

APPENDICES D(1) to D(9) – Copies of the Relevant Parts of the Decisions

- Appendix D(1) Panel Report 19.1 – Introduction
- Appendix D(2) Panel Report 19.4 – Transport
- Appendix D(3) Decisions Version, Chapter 29 – Transport
- Appendix D(4) Panel Report 19.5 – Signs
- Appendix D(5) Decisions Version, Chapter 31 – Signs
- Appendix D(6) Panel Report 19.6 – Open Space and Recreation Zone
- Appendix D(7) Decisions Version, Chapter 38 – Open Space and Recreation Zone
- Appendix D(8) Decisions Version, Map 30 – Lake Hayes
- Appendix D(9) Decisions Version, Map 31a – Queenstown Airport

QUEENSTOWN LAKES DISTRICT COUNCIL

Hearing of Submissions on Proposed District Plan

Stream 15 Report

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

**Report 19.1 – Introductory Report:
Procedural and Statutory Matters**

Commissioners

Denis Nugent (Chair)

Sarah Dawson

Calum MacLeod

Robert Nixon

Table of Contents

<u>1. PRELIMINARY.....</u>	<u>1</u>
1.1 TERMINOLOGY USED IN STREAM 15 REPORTS	1
1.2 TOPICS CONSIDERED	3
1.3 APPOINTMENT OF COMMISSIONERS	4
1.4 NOTIFICATION AND SUBMISSIONS.....	4
1.5 HEARING ARRANGEMENTS	4
<u>2. STATUTORY REQUIREMENTS.....</u>	<u>13</u>
2.1 GENERAL APPROACH TO STREAM 15 SUBMISSIONS AND FURTHER SUBMISSIONS.....	13
2.2 REGIONAL POLICY STATEMENT	15
2.3 STRATEGIC DIRECTIONS CHAPTERS	16
2.4 ZONING CONSIDERATIONS.....	17
<u>3. GENERAL ISSUES</u>	<u>18</u>
3.1 “BENEFITS OF THE PROPOSAL” AS MATTER OF DISCRETION	18
<u>4. FORMAT OF THE STREAM 15 REPORTS.....</u>	<u>21</u>

1. PRELIMINARY

1.1 Terminology Used in Stream 15 Reports

1. Throughout this report and Reports 19.2, 19.3, 19.4, 19.5 and 19.6 we use the following abbreviations:

Act	Resource Management Act 1991
ARHMZ	Arrowtown Residential Historic Management Zone
BMUZ	Business Mixed Use Zone
Clause 16(2)	Clause 16(2) of the First Schedule to the Act
Council	Queenstown Lakes District Council
Decisions Version	Those parts of Stage 1 of the Proposed District Plan for Queenstown Lakes District on which the Council made its decisions on 5 May 2018
FENZ	Fire and Emergency New Zealand
HDRZ	High Density Residential Zone
LDSRZ	Lower Density Suburban Residential Zone
MDRZ	Medium Density Residential Zone
NPSFWM 2014	National Policy Statement for Freshwater Management 2014
NPSUDC 2016	National Policy Statement on Urban Development Capacity 2016
NZTA	New Zealand Transport Agency
ODP	The Operative District Plan for the Queenstown Lakes District as at the date of this report
Partially Operative RPS 1998	The Partially Operative Otago Regional Policy Statement 1998
Partially Operative RPS 2019	The Partially Operative Otago Regional Policy Statement 2019

PDP (Decisions Version)	Those parts of Stage 1 of the Proposed District Plan for Queenstown Lakes District on which the Council made its decisions on 5 May 2018
PDP (Stage 1)	Those parts of Stage 1 of the Proposed District Plan for Queenstown Lakes District as publicly notified on 26 August 2015 on which the Council has not made a decision and has not been varied by PDP (Stage 2)
PDP (Stage 2)	Stage 2 of the Proposed District Plan for Queenstown Lakes District as publicly notified on 23 November 2017 as varied on 9 August 2018
Proposed RPS	The Proposed Regional Policy Statement for the Otago Region Decisions Version as amended by Environment Court decisions as of the date of this report
QAC	Queenstown Airport Corporation Ltd
QLDC	Queenstown Lakes District Council as submitter
QPL	Queenstown Park Ltd
Real Journeys Group	Real Journeys Limited ¹ ; Go Orange Limited ² ; Cardrona Alpine Resort Limited ³ ; Te Anau Developments Limited ⁴
RPL	Remarkables Park Ltd
RPS	The Operative Regional Policy Statement for the Otago Region dated October 1998 in the form it was prior to parts being revoked on 14 January 2019
SASZ	Ski Area Sub-Zone
Stage 1	Those parts of Stage 1 of the Proposed District Plan for Queenstown Lakes District as publicly notified on 26 August 2015 on which the Council has not made a decision and has not been varied by Stage 2
Stage 2	Stage 2 of the Proposed District Plan for Queenstown Lakes District as publicly notified on 23 November 2017 as varied on 9 August 2018

¹ Submission 2466
² Submission 2581
³ Submission 2492
⁴ Submission 2494

1.2 Topics Considered

2. The subject matter of the Stream 15 hearing was Chapters 25, 29, 31 and 38, and variations to the PDP (Stage 1) to insert provisions relating to visitor accommodation in Chapters 2, 7, 8, 9, 10, 11, 16, 21, 22, 23, 41, 42 and 43. Chapters 25, 29 and 31 are District Wide chapters. Various amendments to the PDP (Stage 1) were included in association with each of the proposed new chapters. These amendments were also dealt with in this hearing stream.
3. Chapter 25 deals with earthworks (Report 19.3). The provisions recognise the need for earthworks, but propose controls to minimise the adverse effects of earthworks on the environment. Associated with Chapter 25 are variations to Stage 1 provisions to:
 - a) amend definitions notified in Chapter 2 and include additional definitions in Chapter 2;
 - b) amend Rule 27.4.2 (Decisions Version) in Chapter 27; and
 - c) delete the earthworks provisions notified in Chapter 41.
4. Chapter 29 is concerned with land transport (Report 19.4). The purpose of the chapter is to manage works within roads, manage the development of transport infrastructure both on and off roads, and to manage land-use activities so they are undertaken in a manner that maintains the safety and efficiency of the land transport network. Associated with Chapter 29 are variations to Stage 1 provisions to:
 - a) amend the notified definition of “Park and Ride” and insert additional definitions in Chapter 2;
 - b) Delete notified text in Chapter 37 relating to roads;
 - c) include new provisions related to public water ferry services in Chapter 21 and Chapter 12;
 - d) amend notified policy 9.2.6.7 in Chapter 9; and
 - e) correct and update the spatial extent of roads shown on the Stage 1 Planning Maps.
5. Chapter 31 is concerned with signs (Report 19.5). The general purpose of the chapter is to manage the visual amenity effects of signs, and public safety issues in relation to signs. Associated with Chapter 31 are variations to Stage 1 provisions to:
 - a) amend or delete definitions notified in Chapter 2; and
 - b) amend notified Rule 17.5.10.1 in Chapter 17.
6. Chapter 38 proposes new open space and recreation zones throughout the District (Report 19.6). Five new zones were proposed: Nature Conservation; Informal Recreation; Active Sport and Recreation; Civic Spaces; and Community Purposes. The application of these various zones (and applicable subzones) were also dealt with in this hearing stream. Associated with Chapter 38 are variations to Stage 1 provisions to:
 - a) amend the notified definition of “Camping Ground” and insert additional definitions in Chapter 2;
 - b) delete the last paragraph of notified section 6.2 in Chapter 6;
 - c) amend notified Rules 6.4.1.2 and 6.4.1.3 in Chapter 6;
 - d) insert a new subdivision standard in Chapter 27;
 - e) amend notified Rule 35.4.7 in Chapter 35; and
 - f) insert a new standard in Table 2 of Chapter 36.

7. The visitor accommodation variation inserted provisions in the PDP (Stage 1) relating to Residential Visitor Accommodation, Homestays, and other visitor accommodation, including applying Visitor Accommodation Sub-Zones on the Planning Maps (Report 19.2).
8. The various amendments to Stage 1 provisions of the PDP means that this Hearing Panel has dealt with a number of submissions and further submissions lodged on Stage 1 which were transferred to Stage 2 due to the operation of clause 16B(1) of the First Schedule to the Act.

