to be provided by the activity or activities on the site</th> <th data-bbox="756 1727 1099 1883">Minimum number of mobility parking spaces required</th> </tr> </thead> <tbody> <tr> <td data-bbox="408 1883 756 1928">1 to 10 spaces:</td> <td data-bbox="756 1883 1099 1928">1 space</td> </tr> <tr> <td data-bbox="408 1928 756 1977">11 to 100 spaces:</td> <td data-bbox="756 1928 1099 1977">2 spaces</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	RD Discretion is restricted to: 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							

	Table 29.3 - Standards for activities outside roads	Non-compliance status								
	<table border="1" data-bbox="408 315 1102 439"> <tr> <td data-bbox="408 315 756 439">More than 100 spaces</td> <td data-bbox="756 315 1102 439">2 spaces plus 1 space for every additional 50 parking spaces provided</td> </tr> </table> <p data-bbox="352 488 791 517">b. Mobility parking spaces shall be:</p> <ul style="list-style-type: none"> <li data-bbox="397 551 692 580">(i) on a level surface; <li data-bbox="397 595 699 624">(ii) clearly signposted; <li data-bbox="397 640 948 669">(iii) located on the same site as the activity; <li data-bbox="397 685 1091 714">(iv) as close as practicable to the building entrance; and <li data-bbox="397 730 1123 804">(v) accessible to the building via routes that give direct access from the car park to the building. 	More than 100 spaces	2 spaces plus 1 space for every additional 50 parking spaces provided							
More than 100 spaces	2 spaces plus 1 space for every additional 50 parking spaces provided									
29.5.5	<p data-bbox="347 898 1123 994">Drop off/ pick up (set down) areas in all zones except in the Queenstown Town Centre Zone, the Wānaka Town Centre Zone, and the Arrowtown Town Centre Zone</p> <p data-bbox="352 1010 1123 1182">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="357 1211 1102 1832"> <tr> <td data-bbox="357 1211 687 1368">(i) A day care facility designed to cater for six or more children/ persons</td> <td data-bbox="687 1211 1102 1368">1 drop-off/ pick up car space per 5 persons that the facility is designed to cater for (excluding staff).</td> </tr> <tr> <td data-bbox="357 1368 687 1547">(ii) A primary or intermediate school</td> <td data-bbox="687 1368 1102 1547">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="357 1547 687 1738">(iii) A secondary school</td> <td data-bbox="687 1547 1102 1738">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="357 1738 687 1832">(iv) A health care facility or hospital</td> <td data-bbox="687 1738 1102 1832">1 drop-off/ pick up space per 10 professional staff</td> </tr> </table> <p data-bbox="352 1883 1123 2056">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</p>	(i) A day care facility designed to cater for six or more children/ persons	1 drop-off/ pick up car space per 5 persons that the facility is 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	<p data-bbox="1267 898 1299 927">RD</p> <p data-bbox="1150 943 1406 1256">Discretion is restricted to effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>
(i) A day care facility designed to cater for six or more children/ persons	1 drop-off/ pick up car space per 5 persons that the facility is 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									

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	<p>where there are two activities on one site (such as healthcare and day care) the total required shall be combined prior to rounding.</p>	
29.5.6	<p>Reverse manoeuvring for any day care facility, educational facility, or healthcare facility</p> <p>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>Reverse Manoeuvring of heavy vehicles</p> <p>b. Where heavy vehicle parking spaces, on-site manoeuvring, and loading areas are required, these shall be designed and located to ensure that no heavy vehicle is required to reverse manoeuvre from (or onto) any site or service lane onto (or from) any road.</p> <p>c. Where a service lane does not meet the definition of a 'road', a heavy vehicle can reverse onto (or from) a site from (or onto) a service lane but this does not enable a heavy vehicle to then reverse from that service lane onto a road.</p> <p>Reverse Manoeuvring, other than where regulated by 29.5.7a to 29.5.7c above</p> <p>d. On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse onto or off any State Highway or arterial road.</p> <p>e. On-site manoeuvring shall be provided for a B85 vehicle to ensure that no such vehicle is required to reverse either onto or off any collector road where:</p> <ul style="list-style-type: none"> (i) the frontage road speed limit is 80km/h or greater, or (ii) six or more parking spaces are to be serviced by a single accessway; or (iii) three or more residential units share a single accessway; or (iv) the activity is on a rear site. <p>f. On-site manoeuvring shall be provided for a B85 vehicle to ensure that no such vehicle is required to reverse either onto or off any local road where:</p> <ul style="list-style-type: none"> (i) ten or more parking spaces are to be serviced by a single accessway, or 	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects on <u>the</u> safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment, <u>including any positive effects on the efficiency or amenity of the site.</u></p> <p>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>(ii) five or more residential units share a single accessway, or</p> <p>(iii) the activity is on a rear site.</p> <p>g. Where on-site manoeuvring areas are required, a B85 vehicle shall be able to manoeuvre in and out of any provided parking space other than parallel parking spaces, with only one reverse manoeuvre, except:</p> <p>(i) Where such parking spaces are in the immediate vicinity of access driveways, ramps, and circulation roadways, a B99 vehicle shall be able to manoeuvre out of those parking spaces with only one reverse manoeuvre.</p> <p>h. The installation of a vehicle turntable for residential units and residential flats is an acceptable alternative to achieve the required turning manoeuvres illustrated in the swept path diagram 4, in Schedule 29.2.</p> <p>Note: Diagram 4 in Schedule 29.2 provides the vehicle swept path designs for B85 and B99 vehicles and for various heavy vehicle types.</p>	
29.5.7	<p>Residential Parking Space Design</p> <p>a. The minimum width of the entrance to a single garage shall be no less than 2.4 m.</p> <p>b. The minimum length of a garage shall be 5.5m.</p> <p>c. Where a car space is proposed between a garage door and the road boundary, the minimum length of this car space shall be 5.5m.</p> <p>d. Where onsite manoeuvring is required, the minimum manoeuvring area between the road boundary and the garage entrance shall be designed to accommodate a B85 design vehicle.</p> <p>e. Where two parking spaces are provided for on a site containing only a single visitor accommodation unit or a single residential unit, which may also include a single residential flat, the parking spaces may be provided in tandem.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. The design of residential parking spaces.</p> <p>b. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>
29.5.8	<p>Queuing</p> <p>a. On-site queuing space shall be provided for all vehicles entering a parking or loading area in accordance with the following:</p>	<p>RD</p> <p>Discretion is restricted to effects on safety, efficiency, congestion, and amenity of the site</p>

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

Table 29.3 - Standards for activities outside roads		Non-compliance status					
<table border="1"> <tr> <td>(i).</td> <td>Offices and activities of less than 1500m² floor area not handling goods and where on-street parking for occasional delivery is available.</td> <td>6m length 3m wide 2.6m high</td> </tr> <tr> <td>(ii)</td> <td>All other activities except residential, visitor accommodation, and those listed in Rule 29.5.10 (b)(ii) above.</td> <td>9m length 3.5m wide 4.5m high</td> </tr> </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. 	(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 29.5.10 (b)(ii) above.	9m length 3.5m wide 4.5m high	
(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 29.5.10 (b)(ii) above.	9m length 3.5m wide 4.5m high					
29.5.10	<p>Surface of Parking Spaces, Parking Areas, and Loading Spaces</p> <ul style="list-style-type: none"> a. The surface of all parking, loading and associated access areas and spaces shall be formed, sealed, or otherwise maintained so as to avoid creating a dust or noise nuisance, to avoid water ponding on the surface, and to avoid run-off onto adjoining roads. b. The first 10m of such areas, as measured from the edge of the traffic lane, shall be formed and surfaced to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane. <p>These standards do not apply to parking, loading and associated access areas for Ski Area Activities in the Ski Area Subzone.</p>	<p>RD</p> <p>Discretion is restricted to effects on the efficient use and maintenance, safety, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>					
29.5.11	<p>Lighting of parking areas</p> <ul style="list-style-type: none"> 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>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Effects on the safety and amenity of pedestrian, 					

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	<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, Airport Zone, or the land subject to Designation #2 measured at any point more than 2m inside the boundary of the adjoining site.</p> <p>This rule shall not apply to parking areas associated with Shi Area Activities located within Ski Area Sub Zones.</p>	<p>cyclists, and motorists using the parking area.</p> <p>b. Effects from the lighting on adjoining sites.</p>
<p>29.5.12</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> <p>a. The amount, location, and design of the cycle parks, charging areas, lockers, and showers proposed.</p> <p>b. Effects on the mode share of those walking and cycling to and from the location.</p>

	Table 29.3 - Standards for activities outside roads	Non-compliance status									
	ACCESS										
29.5.13	<p>Access and Road Design</p> <p>a. All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with Table 3.2 (Road Design Standards) of the QLDC Land Development and Subdivision Code of Practice 2018, including the notes within Table 3.2 and Appendices E and F; except as provided for in 29.5.14b below.</p> <p>b. All shared private vehicular accesses serving residential units and/ or visitor accommodation units in the High Density Residential Zone, Medium Density Residential Zone, Low Density Residential Zone and Settlement Zone shall comply with the following standards:</p> <p>(i)</p> <table border="1" data-bbox="397 949 1088 1272"> <thead> <tr> <th data-bbox="397 949 746 1173">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 data-bbox="746 949 938 1173">Formed width (m)</th> <th data-bbox="938 949 1088 1173">Minimum legal width (m)</th> </tr> </thead> <tbody> <tr> <td data-bbox="397 1173 746 1223">1 to 6</td> <td data-bbox="746 1173 938 1223">2.75 - 3.0</td> <td data-bbox="938 1173 1088 1223">4.0</td> </tr> <tr> <td data-bbox="397 1223 746 1272">7 to 12</td> <td data-bbox="746 1223 938 1272">5.5 - 5.7</td> <td data-bbox="938 1223 1088 1272">6.7</td> </tr> </tbody> </table> <p>(ii) Except;</p> <p>i. where a shared vehicle access for 1 to 6 units adjoins a State Highway, arterial, or collector road, it shall have a formed width of 5.5m - 5.7m and a legal width of at least 6.7m for a minimum length of 6m, as measured from the legal road boundary.</p> <p>ii. To allow vehicles to pass, formed access widths for 1 to 6 units shall include widening to not less than 5.5 m over a 15m length at no more than 50 m spacing (measured from the end of one passing bay to the beginning of the next).</p> <p>iii. The above access width rules do not apply at the time of subdivision to any developments authorised and given effect to by a land-use consent as at the date these provisions are made operative.</p> <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>	The greater of the actual number of units proposed to be serviced or the potential number of units able to be serviced by the permitted density.	Formed width (m)	Minimum legal width (m)	1 to 6	2.75 - 3.0	4.0	7 to 12	5.5 - 5.7	6.7	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects, including positive effects, on the safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p> <p>b. The design of the access, including the width of the formed and legal width.</p> <p>c. The on-going management and maintenance of the access.</p> <p>d. Urban design outcomes, including any positive effects on urban design quality.</p> <p>e. The vesting of the access in Council</p> <p>f. Any positive effects on achieving planned intensification and compact urban form.</p>
The greater of the actual number of units proposed to be serviced or the potential number of units able to be serviced by the permitted density.	Formed width (m)	Minimum legal width (m)									
1 to 6	2.75 - 3.0	4.0									
7 to 12	5.5 - 5.7	6.7									