1.3 Appointment of Commissioners

9. By resolutions of the Council on 23 March and 3 May 2018 under section 34A of the Act, the Council appointed a panel of Hearing Commissioners to hear the submissions and further submissions on Stage 2 of the PDP, and to make recommendations to the Council on those submissions and further submissions.
10. Appointed to this Panel were: Denis Nugent (Chair), Sarah Dawson, Calum MacLeod and Robert Nixon.
11. The Council additionally delegated to Denis Nugent, as Chair, under section 34A of the Act, the authority to hear and determine procedural and jurisdictional matters in relation to the PDP.
12. By Council resolutions dated 29 October and 26 November 2015, Messrs Nugent, MacLeod and Nixon had been appointed to hear submissions lodged on Stage 1 of the PDP.

1.4 Notification and Submissions

13. Stage 2 of the PDP was publicly notified on 23 November 2017. The summary of submissions was notified on 12 April 2018. The summary of submissions was notified for an additional 5 working days on 11 May 2018 to correct an oversight in the wording of the original summary.
14. On 12 July 2018 a summary of Submission 2661 by Wanaka View Motel Limited was publicly notified after the Chair waived the time for lodgement of the submission⁵.
15. On 26 July 2018 a summary of part of Submission 2311 by Streat Developments Limited was publicly notified after it was discovered the part of the submission seeking the addition of a visitor accommodation sub-zone had been omitted from the summary notified on 12 April and 11 May 2018.
16. On 9 August 2018 a summary of part of Submission 2618 by Queenstown Airport Corporation Limited was publicly notified after was discovered to have been omitted from the summary notified on 12 April and 11 May 2018.
17. On 20 September 2018 a summary of Submission 2662 by Relax It's Done Limited was publicly notified. This submission had been lodged in time but became lost within the Council's electronic filing system.

1.5 Hearing Arrangements

18. The hearings were held in Queenstown on 4th, 5th, 6th, 7th, 17th, 18th, 19th, 24th, 25th and 27th of September 2018, and in Wanaka on 10th and 12th September 2018. An additional hearing was held in Queenstown on 24th October 2018 in relation to a submission not notified for further submissions until September 2018.

⁵ See below – Section 1.6

19. Parties heard from on Stream 15 matters were:

Council

- Sarah Scott (Counsel) in relation to Chapter 38 and Visitor Accommodation (4th and 5th September 2018)
- Heidi Baillie (Counsel) on 24th October 2018
- Christine Edgley (author of the Section 42A Report on Chapter 38)
- Jeannie Galavazi (Acting Parks Planning Manager)
- Robert Heyes
- Amy Bowbyes (author of the Section 42A Report on Visitor Accommodation – Text Provisions)
- Rosalind Devlin (in relation to Visitor Accommodation Sub Zones – Mapping)
- Michael Wakefield (Counsel) in relation to Chapters 25, 29 and 31
- Stuart Crosswell
- Michael Smith
- Victoria Jones (author of the Section 42A Report on Chapter 29)
- Trent Sunich
- Jerome Wyeth (author of the Section 42A Report on Chapter 25)
- Amanda Leith (author of the Section 42A Report on Chapter 31)

Peter Howe⁶

Clark Fortune McDonald & Associates⁷

- Nicholas Geddes

Mike Hansen⁸

- Nicholas Geddes

Barbara Fons⁹

- Inga Smith

Inga Smith¹⁰

Richard Donald¹¹

Kaye Parker¹²

Nikki Gladding¹³

Andre Simon¹⁴

⁶ Submission 2429 and Further Submission 2780

⁷ Submission 2297

⁸ Submission 60

⁹ Submission 2793

¹⁰ Submission 2361

¹¹ Submission 2001

¹² Submission 2233

¹³ Submission 2411

¹⁴ Submission 2138

Judith Bryant¹⁵

Bridgit Parker¹⁶

Hospitality NZ – Central Otago Branch¹⁷

- Bridgit Parker

Loris King¹⁸

Ella Hardman¹⁹

Andi Delis²⁰

NZTA²¹

- Anthony MacColl

Jill Gardiner²²

Trilane Industries Limited²³

- Graeme Todd (Counsel)

Willowridge Developments Limited²⁴

- Graeme Todd (Counsel)

Glen Dene Limited and Sarah Burdon²⁵

- Graeme Todd (Counsel)
- Sarah Burdon
- Duncan White

Debra Murray²⁶

- Amanda Murray

Amanda Murray²⁷

Paterson Pitts (Wanaka)²⁸

- Duncan White
- Mike Botting

15 Submission 2058
16 Submission 2152
17 Submission 2556
18 Submission 2076
19 Submission 2048
20 Submission 2174
21 Submission 2538
22 Submission 2406
23 Submission 2409
24 Submission 2408 and Further Submission 2718
25 Submission 2407
26 Submission 2486
27 Submission 2345
28 Submission 2457

Wanaka Yacht Club²⁹

- Duncan White

Bridesdale Farm Developments Limited³⁰

- Warwick Goldsmith (Counsel)
- Hayden Knight
- Stephen Skelton
- Dr Shane Galloway
- Andrew Carr
- John Edmonds

Ngai Tahu Property Limited and Ngai Tahu Justice Holdings Limited³¹

- Amanda Leith
- Andrew Carr

Heidi Ross³²

Abe Francis³³

Kellie Francis³⁴

Millbrook Country Club Limited³⁵

- John Edmonds
- Ben O'Malley

Patrick Dodson³⁶

NZSki Limited³⁷

- Sean Dent

Skyline Enterprises Limited³⁸

- Sean Dent
- Michelle Snodgrass

Bookabach³⁹ and Bachcare⁴⁰

- Diana Hartley (Counsel)
- Mark Chrisp
- Lesley Preston

²⁹ Submission 2232
³⁰ Submissions 655 and 2391
³¹ Submissions 2335 and 2336 and Further Submission 2739
³² Submission 2371
³³ Submission 2115
³⁴ Submission 2116
³⁵ Submissions 2295 and 2305
³⁶ Submission 2053
³⁷ Submission 2454
³⁸ Submission 2493
³⁹ Submission 2302
⁴⁰ Submission 2620

- Peter Miles

Young Changemakers – Wakatipu Youth Trust Youth Advisory Group⁴¹

- Sophie Thompson
- Sofia Tarquet
- Noah Bayliss
- Helena Hornbacher

Teece Irrevocable Trust No. 3⁴²

- Gerard Cleary (Counsel)
- Benjamin Espie
- Elizabeth Stewart
- Mr Lloyd (in attendance)

Mount Crystal Limited⁴³

- Sean Dent

Brian Reeve⁴⁴

Major Domo Limited⁴⁵, Touch of Spice Limited⁴⁶ and NZSIR Luxury Rental Homes Limited⁴⁷

- Joshua Leckie (Counsel)
- Ben Farrell
- Lisa Hayden (for Major Domo Ltd and Touch of Spice Ltd)
- Katie Scholes (for NZSIR Luxury Rental Homes Ltd)
- Fiona Stevens (for Major Domo Ltd)
- Jacqui Spice (for Touch of Spice Ltd)
- Charlotte Nevill (for Touch of Spice Ltd)

RPL⁴⁸ and QPL⁴⁹

- Rachel Ward
- Timothy Williams

Queenstown Central Limited⁵⁰

- Ian Gordon (Counsel)
- Gerard Thompson

The Darby Group of Submitters⁵¹

- Maree Baker-Galloway (Counsel)

⁴¹ Submission 2495

⁴² Submission 2599

⁴³ Submission 2450

⁴⁴ Submission 2443

⁴⁵ Submission 2592

⁴⁶ Submission 2600

⁴⁷ Submission 2598

⁴⁸ Submission 2468

⁴⁹ Submission 2462

⁵⁰ Submission 2460

⁵¹ Darby Planning LP (Submission 2376), Henley Downs Farm Holdings Limited and Henley Downs Land Holdings Limited (Submission 2381), Treble Cone Investments Limited (Submission 2373), Soho Ski Area

- Deborah Rowe
- Ralph Henderson
- Christopher Ferguson

Queenstown Airport Corporation Limited⁵²

- Michael Clay
- John Kyle

Heritage New Zealand Pouhere Taonga⁵³

- Denise Anderson

Matakauri Lodge Limited⁵⁴

- Vicki Morrison-Shaw (Counsel)
- Rebecca Holden

Pounamu Holdings Limited⁵⁵, Wanaka Kiwi Holiday Park Motels Limited⁵⁶, Delos Investments Limited⁵⁷, Manor Holdings Limited⁵⁸, SJE Shotover Limited⁵⁹

- Rebecca Holden

RCL Henley Downs Limited⁶⁰

- Vicki Morrison-Shaw (Counsel)
- Daniel Wells

Coherent Hotels Limited⁶¹

- Jeremy Brabant (Counsel)
- Nicholas Grala

ZIV (NZ) Limited⁶²

- Rachel Ward (Counsel)
- Jefferey Brown
- Trent Yeo

Greenwood Group Limited⁶³

- Joshua Leckie (Counsel)
- Bridget Allan

52 Limited and Blackmans Creek No. 1 (Submission 2384), Mt Christina Limited (Submission 2383), Glencoe Station Limited (Submission 2379), and Glendhu Bay Trustees Limited (Submission 2382)

53 Submission 2618

54 Submission 2446

55 Submission 2611

56 Submission 2612

57 Submission 2613

58 Submission 2614

59 Submission 2616

60 Submission 2617

61 Submission 2465

62 Submission 2524

63 Submission 2485

Submission 2552

Airbnb⁶⁴

- Christina Sheard (Counsel)
- Brent Thomas
- Ainslie McLeod

Broadview Villas Limited⁶⁵, T Rovin⁶⁶, and Escarpment Limited⁶⁷

- Jeffrey Brown

Real Journeys Group⁶⁸

- Maree Baker-Galloway (Counsel)
- Fiona Black
- Ben Farrell

Kiwi Birdlife Park Limited⁶⁹

- Vanessa Robb (Counsel)
- Paul Kavanagh

Book & Toys Wanaka Limited⁷⁰

- Vanessa Robb (Counsel)
- Brian Kreft
- Erin Quin

Go Media Limited⁷¹

- Michael Gray

Frankton Community Association⁷²

- Glyn Lewers

QMS Media Limited⁷³

- Andrew Maclennan

Otago Fish and Game Council⁷⁴

- Nigel Paragreen

20. In addition, a letter from Morgan Fallowfield of the Ministry of Education⁷⁵ dated 27 August 2018 was tabled. A letter from Herb Familton of the Department of Conservation⁷⁶ dated 15

⁶⁴ Submission 2390 and FS2768

⁶⁵ Submission 2222

⁶⁶ Submission 2228

⁶⁷ Submission 2230

⁶⁸ Real Journeys Limited (Submission 2466), Go Orange Limited (Submission 2581), Cardrona Alpine Resort Limited (Submission 2492) and Te Anau Developments Limited (Submission 2494)

⁶⁹ Submission 2569

⁷⁰ Submission 2510

⁷¹ Submission 2516

⁷² Submission 2369

⁷³ Submission 2557

⁷⁴ Submission 2455

⁷⁵ Submission 2151

⁷⁶ Submission 2242

August 201 was tabled. An email statement from Adrienne Kendall⁷⁷ dated 16 August 2018 was tabled. An undated statement from Nona James⁷⁸ was tabled on 12th September 2018.

21. Neither Mr Fallowfield, Mr Familton, Ms Kendall nor Ms James appeared at the hearing in relation to these documents.
22. Ms Reilly lodged evidence on behalf of Federated Farmers of New Zealand⁷⁹ but later found she was unable to attend the hearing. She asked that her pre-lodged evidence be tabled.
23. During the course of the hearing we asked a number of parties to supply us with additional information. Through this route we received:
 - a) From the Council:
 - i. Housing Development Capacity Assessment 2017 Queenstown Lakes District, 27 March 2018, prepared by m.e consulting;
 - ii. Business Development Capacity Assessment 2017 Queenstown Lakes District, 15 March 2018, prepared by m.e consulting;⁸⁰
 - iii. Expert witnesses' responses to specific questions put them in relation to visitor accommodation⁸¹;
 - b) For Bridesdale Farm Developments Limited:
 - i. Proposed amendments to Chapter 38 Open Space and Recreation;
 - ii. A plan of the submitter's land identifying where the submitter considered the Active Sport and Recreation Zone should apply⁸²;
 - c) For Wanaka Yacht Club, a plan showing the site boundaries overlaid over an aerial photograph, provided by Mr White;
 - d) For Bookabach, a marked up set of amendments to the proposed visitor accommodation provisions, provided by Ms Hartley;
 - e) For Ngai Tahu Property Limited and Ngai Tahu Justice Holdings Limited, supplementary evidence of Ms Leith;
 - f) For the Frankton Community Association, a report of the US Transportation Research Board entitled Transit Supportive Parking Policies and Programs, dated 2016;
 - g) For Darby Planning LP and others, supplementary evidence of Ms Rowe;
 - h) For ZJV (NZ) Limited, a legal analysis of how the notification provisions in Chapter 38 could be amended⁸³;
 - i) For ZJV (NZ) Limited, a plan showing the company's ziplines overlaid on an aerial photograph along with boundaries of the proposed Ben Lomond Sub-Zone Gondola Corridor, Lower Terminal Area, and Bobs Peak Area, provided by Mr Brown;
 - j) For Coherent Hotels Limited, supplementary legal submissions regarding notification provisions in the Act as amended by the Resource Legislation Amendment Act 2017;
 - k) For Kiwi Birdlife Park Limited, responses to two specific questions put to counsel during the hearing⁸⁴.

⁷⁷ Submission 2396

⁷⁸ Submission 2238

⁷⁹ Submission 2540

⁸⁰ Both provided electronically by Ms Scott on 5 September 2018

⁸¹ Provided under cover of a Memorandum of Counsel dated 14 September 2018.

⁸² Provided under cover of a Memorandum of Counsel dated 21 September 2018.

⁸³ Provided under cover of a Memorandum of Counsel dated 27 September 2018.

⁸⁴ Provided under cover of Memorandum of Counsel dated 27 September 2018

24. Due to a submission being inadvertently excluded from the summary of submissions notified on 12 April 2018 the hearing was reconvened on 24 October 2018 in Queenstown. At this hearing we heard from the following party:

Relax It's Done Limited⁸⁵

- Alastair McIlwrick

1.6 Procedural Steps and Issues

25. The hearings in Stream 15 proceeded on the basis of the pre-hearing general directions made in the two Procedural Minutes issued for Stage 2 Hearings⁸⁶.
26. At the time Stage 2 was publicly notified, counsel for the Council provided a memorandum⁸⁷ advising the Hearing Panel of the matters contained in Stage 2 and provided a list of submissions on Stage 1 which would, as a consequence of the notification of Stage 2, be transferred to the Stage 2 hearings⁸⁸. Relevant to Stream 15, in the memorandum the Council provided an undertaking to receive and consider submissions seeking that a Visitor Accommodation Sub-Zone be applied over land for which a zoning decision was made in Stage 1, but that had not otherwise been notified in Stage 2 with a Visitor Accommodation Sub-Zone⁸⁹. The memorandum also contained a detailed table of changes to parcels and properties affected by updated roading information⁹⁰.
27. In responding to a Minute concerning zoning submissions in Stream 12⁹¹, the Council identified that it had incorrectly rezoned two pieces of land immediately north of the Hawea Camp Ground as Open Space and Recreation: Community Purpose Camping Sub-Zone and advised that the Council officers intended to seek a decision from the Council withdrawing the zoning of that land Open Space and Recreation: Community Purpose Camping Sub-Zone under clause 8D of the First Schedule to the Act, such that the land would revert to the proposed Stage 1 zoning of Rural⁹². The proposed Open Space and Recreation: Community Purpose Camping Sub-Zone was withdrawn from applying to this land at the Council meeting on 8 February 2018⁹³.
28. In a memorandum dated 22 December 2017⁹⁴, counsel for the Council provided more detailed roading data, updating the information in Appendix I of her 23 November 2017 memorandum.

⁸⁵ Submission 2662

⁸⁶ Procedural Minute for Stage 2 Hearings, dated 1 May 2018, and Second Procedural Minute for Stage 2 Hearings, dated 27 July 2018

⁸⁷ Memorandum of Counsel on Behalf of the Queenstown Lakes District Council Advising Panel on Matters Relating to Stage 2 of the Queenstown Lakes Proposed District Plan, dated 23 November 2017

⁸⁸ Relevant to Stream 15 these were Appendix A, Appendix C, Appendix D, Appendix F, Appendix G (in part), Appendix H (in part)

⁸⁹ Op cit, paragraph 13

⁹⁰ Op cit, Appendix I

⁹¹ Third Minute Concerning Memorandum of Counsel Advising on Matters Related to Stage 2 of the PDP, dated 11 December 2017

⁹² Memorandum of Counsel on Behalf of the Queenstown lakes District Council in Response to Panel Minute of 11 December 2017 (Relating to Upper Clutha Hearing Stream 12), dated 13 December 2017, at paragraph 8

⁹³ Minutes of an ordinary meeting of the Queenstown Lakes District Council held on 8 February 2018, item 5, page 13

⁹⁴ Memorandum of Counsel on Behalf of the Queenstown Lakes District Council Providing Further Information Regarding Stages 1 and 2 of the Proposed District Plan