	Table 29.3 - Standards for activities outside roads	Non-compliance status											
	<p>d. Private shared vehicle accesses shall have legally enforceable arrangements for maintenance put in place at the time they are created.</p> <p>e. All vehicle access design shall comply with Schedule 29.2.</p> <p>f. The above access width rules do not apply to existing private shared vehicle accessways for the purpose of controlling the number of units that may be built using the accessways, unless the total land served by the accessway could provide for more than 12 units.</p> <p>Advice notes:</p> <p>The calculation of maximum developable capacity shall require, where necessary, the creation of sections to serve as future accessway extensions to link to other sites beyond the immediate development. As there is no maximum density provision in the High Density Residential Zone, it is not possible to calculate the maximum developable capacity and, as such, the number of units shall be taken as the total number proposed to be serviced by the access, including any existing units.</p>												
29.5.14	<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="376 1234 1101 1464"> <thead> <tr> <th rowspan="2">Land use</th> <th colspan="2">Width of crossing(m) at the property boundary</th> </tr> <tr> <th>Minimum</th> <th>Maximum</th> </tr> </thead> <tbody> <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> </tbody> </table> <p>b. Vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16 shall comply with Diagram 2 and with either Diagram 6 or 7 in Schedule 29.2, depending on the activity served by the access, such that:</p> <ul style="list-style-type: none"> (i) the access crosses the property boundary at an angle of between 45 degrees and 90 degrees; (ii) the vehicle crossing intersects with the carriageway at an angle of 90 degrees plus or minus 15 degrees; (iii) roading drainage shall be continuous across the length of the crossing; (iv) all vehicular accessways adjacent to State Highways shall be sealed from the edge of the carriageway to the property boundary. 	Land use	Width of crossing(m) at the property boundary		Minimum	Maximum	a. Residential	3.0	6.0	b. Other	4.0	9.0	<p>RD</p> <p>Discretion is restricted to:</p> <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 location, design, and width of the vehicle crossing.
Land use	Width of crossing(m) at the property boundary												
	Minimum	Maximum											
a. Residential	3.0	6.0											
b. Other	4.0	9.0											

	Table 29.3 - Standards for activities outside roads	Non-compliance status																									
	<p>c. For vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16, the width of the vehicle crossings at the kerb shall be 1.0m wider than the width at the boundary.</p> <p>d. All vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16 shall be located at least 500mm from any internal property boundary and from any other vehicle crossing on the same site.</p>																										
<p>29.5.15</p>	<p>Design of vehicle crossings – Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct</p> <p>Vehicle crossings providing access to a road in the Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, and Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct shall comply with Diagram 2 and with either Diagram 8, 9, or 10 of Schedule 29.2, as determined by the following standards, except that in relation to vehicular crossings providing access to a State Highway reference to Diagram 9 shall be replaced with Diagram 10.</p> <table border="1" data-bbox="347 1117 1121 1677"> <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 rowspan="4">No</td> <td rowspan="2">1-30</td> <td>< 10,000</td> <td>Diagram 8</td> </tr> <tr> <td>>= 10,000</td> <td>Diagram 9</td> </tr> <tr> <td rowspan="2">31-100</td> <td>< 10,000</td> <td>Diagram 9</td> </tr> <tr> <td>>= 10,000</td> <td>Diagram 10</td> </tr> <tr> <td>101+</td> <td>All</td> <td>Diagram 10</td> </tr> <tr> <td rowspan="2">Yes</td> <td>1-30</td> <td>All</td> <td>Diagram 9</td> </tr> <tr> <td>31-100+</td> <td>All</td> <td>Diagram 10</td> </tr> </tbody> </table> <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>	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	>= 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>RD</p> <p>Discretion is restricted to: effects on safety, efficiency, and amenity of the transport network, including the pedestrian and cycling environment.</p>
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	Table 29.3 - Standards for activities outside roads	Non-compliance status				
<p>29.5.16</p>	<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, <u>including any positive effects on the efficiency of land use.</u></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> <p>d. <u>Any positive effects on achieving planned intensification and compact urban form.</u></p>				
<p>29.5.17</p>	<p>Minimum Sight Distances from Vehicle Access on all roads other than State Highways</p> <p>a. The following minimum sight distances from any access, shall be complied with, as measured from the points shown on Diagram 11 of Schedule 29.2:</p> <table border="1" data-bbox="411 1951 1082 2033"> <thead> <tr> <th data-bbox="411 1951 646 2033">Posted speed limit (km/hr)</th> <th data-bbox="646 1951 1082 2033">Sight distance (m)</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	Posted speed limit (km/hr)	Sight distance (m)			<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>
Posted speed limit (km/hr)	Sight distance (m)					

Table 29.3 - Standards for activities outside roads		Non-compliance status																					
<table border="1"> <thead> <tr> <th></th> <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>			Residential Activity	Other Activities	50	45	80	60	65	105	70	85	140	80	115	175	90	140	210	100	170	250	<p>network, including the pedestrian and cycling environment.</p> <p>b. Any positive effects on achieving planned intensification and compact urban form.</p> <p>c. Any positive effects on the efficient use of the site or efficiency of the overall subdivision layout.</p>
	Residential Activity	Other Activities																					
50	45	80																					
60	65	105																					
70	85	140																					
80	115	175																					
90	140	210																					
100	170	250																					
29.5.18	<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:</p> <p>a. the effects on the safety of the transport network.</p> <p>b. Any positive effects on achieving planned intensification and compact urban form.</p> <p>c. Any positive effects on the efficient use of the site or efficiency of the overall subdivision layout.</p>							
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	Table 29.3 - Standards for activities outside roads	Non-compliance status																								
<p>29.5.19</p>	<p>Maximum Number of Vehicle Crossings</p> <p>The following maximum number of crossings shall be complied with:</p> <table border="1" data-bbox="352 461 1062 786"> <thead> <tr> <th>Frontage length (m)</th> <th colspan="3">Type of road frontage</th> </tr> <tr> <td></td> <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:</p> <p>This Rule does not apply to State highways which are, instead, subject to Rule 29.5.20.</p>	Frontage length (m)	Type of road frontage				Local	Collector	Arterial	0 - 18	1	1	1	19 - 60	2	1	1	61 - 100	3	2	1	Greater than 100	3	3	2	<p>RD</p> <p>Discretion is restricted to effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>
Frontage length (m)	Type of road frontage																									
	Local	Collector	Arterial																							
0 - 18	1	1	1																							
19 - 60	2	1	1																							
61 - 100	3	2	1																							
Greater than 100	3	3	2																							
<p>29.5.20</p>	<p>Minimum distance between vehicle crossings onto State Highways</p> <p>a. The minimum distance between any two vehicle crossings onto any State Highway, regardless of the side of the road on which they are located and whether they are single or combined, shall be:</p> <p>(i) 40 metres where the posted speed is equal to or lower than 70 km/h</p> <p>(ii) 100 metres where the posted speed is 80 km/h</p> <p>(iii) 200 metres where the posted speed is 100 km/h.</p>	<p>RD</p> <p>Discretion is restricted to effects on the efficiency of land-use and the safety and efficiency of the transport network, including the pedestrian and cycling environment.</p>																								
<p>29.5.21</p>	<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" data-bbox="400 1771 1026 2000"> <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>	Frontage Road	Minimum Distance (m) from intersecting road	Arterial	40	Collector	30	Local	25	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects on the efficiency of land-use, including positive effects;</p> <p>b. Effects on-and the safety and efficiency of the transport network, including the</p>																
Frontage Road	Minimum Distance (m) from intersecting road																									
Arterial	40																									
Collector	30																									
Local	25																									

	Table 29.3 - Standards for activities outside roads	Non-compliance status								
	<p>c. Roads with a speed limit equal to or greater than 70 km/ hr:</p> <table border="1" data-bbox="400 378 1024 607"> <thead> <tr> <th>Frontage Road</th> <th>Minimum Distance (m) from intersecting road</th> </tr> </thead> <tbody> <tr> <td>Arterial</td> <td>100</td> </tr> <tr> <td>Collector</td> <td>60</td> </tr> <tr> <td>Local</td> <td>50</td> </tr> </tbody> </table> <p>d. Except that where the boundaries of the site do not enable a conforming vehicle crossing to be provided, a single vehicle crossing may be constructed provided it is located 0.5m from the internal boundary of the site in the position that most closely complies with the above provisions.</p> <p>Advice notes:</p> <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. 	Frontage Road	Minimum Distance (m) from intersecting road	Arterial	100	Collector	60	Local	50	<p>pedestrian and cycling environment.</p> <p>c. Urban design outcomes</p> <p>d. The efficiency of the land-use or subdivision layout</p> <p>e. Any positive effects on the efficient use of the site or efficiency of the overall subdivision layout</p> <p>f. Any positive effects on achieving planned intensification and compact urban form.</p>
Frontage Road	Minimum Distance (m) from intersecting road									
Arterial	100									
Collector	60									
Local	50									
29.5.22	<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. 	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. effects on the efficiency of land-use, including positive effects.</p> <p>b. Effects on and the safety and efficiency of the transport network, including the pedestrian and cycling environment.</p> <p>c. Any positive effects on the efficient use of the site or efficiency of the overall</p>								

	Table 29.3 - Standards for activities outside roads	Non-compliance status
		<p><u>subdivision layout.</u></p> <p><u>d. Any positive effects on achieving planned intensification and compact urban form.</u></p>
<p>29.5.23</p>	<p>Service Stations</p> <p>a. All service stations shall comply with the following rules:</p> <p>b. The canopy shall be setback 2m from the road boundary.</p> <p>c. Accessways into Service Stations shall comply with the following minimum separation distances from other driveways.</p> <p>(i) Between driveways for residential activities - 7.5m</p> <p>(ii) Between driveways for other activities - 15m</p> <p>d. The width of any driveway into a Service Station shall comply with the following:</p> <p>(i) One way - 4.5m min and 6.0m max.</p> <p>(ii) Two way: - 6.0m min and 9.0m max.</p> <p>e. Any one-way entrance or exit shall be signposted as such.</p> <p>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</p>	<p>RD</p> <p>Discretion is restricted to effects on the efficiency of land-use and the safety and efficiency of the transport network, including the pedestrian and cycling environment.</p>

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	<p>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 **except that subdivisions that require consent pursuant to Rule 29.4.11A may be limited notified to the Otago Regional Council, relevant road controlling authority, and/or owner of an affected private road.**

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.
- c. **High Traffic Generating Activities in the Town Centre Zone and Ski Area Subzones only in respect of Otago Regional Council, relevant road controlling authority, and/or owner of any affected private road.**

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.