29. On 2 April 2018, the Chair issued a decision waiving the time for lodgement of 26 submissions received after the end of the submission period on 23 February 2018, several of which related to matters heard in Stream 15⁹⁵.
30. On 4 April 2018, the Chair waived the time for lodgement of four submissions (one of which was relevant to Stream 15) where submissions had been lodged after the end of the submission period to replace submissions lodged within the submission period⁹⁶.
31. By way of memorandum of counsel dated 8 May 2018, the Panel was advised that the summary of submissions would be renotified on 11 May 2018.
32. In a decision dated 17 May 2018⁹⁷, the Chair struck out parts of Submission 2460⁹⁸, Submission 2034⁹⁹, Submission 2199¹⁰⁰ and Submission 2325¹⁰¹ as not being “on” Stage 2 of the PDP.
33. In a decision dated 18 May 2018¹⁰² the Chair extended the time that Airbnb could lodge further submissions to Friday 25 May 2018.
34. In a decision dated 28 June 2018, the Chair granted a waiver to Wanaka View Motel Limited to lodge a submission seeking the application of a Visitor Accommodation Sub-Zone on 122 Brownston Street, Wanaka.
35. In a decision dated 2 August 2018, the Chair struck out Submissions 2103.1¹⁰³, 2325.2¹⁰⁴, 2405.1¹⁰⁵, 2451.1¹⁰⁶, 2468.25¹⁰⁷, 2492.8¹⁰⁸ and 2506.1¹⁰⁹. In the same decision, the Chair refused to strike out Submissions 2407.1¹¹⁰ and 2599.1¹¹¹ in total, but provided in both cases that the submission did provide scope. For the submitter to seek the application of a visitor accommodation sub-zone over the land identified in the submission.
36. In a decision dated 29 September 2018, the Chair struck out Submission 2462.19¹¹².

2. STATUTORY REQUIREMENTS

2.1 General Approach to Stream 15 Submissions and Further Submissions

37. Section 1.6 of Report 1 on the Stage 1 provisions of the District Plan Review summarises in some detail the statutory requirements for consideration of submissions and further

⁹⁵ Decision on Late Submissions, dated 2 April 2018
⁹⁶ Decision on Late Submissions, dated 4 April 2018
⁹⁷ Decision Relating to Submissions Not “On” Stage 2, dated 17 May 2018
⁹⁸ Lodged by Queenstown Central Limited
⁹⁹ Lodged by M Paulin
¹⁰⁰ Lodged by K Harford
¹⁰¹ Lodged by D Crawford
¹⁰² Decision Extending Time for Lodgment of Further Submissions, dated 18 May 2018
¹⁰³ Lodged by Kingston Holiday Park Limited
¹⁰⁴ Lodged by D Crawford
¹⁰⁵ Lodged by Kirimoko No. 2 Limited Partnership
¹⁰⁶ Lodged by Nirvana Trust
¹⁰⁷ Lodged by Remarkables Park Limited
¹⁰⁸ Lodged by Cardrona Alpine Resort Limited
¹⁰⁹ Lodged by Arthurs Point Partnership
¹¹⁰ Lodged by Glen Dene Limited and Sarah Burdon
¹¹¹ Lodged by Teece Irrevocable Trust No. 3
¹¹² Lodged by Queenstown Park Limited

submissions on the Proposed District Plan derived generally from the Environment Court's decision in *Colonial Vineyard Limited v Marlborough District Council*¹¹³, as supplemented by subsequent higher order decisions, including but not limited to the decision of the majority of the Supreme Court in *Environmental Defence Society v The New Zealand King Salmon Company Limited*¹¹⁴.

38. Both Report 1 and the cases it cited related to the Act as it stood prior to enactment of the Resource Legislation Amendment Act 2017. Counsel for the Council in opening the Council's case, provided us with a table summarising the updated requirements set out in the Colonial Vineyard Limited case, taking account of the 2017 amendments to the Act¹¹⁵.
39. We understand that, applying clause 16B of the First Schedule of the Act to submissions lodged on Stage 1 provisions overtaken by the notification of Stage 2, and clause 13 of Schedule 12 to the Act, the version of the Act applying, with the exception of one submission, is that at 1 October 2017, that is to say, incorporating the amendments made to the Act by virtue of the Resource Legislation Amendment Act 2017. Relevant changes resulting from the 2017 amendment are:
 - i. The incorporation of reference in Section 6(g) to "*the management of significant risks from natural hazards*" (which we are required to recognise and provide for);
 - ii. The addition of a specific function for the District Council (in Section 31(1) related to "*the establishment, implementation and review of objectives, policies and methods to ensure that there is sufficient development capacity in respective housing and business land to meet the expected demands of the district*";
 - iii. The changes to the notification provisions in sections 95 to 95E inclusive of the Act.
40. No other party drew any additional aspects of the 2017 amendments to our attention as requiring our consideration, and, having reviewed the content of 2017 Amendment Act ourselves, we did not identify any other material changes that we need to factor into our decision-making process.
41. The one submission that is not to be dealt with under the 2017 version of the Act is that lodged on Stage 1 by Bridesdale Farm Developments Ltd¹¹⁶. That submission seeks the rezoning of land south of Lake Hayes Estate. Part of the submission has been dealt with in Stream 14 and part falls to be dealt with in this Hearing Stream. It is to be dealt with under the version of the Act applying to the Stage 1 decisions, and thus the summary in Report 1 is applicable to this submission.
42. With respect to all the other submissions, we find that subject to the potential relevance of those three additional matters that we need to bear in mind when considering the provisions notified in November 2017, the principles set out in Report 1 remain applicable.
43. When applying these principles, however, we need to take account of changes that have occurred in the interim to the higher-order provisions of relevance to our task.

¹¹³ [2014] NZ EnvC55

¹¹⁴ [2014] NZSC38 ("*King Salmon*").

¹¹⁵ Opening Representations/Legal Submissions for Queenstown Lakes District Council, 31 August 2018, at Appendix 1

¹¹⁶ Submission 655

2.2 Regional Policy Statement

44. Report 1 discussed the status of the Proposed Regional Policy Statement for the Otago Region as at the date that report was finalised (28 March 2018). Paragraph 46(e) recorded that large sections of the Proposed Regional Policy Statement were the subject of unresolved appeals to the Environment Court, lessening the weight that could be placed on it.
45. When filing the rebuttal evidence for the Council, Ms Scott filed a memorandum advising the Panel of the status of the Proposed RPS¹¹⁷. She advised that Environment Court consent orders relating to the following parts of the Proposed RPS had been issued at that date:
- a) Chapter 1 (Resource Management in Otago is Integrated);
 - b) Chapter 2 (Kai Tahu);
 - c) Chapter 4.1 (Natural Hazards);
 - d) Chapter 4.2 (Climate Change);
 - e) Chapter 4.4 (Energy);
 - f) Chapter 4.5 (Urban Growth);
 - g) Chapter 4.6 (Hazardous Substances);
 - h) Chapter 5.1 (Public Access);
 - i) Chapter 5.2 (Historic Heritage);
 - j) Policy 5.3.2 and related Method 3 (Land Use Change in Dry Catchments);
 - k) Policy 5.3.3 (Distribution of Commercial Activities);
 - l) Policy 5.3.4 (Industrial Land);
 - m) New Policy 5.3.6 (Tourism and Outdoor Recreation);
 - n) Chapter 5.3 (Infrastructure);
 - o) Chapter 5.4 (Offensive or Objectional Discharges, Precautionary Approach, Pest Plants and Animals, and Activities in the Coastal Marine Area).
46. While presenting the Council's case, Ms Scott was able to provide us copies of two additional Environment Court consent orders:
- a) An amendment to the first paragraph of the section entitled "Kai Tahu" in Part A; and
 - b) Policy 5.3.1 – Rural Activities.
47. As Ms Scott observed, the effect of these orders of the Court is to amend the Proposed RPS with immediate effect. We also accept her submission that these amended provisions do not have "*full legal weight*" so as to entirely replace the previously operative RPS. At least in theory, unless and until the Proposed RPS is made operative, the relevant legal obligation is for us to have regard to the Proposed RPS as amended by the Environment Court consent orders¹¹⁸ and continue to give effect to the Operative RPS¹¹⁹, notwithstanding that in relation to those parts of the Proposed RPS the subject of consent orders, the document is effectively beyond challenge.
48. As noted in the Stage 1 Report 1, however, the fact that the Operative RPS predates all of the National Policy Statements that we also have to give effect to means that the significance of that legal difference is somewhat lessened.
49. Ms Scott also provided us with draft consent order documentation relating to one further aspect of the Proposed RPS, namely proposed amendments to Chapter 3 of the Proposed RPS (Otago has High Quality Natural Resources and Ecosystems).

¹¹⁷ Memorandum of Counsel for Queenstown Lakes District Council Advising Panel and Submitters of PORPS Status, 22 August 2018

¹¹⁸ Pursuant to Section 74(2)(a)(i) of the Act

¹¹⁹ Pursuant to Section 75(3)(c) of the Act

50. While, at the time of our hearing, the amendments proposed in that memorandum had no legal significance, the fact that they had been submitted to the Environment Court by consent meant that the likelihood was, in practice, that the Proposed RPS would be amended substantially in the manner set out in the draft consent documentation.
51. As we were finalising these reports, we were advised that the Regional Council proposed to make all those parts of the proposed RPS that had been the subject of consent orders of the Court, or the Court had made decisions on, operative on 14 January 2019¹²⁰. The effect of which is that the District Plan must give effect to those provisions, and the equivalent provisions of the formerly operative regional policy statement fall away. As we have given substantial weight to the settled provisions what is now the Partially Operative RPS 2019 in undertaking our assessment of the various provisions considered, no changes to our recommendations are required.

2.3 Strategic Directions Chapters

52. The Hearing Panel's Report 1 also considered¹²¹ the potential relevance of Chapters 3-6 as recommended by the Hearing Panel in Stage 1. Those Chapters provide strategic direction for the balance of the Proposed District Plan. The conclusion reached by the Hearing Panel in Stage 1 was that while those chapters were not 'settled', they represented the recommendations of the relevant Hearing Panels as to what was required to meet the relevant legal obligations. Accordingly, in the words of that Report:

"While reference still needs to be made to the relevant higher order documents where relevant to ensure they are given effect, absent issues of scope which might have constrained the Hearing Panel (e.g. from recommending an amendment the Panel felt was required to give effect to a relevant higher order document or to make a provision consistent with Part 2 of the Act) or genuine exceptions not covered (or not fully covered) by the strategic chapters, reference back to Part 2 of the Act, and the higher order documents noted above, is effectively a cross-check in those circumstances, to ensure that this is the case¹²²"

53. Since that Report was released the Council has confirmed the Hearing Panel's recommendations and appeals have been filed on the Strategic Chapters. We agree with and adopt the reasoning of the Stream 14 Hearing Panel in Report 18.1 regarding the approach to be taken to the objectives and policies in Chapters 3-6 of the PDP¹²³.
54. Counsel for several submitters¹²⁴ referred us to case law supporting the proposition that where two or more alternatives can meet the purpose of the Act and the objectives of the PDP, then the *most appropriate*¹²⁵ regime which should be adopted is the less restrictive¹²⁶. We agree with that proposition and have approached our assessment of the rules and other methods proposed in this manner.

¹²⁰ Memorandum of Counsel on Behalf of Queenstown Lakes District Council Regarding the Otago Regional Policy Statement, dated 7 January 2019

¹²¹ At paragraph 48

¹²² Cf *Turners and Growers Horticulture v Far North District Council* [2017] NZHC 764 at [48]

¹²³ Report 18.1, Section 2.1

¹²⁴ Ms Baker-Galloway for Submissions 2376, 2381, 2373, 2384, 2383, 2379, 2382, 2466, 2581, 2492 and 2494; Ms Harley for Submissions 2302 and 2620

¹²⁵ Under section 32(1)(b)

¹²⁶ In particular *Royal Forest & Bird Protection Society of NZ Inc v Whakatane DC* [2017] NZEnvC 51 at [59]

2.4 Zoning Considerations

55. Turning to the issue of rezoning, this also was the subject of commentary in the Stage 1 Reports. In particular, Reports 16 and 17.1 contain a discussion of general principles which we regard as equally applicable to the rezoning submissions we heard¹²⁷.

56. As with those Reports, and for the same reasons, we have taken the view that where a submission seeking rezoning of land is unsupported by evidence (either of Council or the submitter), we have no basis on which to undertake the section 32AA evaluation required of us. Accordingly, such submissions must necessarily be rejected. In those reports dealing with mapping issues (Reports 19.2 and 19.6) we have listed the submissions in this category in a separate appendix.

57. Report 17.1 also found it helpful to refer to and apply a set of zoning principles and other factors applied to the consideration of the most appropriate zoning for particular land. These were summarised at paragraph 132 of the Report as follows:

- a. whether the change implements the purpose of the PDP Strategic chapters and in particular the Strategic Direction, Urban Development and Landscape Chapters;*
- b. the overall impact the rezoning gives to the O[perative] RPS;*
- c. whether the objectives and policies of the proposed zone can be implemented on the land;*
- d. economic costs and benefits are considered;*
- e. changes to the zone boundaries are consistent with the maps in the PDP that indicate additional overlays or constraints (e.g. Airport Obstacle Limitation Surfaces, SNAs, building restriction areas, ONLs/ONF);*
- f. changes should take into account the location and environmental features of the site (e.g. the existing and consented development, existing buildings, significant features and infrastructure);*
- g. zone changes are not inconsistent with long term planning for the provision of infrastructure and its capacity;*
- h. zone changes take into account effects on the environment of providing infrastructure onsite;*
- i. there is adequate separation between incompatible land uses;*
- j. rezoning in lieu of resource consent approvals, where a portion of the site has capacity to absorb development does not necessarily mean another zone is more appropriate;*
- k. zoning is not determined by existing use rights, but these will be taken into account."*

58. The Report also identified as relevant local context factors:

- a. the layout of streets and the location of public open space and community facilities;*
- b. land with physical challenges such as steep topography, poor ground conditions, instability or natural hazards;*
- c. accessibility to centres and the multiple benefits of providing for intensification in locations with easy access to centres; and*
- d. the ability of the environment to absorb development."*

¹²⁷ See in particular Report 16 at Section 2 and Report 17.01 at Section 2

59. These principles and factors reflect the broad range of zoning issues that arose in Stream 13. The zoning issues in this Hearing Stream fell into the following narrow categories:
- a) The application of Visitor Accommodation Sub-Zone over urban zoned land;
 - b) The application of Visitor Accommodation Sub-Zone over land zoned Rural;
 - c) The appropriate Open Space and Recreation Zone to apply to existing Council reserves;
 - d) The application of an Open Space and Recreation Zone over Department of Conservation land; and
 - e) The application of an Open Space and Recreation Zone over private land.
60. The last two categories raise issues wider than purely zoning that are discussed in Part F.
61. Our ability to apply some of the zoning issues is hampered by lack of evidence. While the Council did produce economic evidence¹²⁸, that was directed at the issue of residential units and holiday homes being used for visitor accommodation activities rather than making specific provision for visitor accommodation within Visitor Accommodation Sub-Zones. We received no economic evidence from either the Council or any submitters on the zoning issues, thus our ability to consider costs and benefits is constrained.
62. We also received limited evidence on the availability of infrastructure for the urban sites under consideration. In the absence of evidence from the Council to the contrary, we have undertaken our consideration on the basis that adequate infrastructure is available for each of the urban sites.
63. Subject to those limitations, we have approached the rezoning issues consistent with the approach taken by the Stream 13 Hearing Panel as set out above.

3. GENERAL ISSUES

3.1 “Benefits of the Proposal” as Matter of Discretion

64. Several submissions were lodged in respect of Chapters 29¹²⁹ and 38¹³⁰ that sought that all or particular restricted discretionary activities have included as a matter of discretion “benefits of the proposal”. The issue is one with implications for all the chapters considered. Therefore we will deal with it in this report.
65. The only evidence presented on behalf of submitters on this issue was the pre-lodged evidence of Mr Farrell supporting the Real Journeys Group’s submissions. Noting that in his experience there was an inconsistent approach to considering the benefits of a restricted discretionary activity, he considered it appropriate and more effective and efficient if the PDP clarified this point for the benefit of people administering it¹³¹. He also suggested that it could be stated as a general rule applying across the entire District Plan, but that is beyond what the submissions sought and in any event, we are unable to recommend changes to those parts of the District Plan dealt with in Stage 1.