You are also referred to Policies 29.2.1.1, 29.2.1.6, 29.2.2.1, 29.2.2.6, 29.2.2.7, and 29.2.2.9.

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

You are also referred to Policies 29.2.1.1, 29.2.1.2, 29.2.1.5, 29.2.2.8, 29.2.3.2, and 29.2.4.8.

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.

You are also referred to Policies 29.2.2.1, 29.2.2.8, 29.2.2.9, and 29.2.4.9.

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.

You are also referred to Policies 29.1.1.1, 29.2.1.3, 29.2.2.1, 29.2.2.8, 29.2.2.9, 29.2.2.10, 29.2.2.11, 29.2.3.1, 29.2.4.6, 29.2.4.7, and 29.2.4.9.

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.

You are also referred to Policies 29.2.4.3 and 29.2.4.4.

29.7.7 Restricted Discretionary **and Controlled Activities** – High Traffic Generating Activities

29.7.7.1 **As appropriate to the nature and scale of the proposal, w**hether and to what extent:

- a. an Integrated Transport Assessment has been provided with the application and is sufficiently detailed to **understand** ~~provide a full understanding of the~~ **projected anticipated** 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 **that relates to the site as submitted in a previously approved resource consent** ~~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. **the proposed activity integrates with the transport network, taking into account other methods incorporated into the District Plan designed to facilitate modal shift and reduce traffic generation, including to the extent relevant, any structure plan or comprehensive development plan;**
- e. 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;
- f. the site and/ or its frontage have been designed to accommodate any planned public transport infrastructure proposed by Council;
- g. 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;
- h. public transport stops are provided in locations and at spacings that provide safe and efficient access to users;
- i. a Travel Plan is proposed to be provided containing travel demand management techniques;

- j. the amount of accessory parking proposed will contribute toward travel demand management;
- k. ~~a Development Agreement has been agreed to, as provided for by the Local Government Act;~~
- l. electric vehicle charging points are proposed to be provided.
- m. The proposed design of the road, pedestrian and cycle network results in improved transport outcomes that justify a departure from the Land Development and Subdivision Code of Practice (2018).
- n. The proposed activity facilitates further development otherwise provided for in the District Plan.

You are also referred to Policy 29.2.4.4.

29.8 Minimum Parking Requirements

Table 29.4			
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
	Visitor Accommodation Activities		
29.8.1	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 	Where over 30 units are proposed over one or more sites, 1 coach park per 30 units, provided that coach parks may overlay 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)	
29.8.2	Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) except in those zones listed in standards 29.8.1 above	Where over 30 units are proposed over one or more sites: 1 coach park per 30 units, provided that coach parks may overlay car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation. Footnote (1)	

Table 29.4			
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
29.8.3	Guest room type visitor accommodation (e.g. hotels) in the: <ul style="list-style-type: none"> • High Density Residential Zone • Medium Density Residential Zone between Park and Suburb Streets, Queenstown • Business Mixed Use Zone 	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 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.	
29.8.4	Guest room type visitor accommodation (e.g. hotels) in all zones other than zones listed in Rule 29.8.15	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 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.	
29.8.5	Backpacker hostel type visitor accommodation	Where over 50 beds are proposed over one or more sites; 1 coach park per 50 beds, provided that coach parks may overlay car parking spaces or may be located off-site in accordance with Rule 29.5.2 provided that where located off-site, a loading area shall be provided on the site containing the visitor accommodation.	
Commercial Activities			
29.8.6	Commercial activity, other than where the commercial activity is more specifically defined elsewhere in this table (Table 29.5)	For large format retail, of the total parking provided, 1 park per 500m ² GFA shall accommodate a medium rigid truck (in order to accommodate campervans and other vehicles larger than a B85 vehicle).	

Table 29.4			
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
29.8.7	Motor vehicle repair and servicing	Two heavy vehicle parking spaces per establishment	
29.8.8	Drive-through facility except in the Town Centre	5 queuing spaces per booth or facility, based on a B85 vehicle.	
Community Activities			
29.8.9	Convention centre	One coach park per 50 people the site is designed to accommodate.	0
29.8.10	Emergency Service Facilities:	Emergency service vehicle bay	Emergency service vehicle bay

29.8.41 The following advice notes apply to all provisions relating to minimum 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.

Footnote (1): 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	Mixed use developments, changes of use, and All other activities		50 or more car parking spaces proposed
29.9.9	Mixed use developments, changes of use, subdivision and 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.

Advice notes:

1. Where the scale of an existing use is increased or there is a change in use on a site, the existing use is not included in determining whether the thresholds will be exceeded and consent is required under Rule 29.4.11. In respect of any consent application under Rule 29.4.11, the activity requiring consent and the assessment of effects does not include the existing use.

2. Where an application is made for a new building (including where it comprises multiple tenancies and/or a mix of uses) the total floor area of the building will be considered in determining whether the threshold(s) will be exceeded and consent is required under Rule 29.4.11.

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29.10 Minimum requirements for cycle parking, lockers and showers

Table 29.6				
	Activity	Customer/Visitor Short-Term Bicycle Parking	Private Long-Term Bicycle Parking. This is for the use of staff, students, and residents.	End of trip facilities
29.10.1	Office	2 bicycle spaces (i.e. 1 stand) for the first 500m ² GFA and 1 space for every 750m ² GFA, thereafter.	For offices at least 150m ² in area, 1 space per 150m ² GFA	Where 1 long-term bicycle parking space is required: no end of trip facilities required.
29.10.2	Industrial and Service Activities	Nil	For such activities of at least 500m ² in area, 1 space per 500 m ² GFA	Where 8-10 long-term bicycle parking spaces required: 1 locker per every space required.
29.10.3	Hospital	1 bicycle space per 25 beds	1 per 10 beds	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).
29.10.4	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
29.10.11	Recreational Activity	1 space per court/bowling alley lane	Nil	Nil

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TRANSPORT 29

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
		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		
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.

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TRANSPORT 29

29.11 Car Parking Sizes and Layout

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

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

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

29.12 Heavy Vehicle Parking Layout

Table 29.8				
Parking Angle	Vehicle Type	Minimum 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	-	

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	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
Hāwea		
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)
Wānaka 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
Wānaka Rural		

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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
Wānaka 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

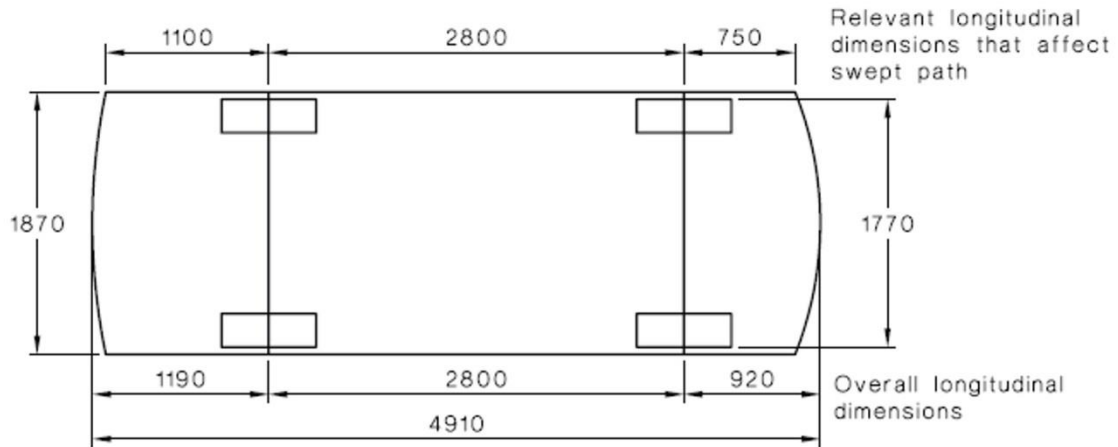
Collector Roads		
Road Name	Start Name	End Name
Sainsbury Road	Fernhill Road	Thorn Crescent
Aspen Grove	Thorn Crescent	Aspen Grove Roundabout
Frankton		
Boyes Crescent	McBride Street	Wilmot Avenue
Douglas Street	Robertson Street	End of Road
Frankton Shopping Centre Street	McBride Street	Gray Street
Grant 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
Hāwea		
Camp Hill Road	State Highway 6	Gladstone/Kane Road
Capell Avenue	State Highway 6	Lake View Terrace
Cemetery Road (Hāwea)	Domain Road	Gladstone Road, Gray Road
Domain Road (Lake Hāwea)	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 Lane
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
Wānaka 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
Wānaka-Mount Aspiring Road, including Wānaka-Mount Aspiring/Sargood Drive Roundabout	MacDougall Street	End of the public road at Raspberry Flat, West Matukituki
Local Roads		
All other roads		