¹²⁸ That of Mr Robert Heyes

¹²⁹ Submissions 2448, 2453, 2465 (supported by FS2754, FS2755, FS2739, FS2760), 2466 (supported by FS2753, FS2754, FS2755), 2474 (supported by FS2739), 2492 (supported by FS2760), 2494 (supported by FS2760), 2552, 2560, 2581 (supported by FS2753), 2590 (supported by FS2739) and 2601

¹³⁰ Submissions 2466 (supported by FS2753, FS2778), 2494 (supported by FS2760, FS2778) and 2581 (supported by FS2753, FS2778)

¹³¹ B Farrell, EiC at paragraph 27

66. Ms Jones did not discuss the matter in her Section 42A Report but recommended in Appendix 2 to that report that the relevant submissions be rejected because *“the matters consider effects of the proposal which includes positive effects so amendment is not necessary”*.
67. Ms Edgley briefly mentioned the Real Journeys Group’s submissions in her Section 42A Report, recommending they be rejected *“as the positive effects of proposals are inherently considered as part of the resource consent process”*¹³². In her rebuttal evidence Ms Edgley returned to issue noting that the benefits of activities are appropriately evaluated through the section 32 process, the substantial use of permitted activity status for frequently occurring activities and through the careful framing of objectives and policies. She did not consider it efficient to require focused consideration of benefits over and above the consideration of actual and potential effects (including positive effects) on the environment as required by section 104 of the Act¹³³.
68. Although the legal submissions filed by counsel for the Real Journeys Group referred to the issue briefly¹³⁴, Ms Baker-Galloway did not make any particular reference to the matter at the hearing. Mr Farrell did not comment on the issue or Ms Edgley’s rebuttal evidence when he appeared at the hearing.
69. We questioned Ms Edgley on her interpretation of how a restricted discretionary activity would be assessed and whether positive effects are able to be taken account of in determining a resource consent application for such an activity. As a consequence, Ms Scott provided a legal analysis of the situation in her reply submissions for the Council¹³⁵.
70. In essence, Ms Scott’s advice was that positive effects associated with an application for a restricted discretionary activity consent can form a relevant consideration under section 104C, but in order for that to occur such positive effects must be either explicitly included as a matter of discretion, or otherwise captured by a matter discretion.
71. Relying on Ms Scott’s legal advice, Ms Edgley, in her reply evidence, stated that she had considered the restricted activities listed in the decisions version of Stage 1 and noted that none of those included benefits of the application as a separate matter of discretion. As a result she considered that to retain consistency within the PDP the *“benefits of the proposal”* should not be included as a standalone matter of discretion in any of the restricted discretionary activities listed in Chapter 38¹³⁶.
72. Ms Scott’s advice, by looking at the broader context of the issue, has been very helpful and we thank her for it.
73. We begin our discussion of this issue by noting that restricted discretionary activity consents are required in two circumstances:
- a) When an activity is listed as a restricted discretionary activity; and
 - b) When an activity is otherwise permitted (or controlled in some instances) and cannot comply with a standard for which the non-compliance requires a restricted discretionary activity consent.

¹³² C Edgley, Section 42A Report at paragraph 14.43

¹³³ C Edgley, Rebuttal Evidence at paragraph 9.2

¹³⁴ Legal submissions for Real Journeys Group, 21 September 2018, at paragraph 59

¹³⁵ Reply Representations/Legal Submissions for Queenstown Lakes District Council – Stream 15, dated 15 October 2018, at paragraph 2.2ff

¹³⁶ C Edgley, Reply Evidence at section 7

74. Taking the second circumstance first, in our view the positive effects of the particular activity would have been taken account of when the activity was classified as permitted. We understand that to be what Ms Edgley was alluding to in her rebuttal evidence¹³⁷. If such positive effects were to be considered again when considering the breach of a standard would amount to double counting. We do note, however, that Ms Scott’s analysis rightly pointed out that some matters of discretion do allow for both positive and adverse effects of an activity to be taken into account¹³⁸. As an example, Rule 38.10.5 (as notified), requiring a setback of 10m from water bodies, has as a matter of discretion “public access”. A jetty which would breach that rule may have a positive effect on public access by enabling access onto the waterbody. While that may be double counting it is clearly anticipated by the standard.
75. Turning to those activities listed as restricted discretionary activities, the matters of discretion often allow for consideration of both positive and adverse effects on the environment. For example, Rule 29.4.7 Non-accessory parking (as notified) lists the following matters of discretion which allow for consideration of positive effects of the proposal:
- Effects on the transport network, including the pedestrian and cycling environment and effects on the feasibility of public transport.
 - Effects on land use efficiency and the quality of urban design.
 - Location, design and external appearance and effects on visual amenity, the quality of the streetscape and pedestrian environment.
 - Effects on safety for its users and the employment of CPTED principles in the design.
 - Compatibility with surrounding activities and effects on the amenity of adjoining sites.
76. The difficulty we have with the matter of discretion proposed by the submitters - “the benefits of the proposal” - is its broad and indeterminable nature. Is the person assessing an application to consider the private benefits and weigh them against any adverse effect the public must bear, or is it limited to public benefits. Are they ecological benefits or economic benefits? Any assessment of such a broad nature, in our view, falls to be determined as a full discretionary activity.
77. Mr Farrell’s evidence did not provide an adequate analysis sufficient for us to undertake the type of assessment required under section 32AA. On the basis of our reasoning outlined above, we consider that it would be very difficult for the amendment sought by the submitters to satisfy that test. We therefore recommend those submissions be rejected.
78. Our specific recommendations on the submission are contained in the appendices attached to the individual topic reports .

3.2 Amendments to Chapters for Consistency

79. In each of Chapters 25, 29, 31 and 38 we are recommending minor amendments to formatting and section heading to ensure consistency with the decisions versions of the Stage 1 chapters. In summary these changes are:
- a. Under the Section “Other Provisions and Rules” the sub-section containing general rules has been entitled “Interpreting and Applying the Rules” and that sub-section is listed prior to any advice notes;

¹³⁷ C Edgley, Rebuttal Evidence at paragraph 9.2

¹³⁸ Op cit, at paragraph 2.6

- b. Where standards have a non-compliance status of controlled or restricted discretionary, we have list the matters of control or discretion in the non-compliance column;
 - c. Throughout the objectives, policies and rules we have replaced bullet points with alphanumeric lists.
80. All of these changes are minor changes with no effect on the substance of the affected provisions. We recommend they be made under Clause 16(2).

4. **FORMAT OF THE STREAM 15 REPORTS**

81. To make the report more manageable we have divided it into six documents based on the topics covered. This document, Stream 15 Report 19.1, has dealt with the procedural and statutory requirements that applied across all the topics considered. It has also dealt with the one topic the subject of evidence and legal submissions that was common to all the chapters considered in Stream 15.
82. Each of the other documents contains our report on the relevant topic and in appendices, the recommended wording of the relevant provisions for that topic and the recommendations on the individual submissions and further submissions on that topic. The remaining documents are:
- Report 19.2 – Visitor Accommodation, including Visitor Accommodation Sub-Zones;
 - Report 19.3 – Earthworks
 - Report 19.4 – Transport
 - Report 19.5 – Signs
 - Report 19.6 – Open Space and Recreation Zones
83. This report should be read in conjunction with the five reports listed above. The recommendations in each of those reports incorporate recommendations made in this report.

For the Hearing Panel



Denis Nugent, Chair
Date: 11 January 2019

QUEENSTOWN LAKES DISTRICT COUNCIL

Hearing of Submissions on Proposed District Plan

Stream 15 Report

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

Report 19.4 - Chapter 29 Transport

Commissioners

Denis Nugent (Chair)

Calum MacLeod

Sarah Dawson

Robert Nixon

Table of Contents

1	PRELIMINARY	1
1.1	INTRODUCTION	1
1.2	TERMINOLOGY	1
1.3	BACKGROUND	2
2	DEFINITIONS.....	2
2.1	INTRODUCTION	2
2.2	PUBLIC WATER FERRY SERVICE	3
2.3	PARK AND RIDE	4
2.4	“TRANSPORT INFRASTRUCTURE” AND “PUBLIC AMENITIES”	5
2.5	OTHER DEFINITIONS SOUGHT	6
2.6	REMAINING DEFINITIONS INCLUDED IN VARIATION	7
3	GENERAL SUBMISSIONS ON CHAPTER 29.....	7
4	SECTION 29.1 - PURPOSE	12
5	SECTION 29.2 – OBJECTIVES AND POLICIES	12
5.1	OBJECTIVE 29.2.1 AND POLICIES	12
5.2	OBJECTIVE 29.2.2 AND POLICIES	19
5.3	OBJECTIVE 29.2.3 AND POLICIES	28
5.4	OBJECTIVE 29.2.4 AND POLICIES	31
5.5	SUMMARY OF RECOMMENDATIONS ON OBJECTIVES AND POLICIES	36
6	SECTION 29.3 - OTHER PROVISIONS AND RULES.....	36
6.1	29.3.2 ADVICE NOTES – GENERAL.....	36
6.2	29.3.3 GENERAL RULES.....	37
7	SECTION 29.4 – RULES - ACTIVITIES.....	39
7.1	TABLE 29.1 - TRANSPORT RELATED ACTIVITIES OUTSIDE A ROAD	39
7.1.1	<i>Rules Not Subject to Submissions or Supported.....</i>	<i>39</i>
7.1.2	<i>Rule 29.4.3 – Parking.....</i>	<i>39</i>
7.1.3	<i>Rule 29.4.6 – Off-Site Parking & Rule 29.4.7 – Non-accessory Parking</i>	<i>39</i>
7.1.4	<i>Rule 29.4.8 – Park and Ride, Public Transport Facilities</i>	<i>41</i>
7.1.5	<i>Rule 29.4.9 – Rental Vehicle Businesses.....</i>	<i>42</i>
7.1.6	<i>Rule 29.4.10 – High Traffic Generating Activities</i>	<i>43</i>
7.1.7	<i>Rule 29.4.11 – Parking Not Listed.....</i>	<i>48</i>
7.2	TABLE 29.2 ACTIVITIES WITHIN A ROAD	48
7.2.1	<i>Rule 29.4.12 – Activities Listed in Table 29.2 Permitted</i>	<i>48</i>
7.2.2	<i>Rule 29.4.13– Activities Not Listed in Table 29.2 & Rule 29.4.14 - Transport Infrastructure.....</i>	<i>48</i>
7.2.3	<i>Rule 29.4.15 – Public Amenities.....</i>	<i>49</i>
7.2.4	<i>Rule 29.4.16 – Construction of Unformed Roads.....</i>	<i>49</i>
7.2.5	<i>Rules 29.4.17 & 29.4.18 – Verandas & Overhanging Buildings</i>	<i>49</i>
7.3	TABLE 29.3 STANDARDS FOR ACTIVITIES OUTSIDE ROADS	50
7.3.1	<i>Rule 29.5.1 – Accessory Parking Standards</i>	<i>50</i>
7.3.2	<i>Rule 29.5.2 – Location & Availability of Parking Spaces</i>	<i>51</i>
7.3.3	<i>Rule 29.5.3 – Size of Parking Spaces and Layout</i>	<i>54</i>
7.3.4	<i>Rule 29.5.4 – Gradient of Parking Spaces and Areas</i>	<i>54</i>
7.3.5	<i>Rule 29.5.5 – Mobility Parking Spaces</i>	<i>54</i>
7.3.6	<i>Rule 29.5.6 – Drop off/Pick up outside Town Centre Zones.....</i>	<i>54</i>

7.3.7	Rule 29.5.7 – Reverse Manoeuvring for Day Care, Educational, or Healthcare Facilities	55
7.3.8	Rule 29.5.8 – Residential Parking Space Design	55
7.3.9	Rule 29.5.9 – Queuing.....	55
7.3.10	Rule 29.5.10 – Loading Spaces	56
7.3.11	Rule 29.5.11 – Surface of Parking Spaces, Parking Areas, and Loading Spaces	56
7.3.12	Rule 29.5.12 – Lighting of Parking Areas.....	57
7.3.13	Rule 29.5.13 - Bicycle Parking and the Provision of Lockers and Showers.....	57
7.3.14	Rule 29.5.14 – Access Design.....	58
7.3.15	Rule 29.5.15 – Width and Design of Vehicle Crossings – Urban Zones.....	59
7.3.16	Rule 29.5.16 - Design of Vehicle Crossings – Rural Zones.....	59
7.3.17	Rule 29.5.17 – Maximum Gradient for Vehicle Access	60
7.3.18	Rules 29.5.18 & 29.5.20.....	60
7.3.19	Rules 29.5.19 & 29.5.21– Sight Distances	60
7.3.20	Rule 29.5.22 – Minimum Distances of Vehicle Crossings from Intersections	61
7.3.21	Rule 29.5.23 – Minimum Distances of Vehicle Crossings from Intersections onto State Highways 61	
7.3.22	Rule 29.5.24 - Service Stations.....	61
7.4	TABLE 29.4 STANDARDS FOR ACTIVITIES WITHIN ROADS.....	62
8	SECTION 29.7 – NON-NOTIFICATION OF APPLICATIONS	62
9	SECTION 29.8 – ASSESSMENT MATTERS	62
10	SECTION 29.9 - MINIMUM PARKING REQUIREMENTS	65
11	SECTION 29.10 - THRESHOLDS FOR HIGH TRAFFIC GENERATING ACTIVITIES.....	72
12	SECTION 29.11 - MINIMUM REQUIREMENTS FOR CYCLE PARKING, LOCKERS AND SHOWERS.....	73
13	SECTION 29.13 - HEAVY VEHICLE PARKING LAYOUT	75
14	SECTION 29.14 - SCHEDULE 29.1 – ROAD CLASSIFICATION	76
15	SECTION 29.15 - SCHEDULE 29.2 – INTERPRETIVE DIAGRAMS	77
16	OVERALL CONCLUSIONS ON RULES.....	78
17	RECOMMENDED AMENDMENTS PURSUANT TO CLAUSE 16(2).....	78
18	VARIATIONS TO STAGE 1 PDP	79
18.1	VARIATION TO STAGE 1 PDP CHAPTER 2 DEFINITIONS	80
18.2	VARIATION TO STAGE 1 PDP CHAPTER 37 DESIGNATIONS.....	80
18.3	VARIATION TO STAGE 1 PDP CHAPTER 21 RURAL ZONE.....	80
18.4	VARIATION TO STAGE 1 PDP CHAPTER 12 QUEENSTOWN TOWN CENTRE ZONE	80
18.5	VARIATION TO STAGE 1 PDP CHAPTER 9 HIGH DENSITY RESIDENTIAL ZONE.....	80
18.6	VARIATION TO STAGE 1 PDP PLANNING MAPS.....	80
19	OVERALL RECOMMENDATION	81

Appendix 1: Recommended Revised Chapter 29 Transport and Associated Variations

Appendix 2: Recommendations on Submissions and Further Submissions

1 PRELIMINARY

1.1 Introduction

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

1.2 Terminology

2. Throughout this report we use the abbreviations set out in Section 1.1 of Report 19.1. In addition, for brevity, we have adopted Ms Jones' approach¹ whereby two 'groups' of original submitters who have lodged the same or very similar submissions seeking almost identical relief, are addressed together in our recommendations. The first of these groups is referred to in these recommendations as 'Real Journeys Group' and comprises the following submissions:
 - (a) Cardrona Alpine Resort Limited²;
 - (b) Go Orange Limited³;
 - (c) Real Journeys Limited⁴; and
 - (d) Te Anau Developments Limited⁵.
3. The second group contains the following group of submissions, referred to in this report as the 'JEA Group submissions' which comprise the following:
 - (a) Millennium and Copthorne Hotels New Zealand Limited⁶ (2448);
 - (b) Greenwood Group Limited⁷;
 - (c) NW Cashmore⁸;
 - (d) Jade Lake Queenstown Limited⁹;
 - (e) LTK Holdings Limited¹⁰ ;
 - (f) RCL Henley Downs Limited¹¹;
 - (g) Shundi Customs Limited¹²; and
 - (h) Well Smart Investments Group¹³.

¹ ibid, paragraphs 7.5 – 7.8

² Submission 2492

³ Submission 2581

⁴ Submission 2466

⁵ Submission 2494

⁶ Submission 2448

⁷ Submission 2552

⁸ Submission 2453

⁹ Submission 2560

¹⁰ Submission 2590

¹¹ Submission 2465

¹² Submission 2474

¹³ Submission 2601

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

1.3 Background

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

2 DEFINITIONS

2.1 Introduction

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

¹⁴ V Jones Section 42A Report, paragraph 7.1

2.2 Public Water Ferry Service

13. The definition as proposed read:

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

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

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

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

¹⁵ Submission 2462

¹⁶ Submission 2468

¹⁷ Submission 2462

¹⁸ Submission 2468

¹⁹ Submission 2594

²⁰ V Jones, Section 42A Report, paragraph 11.31

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

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

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

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

Public Water Ferry Service

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

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

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

2.3 Park and Ride

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

²¹ B Farrell, EiC, paragraph 12.

²² Submission 2457

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

2.4 "Transport Infrastructure" and "Public Amenities"

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

²³ Submission 2239

²⁴ Submission 2247

²⁵ Submission 2575

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

2.5 Off-site Parking

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

2.6 Other Definitions Sought

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

²⁶ V Jones, Rebuttal Evidence, at Section 17

²⁷ Submission 2136

²⁸ Submission 2484

²⁹ V Jones Reply evidence, paragraphs 4.2 – 4.6

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

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

2.7 Remaining Definitions included in Variation

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

3 GENERAL SUBMISSIONS ON CHAPTER 29

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

³⁰ At paragraph 127

³¹ Section 3.1

³² Submission 2329

³³ Report 19.3

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

³⁴ Submission 2076

³⁵ V Jones, Section 42A Report, paragraph 13.23

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

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

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

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

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

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

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

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

....