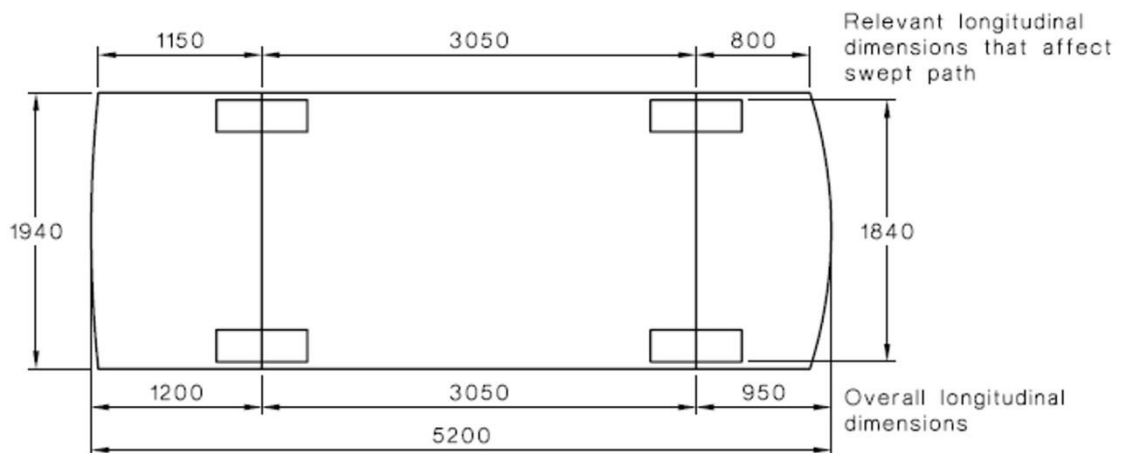
29.14 Schedule 29.2 - Interpretive Diagrams

29.14.1 Diagram 1 – B85 and B99 design vehicle dimensions



DIMENSIONS IN MILLIMETRES

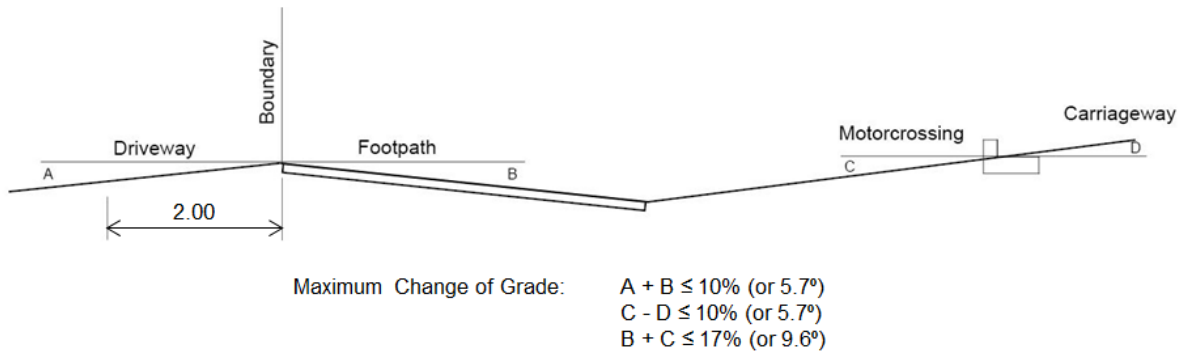
B85 (85TH PERCENTILE) CAR



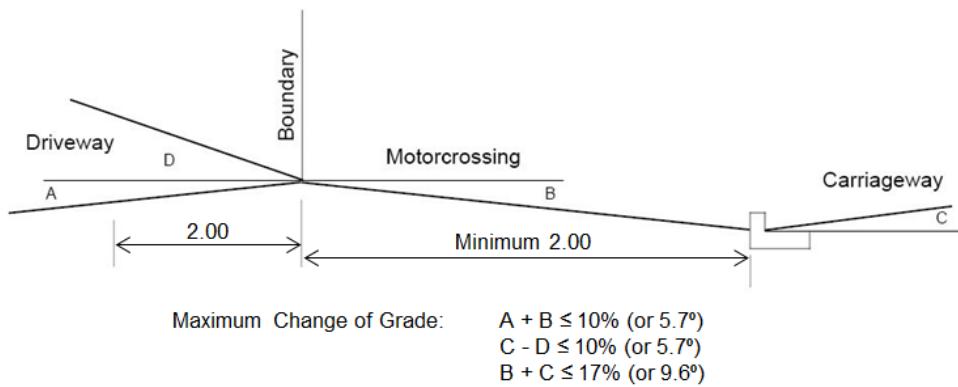
DIMENSIONS IN MILLIMETRES

B99 (99.8TH PERCENTILE) VEHICLE

29.14.2 Diagram 2 – Maximum Breakover Angles for Vehicle Crossings



Low Level Footpath

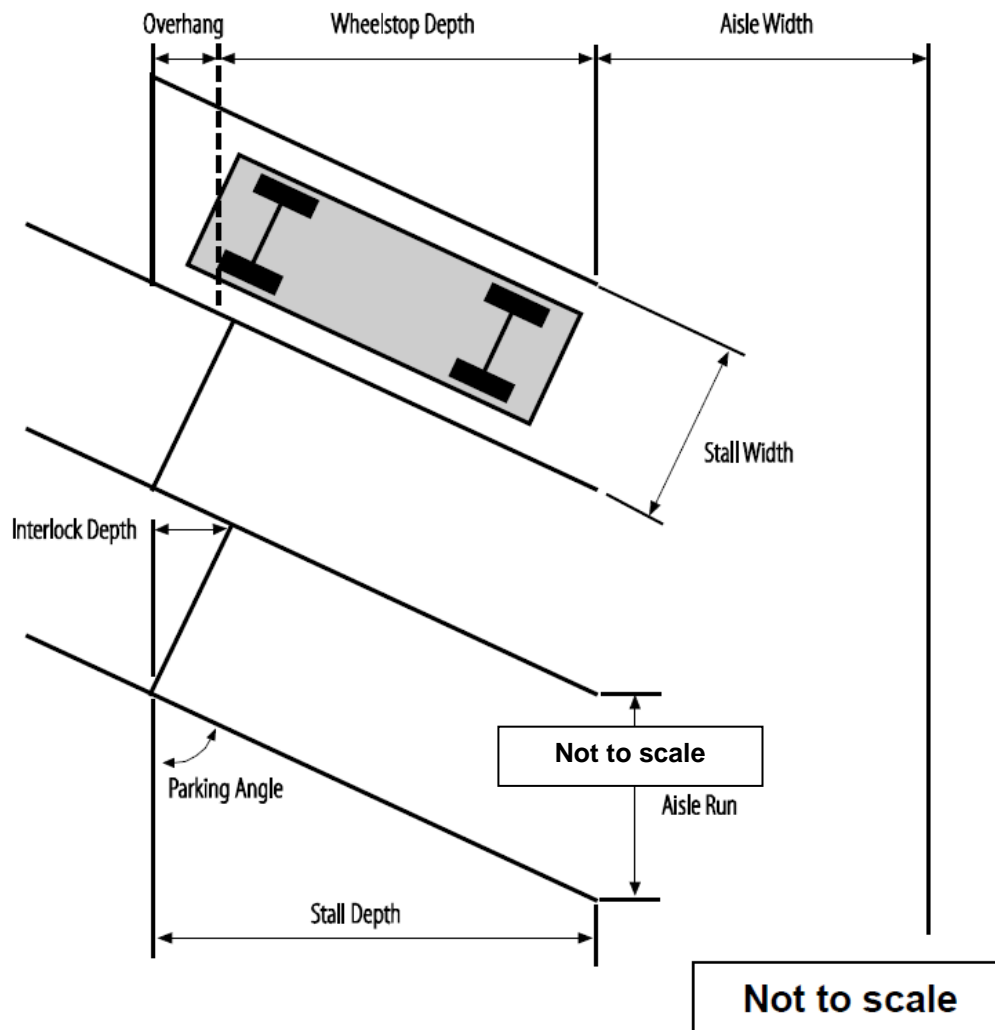


Standard Footpath

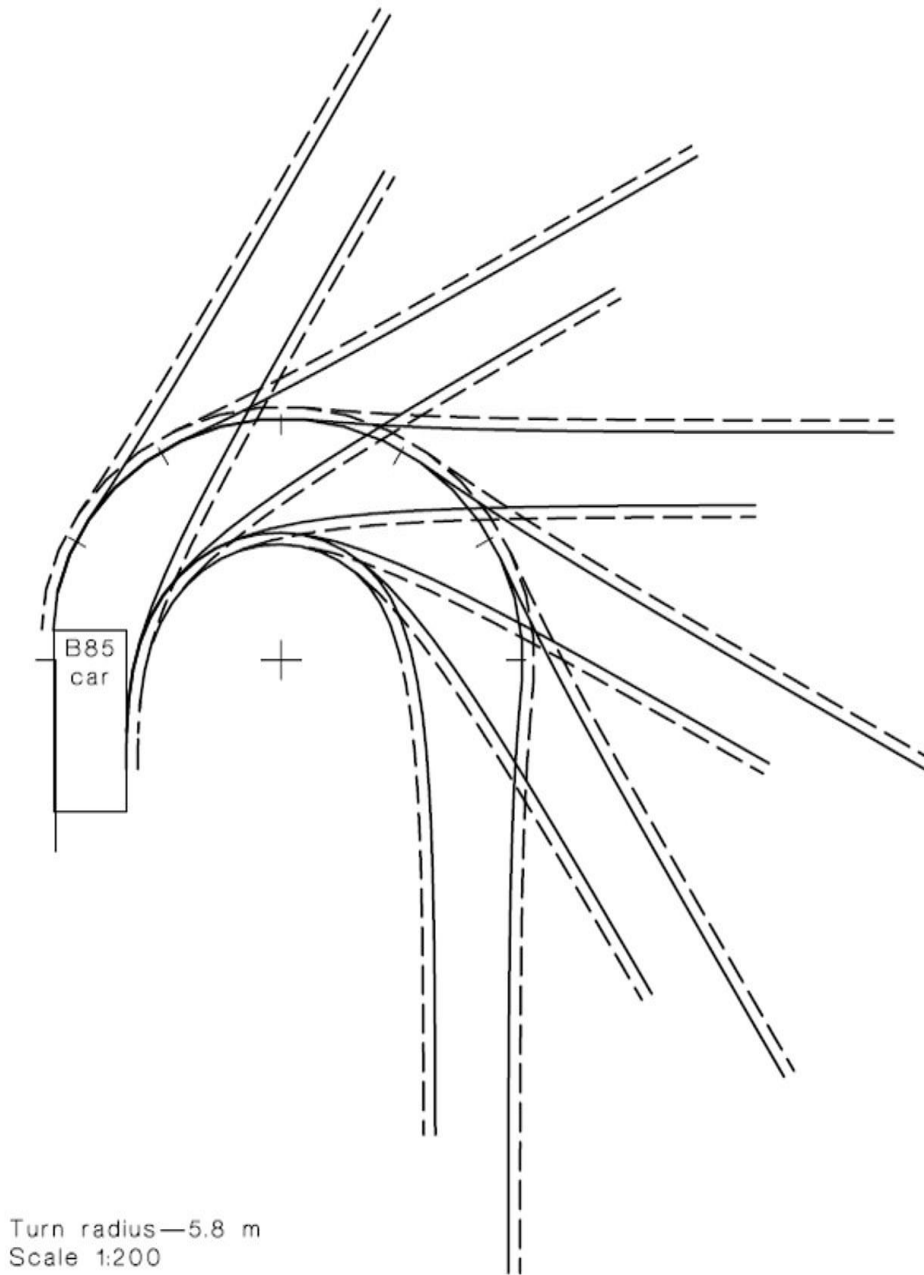
Note:

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



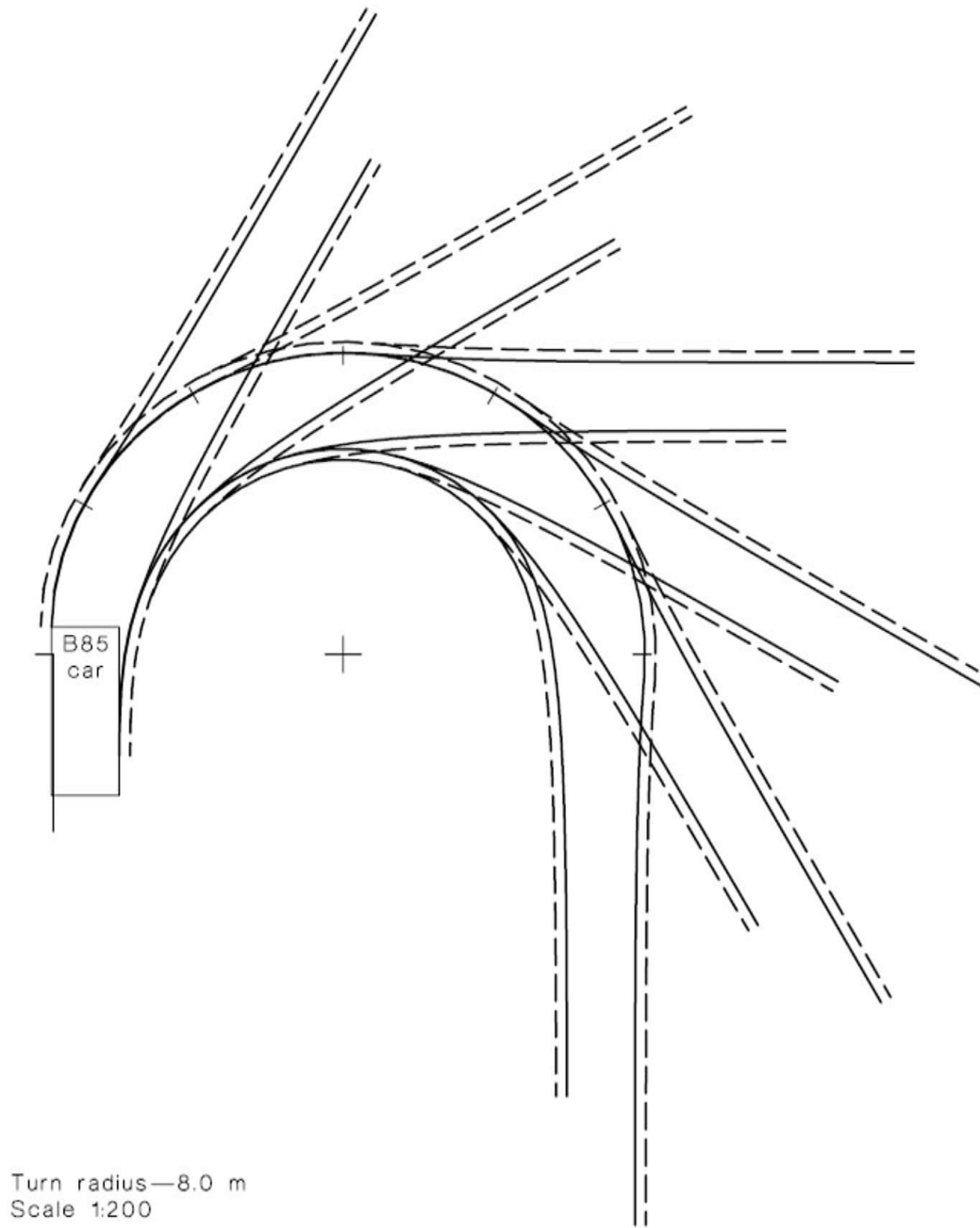
LEGEND:

- = 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

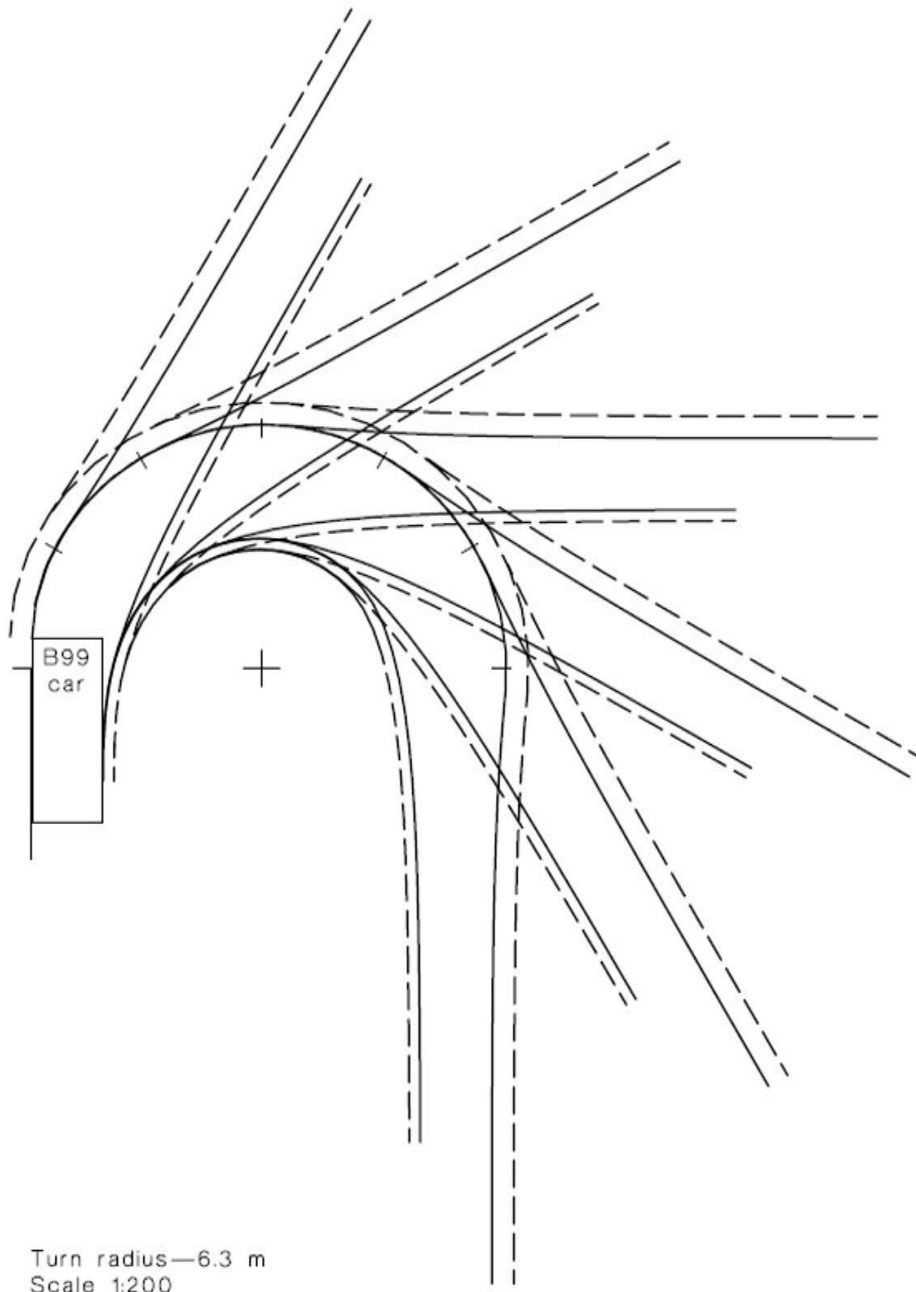


LEGEND:

- = 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



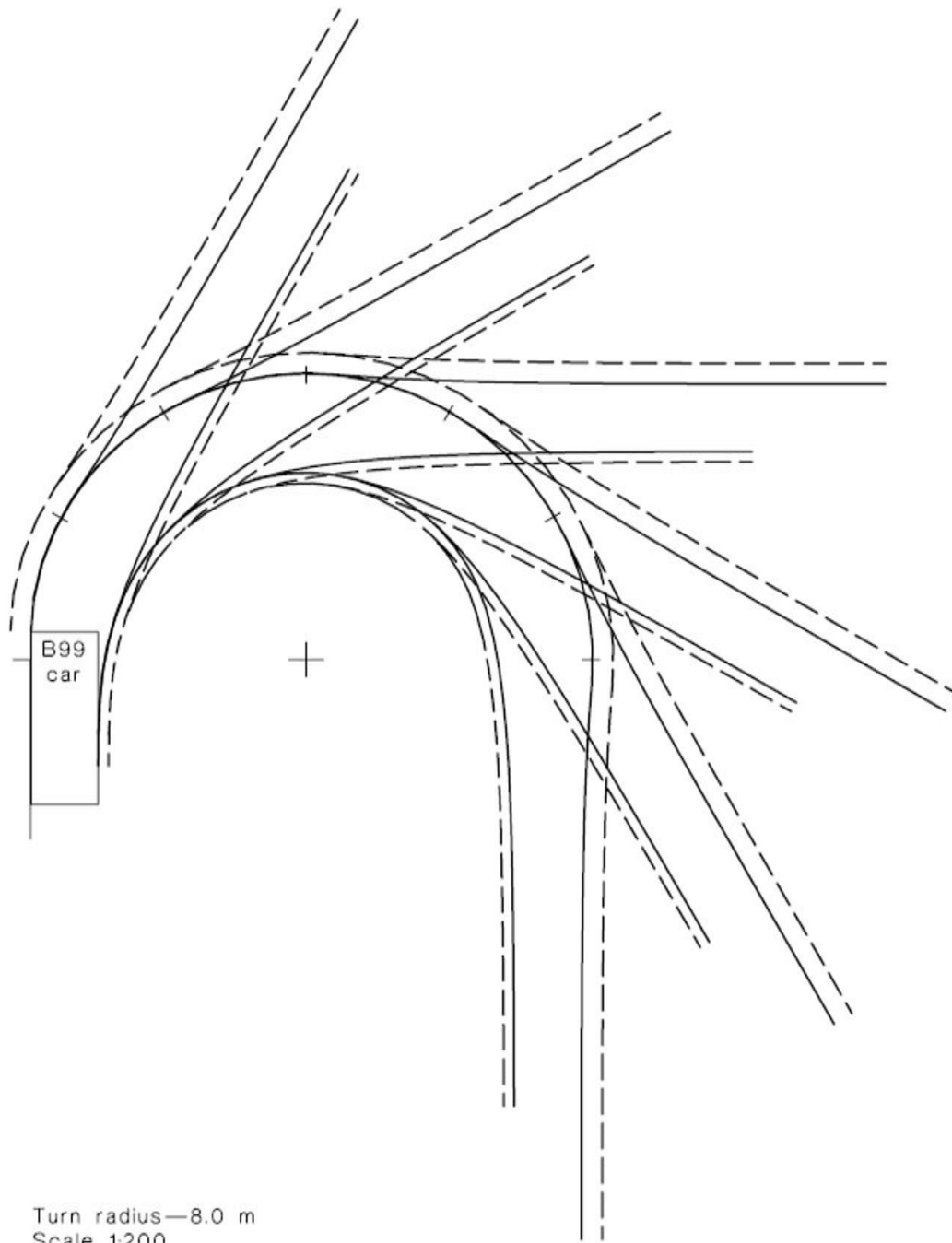
LEGEND:

- = 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



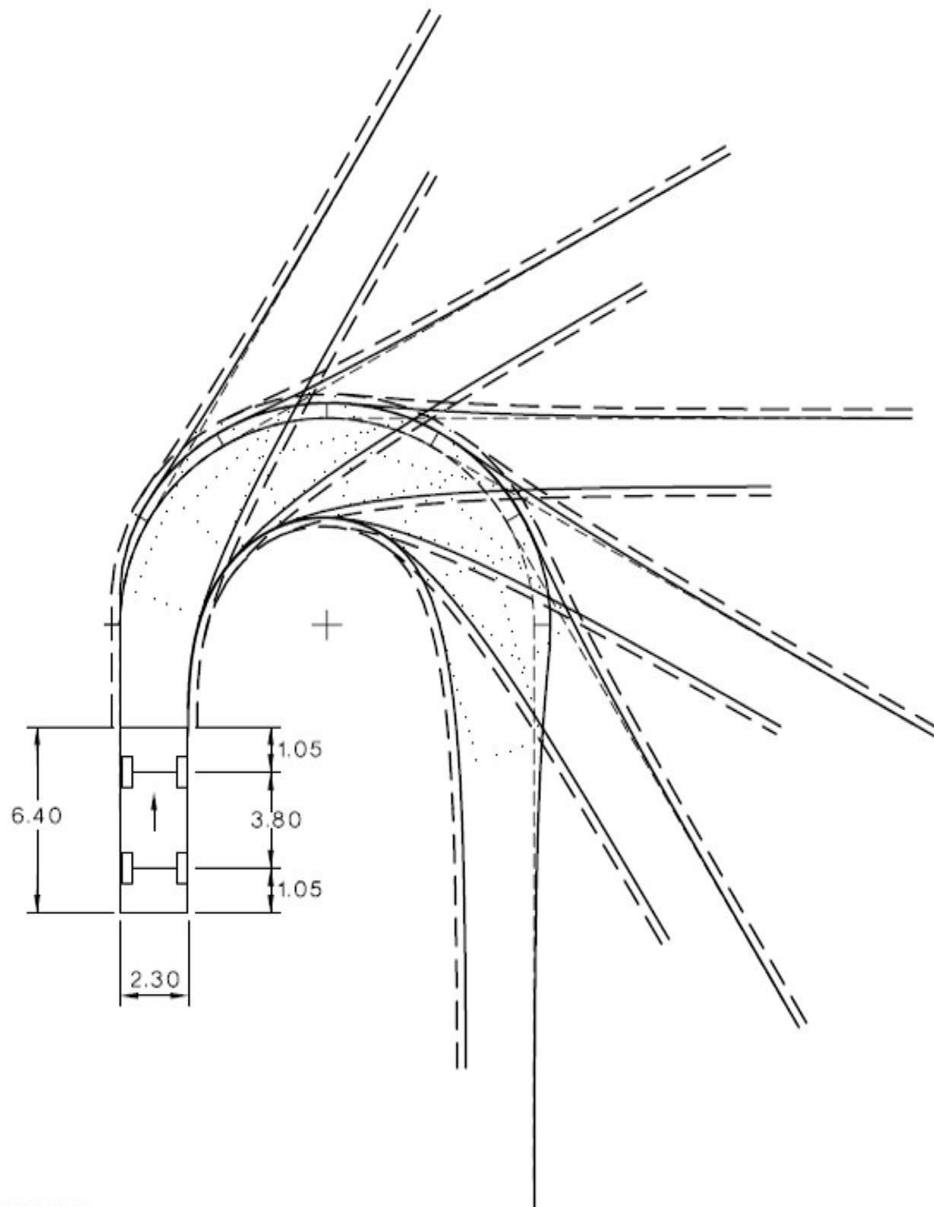
Turn radius—8.0 m
Scale 1:200

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

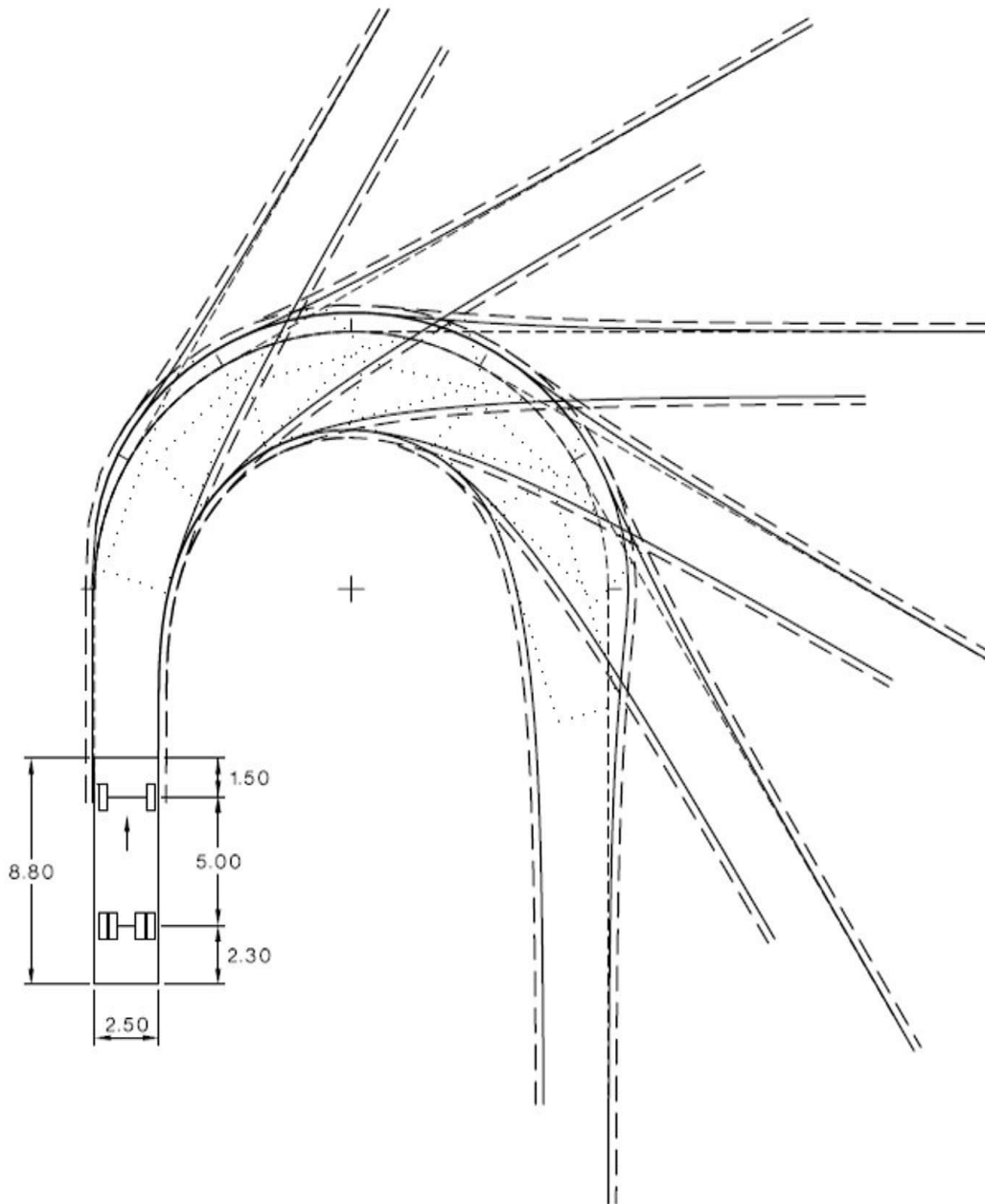


SCALE 1:250

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

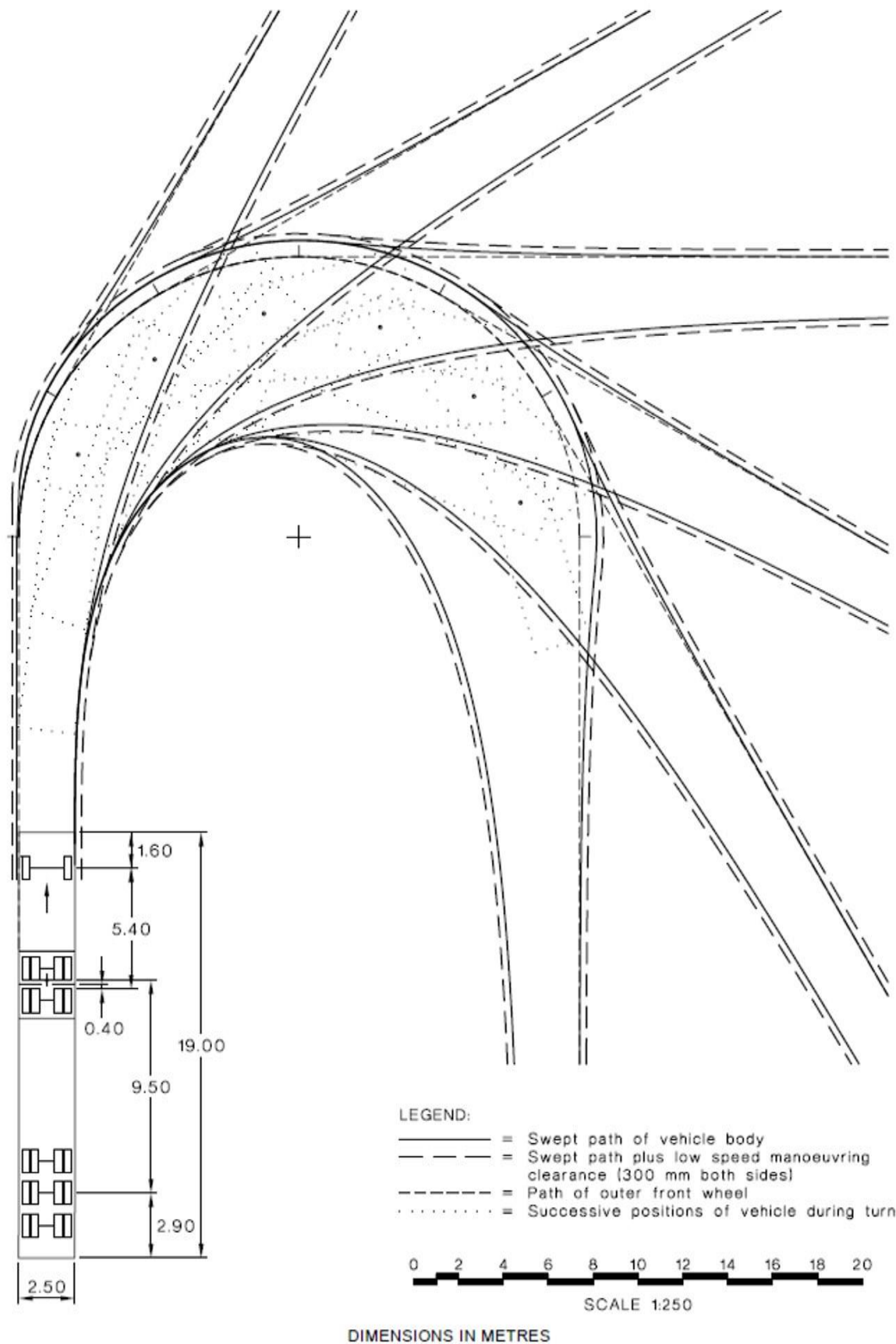


SCALE 1:250

DIMENSIONS IN METRES

Turning Path Template - Medium Rigid Vehicle

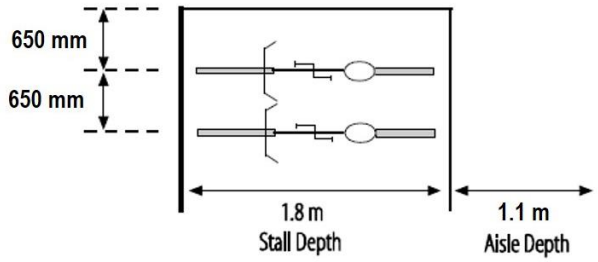
Minimum Radius Turn (10m)



Turning Path Template - Articulated Vehicle

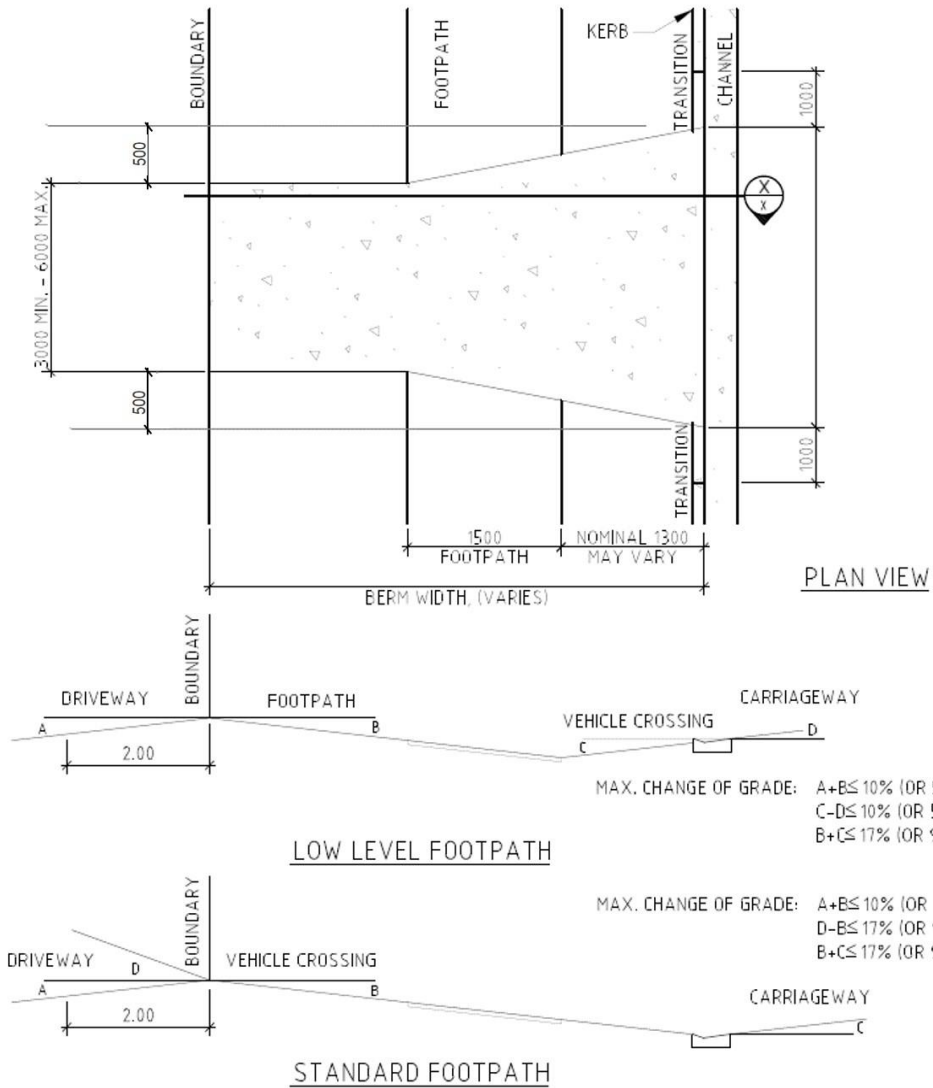
Minimum Radius Turn (12.5m)

29.14.5 Diagram 5 - Bicycle Parking Layout

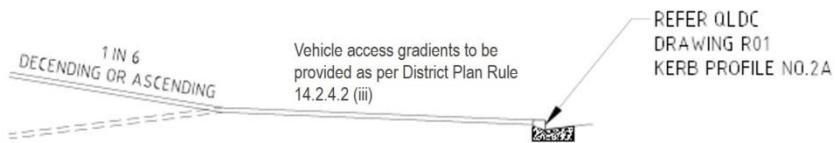
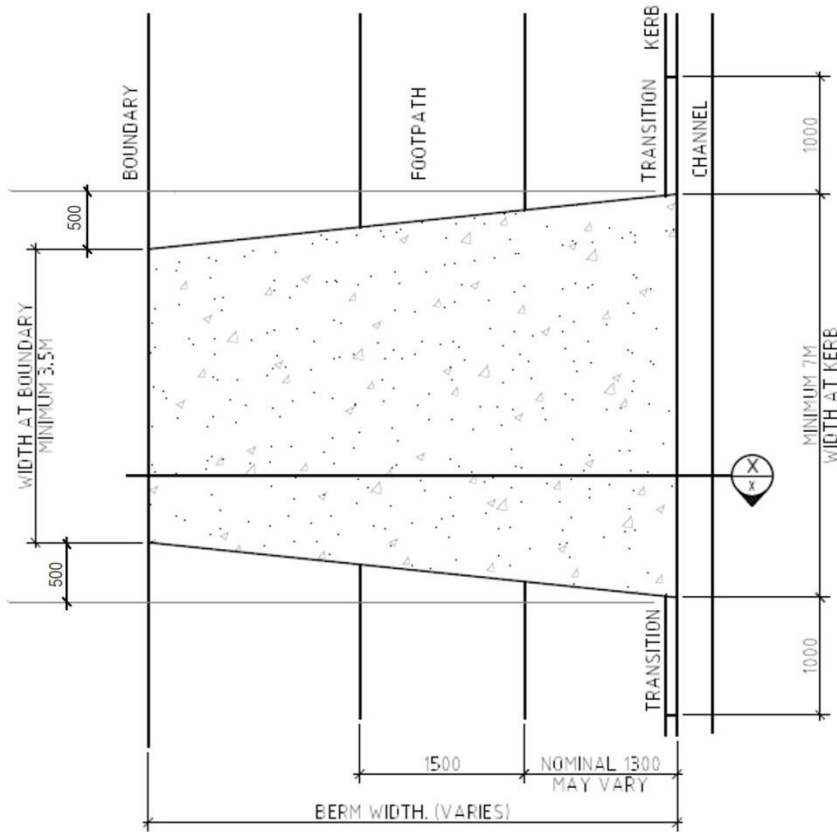


Not to scale

29.14.6 Diagram 6 - Residential Vehicle Crossing

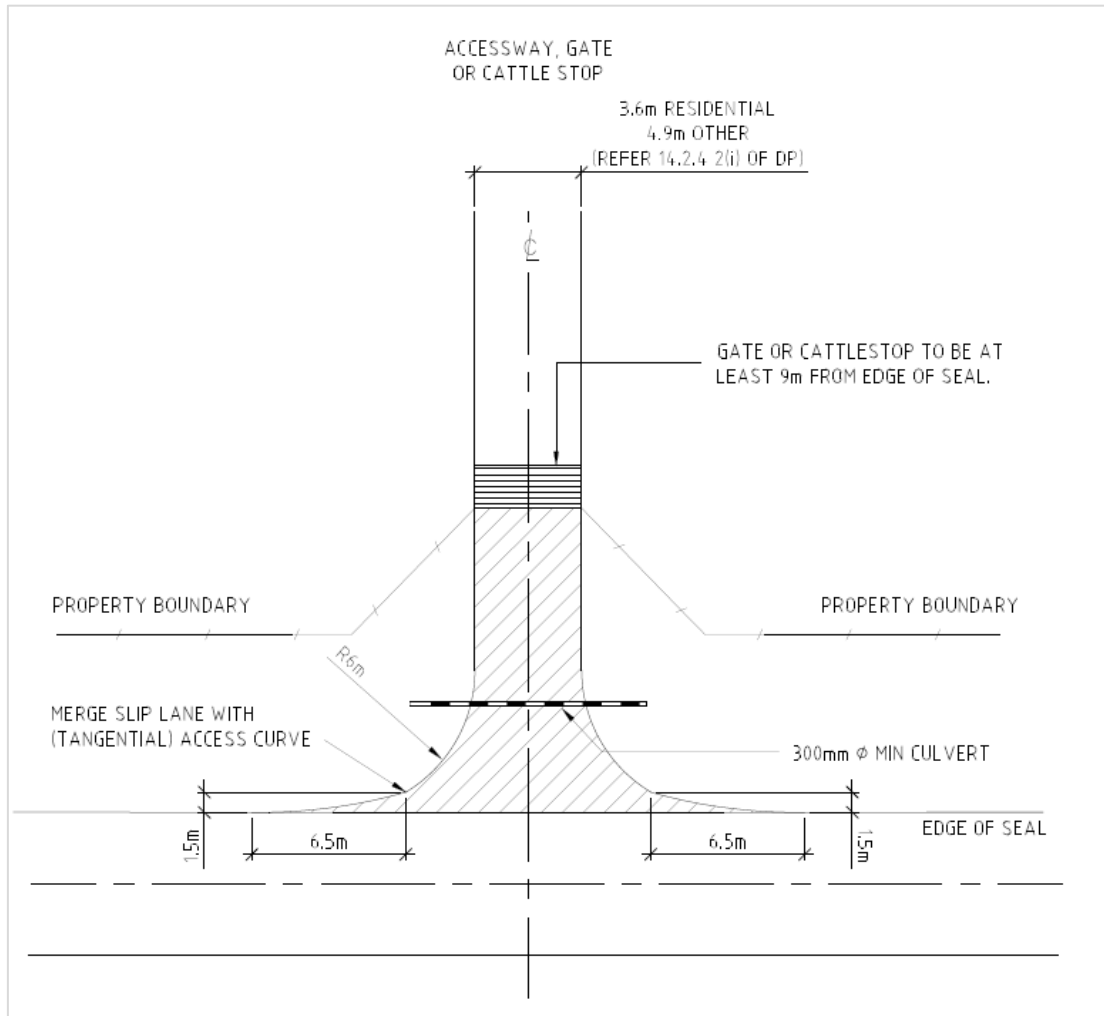


29.14.7 Diagram 7 - Commercial Vehicle Crossing

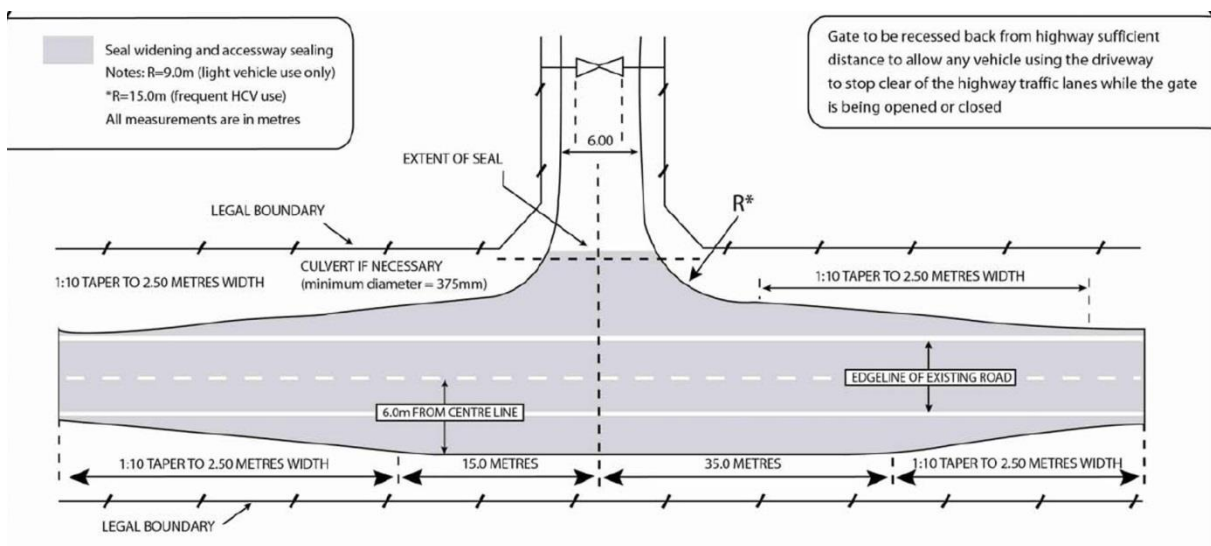


SECTION X-X

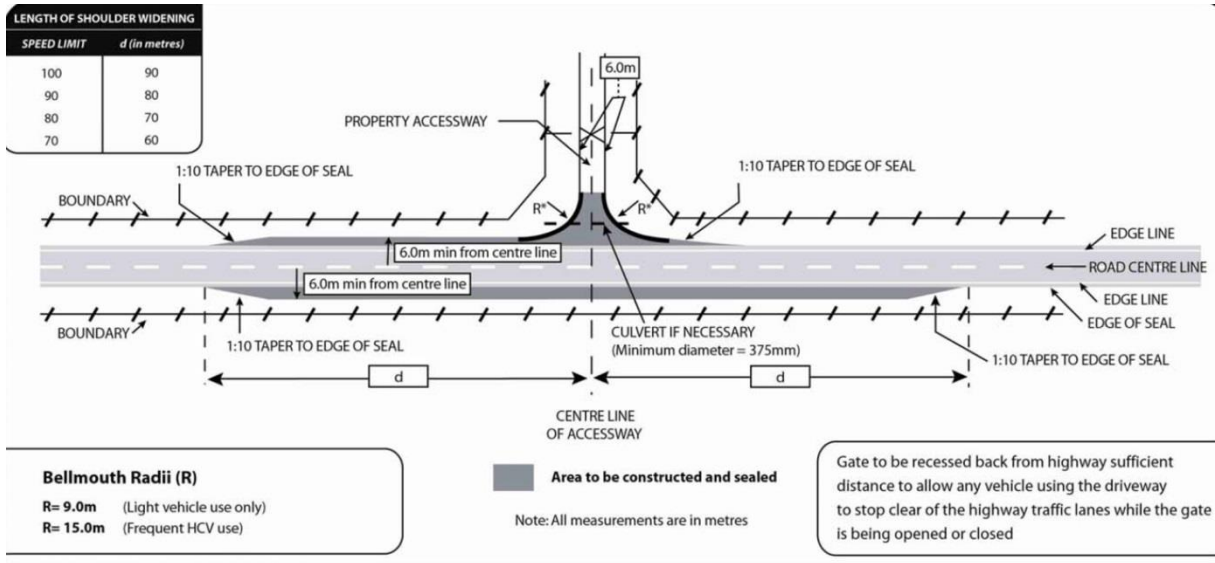
29.14.8 Diagram 8 - Access Design



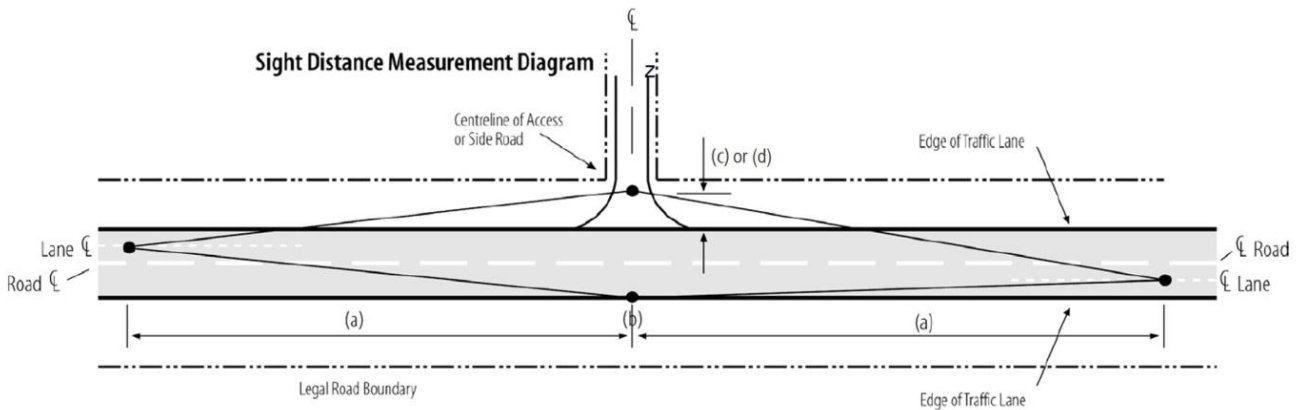
29.14.9 Diagram 9 - Access Design



29.14.10 Diagram 10 - Access Design



29.14.11 Diagram 11 – Sight Distance Measurement Diagram



- | | | |
|-------------------------|-----|---|
| Intersection: | (a) | Sight Distance Table 3 |
| Property Access: | (a) | Sight Distance Table 3 |
| | (b) | Edge of Traffic Lane |
| | (c) | For Access:
3.5m from edge of Traffic Lane |
| | (d) | For intersection:
5.5m from edge of Traffic Lane |

Note: Sight Distance shall be measured to and from a height of 1.15 metres above the existing road surface and the proposed surface level of the side road or access.

Diagram is not to scale

29.14.12 Diagram 12 – Sight Distance Measurement Diagram