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

³⁶ Submission 2239

³⁷ V Jones, Section 42A report, paragraph 14.10

³⁸ V Jones, Section 42A report, paragraph 4.2

³⁹ Submission 2492

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

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

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

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

⁴⁸ Submission 2297

⁴⁹ Submission 2335

⁵⁰ Submission 2467

⁵¹ Submission 2078

⁵² Submission 2446

⁵³ Submission 2408

⁵⁴ V Jones, Section 42A Report, paragraph 14.8

⁵⁵ Submission 2341

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

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

4 SECTION 29.1 - PURPOSE

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

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

5 SECTION 29.2 – OBJECTIVES AND POLICIES

5.1 Objective 29.2.1 and Policies

70. Objective 29.2.1 as notified reads as follows:

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

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

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

⁵⁶ Submission 2019

⁵⁷ Submission 2618

⁵⁸ Submission 2078

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

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

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

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

⁶⁰ Submission 2040

⁶¹ Submission 2339

⁶² Submission 2376

⁶³ Submission 2381

⁶⁴ Submission 2575

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

80. We consider that the objective generally captures the outcome sought in the submission. We note that the first bullet point “provides for all transport modes” while the third bullet point promotes the use of “active transport”. However we consider there is merit in the submission, noting there may be circumstances when areas of land are developed and it would be helpful to have more direct support at an objective level for the provision of walking and cycling trails. Accordingly we recommend that the submission be accepted, and that the wording set out above be added as an additional bullet point to Objective 29.2.1.

81. NZTA⁶⁵ sought that Objective 29.2.1 acknowledge “shared transport”. We agree, and recommend that this would be a useful addition to the third bullet point of Objective 29.2.1 so that it would then read:

Reduces dependency on private motor vehicles and promotes the use of shared, public, and active transport.

82. It is recommended that this submission be accepted.

83. RCL Henley Downs Ltd⁶⁶ lodged a submission seeking that the Council better distil the objectives and policies to ensure consistency, while Paterson Pitts (Wanaka)⁶⁷ sought that the Council simplify the drafting of objectives 29.2.1 29.2.2 and 29.2.4.

84. The submitters did not provide a substitute set of objectives and policies, or clarify how these provisions could be distilled or simplified. They did raise more specific matters on individual provisions which are addressed elsewhere in these recommendations. We recommend that this part of the submissions be rejected.

85. There were 11 submissions in support of Objective 29.2.1 and we recommend that these be accepted in part, taking account of amendments made to the objective as a result of addressing other submissions.⁶⁸

86. Policy 29.2.1.1 as notified read as follows:

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

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

⁶⁵ Submission 2538

⁶⁶ Submission 2465

⁶⁷ Submission 2457

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

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

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

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

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

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

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

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

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

⁶⁹ Submission 2575

⁷⁰ V Jones Section 42A Report, paragraph 11.5

⁷¹ Submissions 2466, 2492, 2494, and 2581

⁷² Rules 29.9.10, 29.9.15, 29.9.16, and 29.9.17

⁷³ V Jones, Section 42A Report, paragraph 12.7

⁷⁴ Submission 2494

⁷⁵ Submission 2448

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

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

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

...

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

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

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

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

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

⁷⁶ Submission 2453

⁷⁷ Submissions 2520,2136 and 2242

⁷⁸ V Jones Section 42A report, paragraph 11.27

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

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

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

103. Policy 29.2.1.3 as notified reads as follows:

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

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

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

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

107. Policy 29.2.1.4 as notified stated:

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

⁷⁹ Submissions 2462, 2468 and 2538

⁸⁰ Submission 2335

⁸¹ Submission 2151

⁸² Submission 2538

⁸³ Submission 2465

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

⁸⁴ Submissions 2335, 2493, 2336 and

⁸⁵ Submission 2239

⁸⁶ Submission 2538

⁸⁷ Submission 2239

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

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

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

5.2 Objective 29.2.2 and Policies

118. Objective 29.2.2 as notified read as follows:

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

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

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

⁸⁸ Submission 2575

⁸⁹ Submission 2465

⁹⁰ Submission 2457

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

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

...

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

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

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

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

⁹¹ Submission 2467

⁹² Submission 2518

⁹³ Submissions 2335, 2493, 2136 and 2336

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

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

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

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

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

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

...

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

⁹⁴ Submission 2238

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

⁹⁶ Submission 2538

⁹⁷ Submission 2660

⁹⁸ V Jones, Section 42A Report, paragraph 13.2

⁹⁹ Submission 2040

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

¹⁰¹ Submissions 2466, 2492, 2494 and 2581

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

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

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

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

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

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

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

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

135. Policy 29.2.2.3 as notified stated as follows:

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

¹⁰² V Jones, Section 42A Report, paragraph 12.4

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

¹⁰⁴ Submission 2336

¹⁰⁵ Submission 2538

¹⁰⁶ Submission 2518

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

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

¹⁰⁷ Submission 2466

¹⁰⁸ Submission 2238

¹⁰⁹ Submission 2457

¹¹⁰ V Jones, Reply Evidence, paragraph 6.5.

¹¹¹ Ibid

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

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

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

144. Policy 29.2.2.4 as notified read as follows:

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

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

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

¹¹² Submission 2136

¹¹³ Submission 2381

¹¹⁴ Submission 2376

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

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

148. Policy 29.2.2.5 as notified read as follows:

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

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

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

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

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

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

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

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

¹¹⁵ Submissions 2493 and 2336

¹¹⁶ Submission 2238

¹¹⁷ Submission 2336

¹¹⁸ Submission 2467

¹¹⁹ Submission 2518

¹²⁰ V Jones, Section 42A Report, paragraph 12.17

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

¹²¹ Submission 2538

¹²² Submission 2538

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

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

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

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

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

163. Policy 29.2.2.12 as notified stated:

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

¹²³ Submission 2563

¹²⁴ Submission 2335

¹²⁵ Submission 2538

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

5.3 Objective 29.2.3 and Policies

167. Objective 29.2.3 as notified stated as follows:

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

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

170. Policy 29.2.3.1 as notified stated as follows:

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

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

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

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

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

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

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

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

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

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

¹³¹ Submission 2297

¹³² Submission 2376

¹³³ Submission 2381

¹³⁴ Submission 2297

¹³⁵ Submission 2151

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

178. NZTA submitted in support of Policy 29.2.3.3 and we recommend that this submission point be accepted.

179. Policy 29.2.3.4 as notified stated as follows:

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

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

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

181. Aurora Energy¹³⁸ and Federated Farmers of New Zealand¹³⁹ supported Policy 29.2.3.4, and we recommend that their submissions be accepted in part, having regard to the amendment made to satisfy other submissions.

182. Policy 29.2.3.5 provided for the allocation of space within the road corridor for different modes of transport. The only submission was one in support from NZTA¹⁴⁰ and we recommend the submission be accepted.

183. Policy 29.2.3.6 as notified stated as follows:

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

¹³⁶ Submission 2457

¹³⁷ Submission 2078

¹³⁸ Submission 2508

¹³⁹ Submission 2540

¹⁴⁰ Submission 2538

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

5.4 Objective 29.2.4 and Policies

186. Objective 29.2.4 as notified stated as follows:

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

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

187. Aurora Energy Ltd¹⁴¹ sought an amendment to the objective to emphasise opportunities to utilise the roading network to develop infrastructure efficiently. This appears to relate to linear infrastructure such as that provided by the submitter. The objective is about the integration of land use and transport, rather than the provision of utilities. We consider that this matter has already been addressed through Policy 29.2.3.4 and accordingly recommend that the submission be rejected.
188. Ngai Tahu Property Ltd and Ngai Tahu Justice Holdings¹⁴² and Ngai Tahu Property Ltd¹⁴³ have lodged a submission that the second bullet point be amended to promote increases in the use of active and public transport networks. NZTA¹⁴⁴, consistent with other submission points, sought that the objective make reference to shared transport.
189. We agree with the submitters that it is appropriate to promote an increase in the use of public and active transport (which is supported in the policy framework), and to promote shared

¹⁴¹ Submission 2508

¹⁴² Submission 2335

¹⁴³ Submission 2336

¹⁴⁴ Submission 2538

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

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

190. Patterson Pitts¹⁴⁵ sought that as part of objective 29.2.4, the Council develop an integrated transport strategy for Wanaka. While such an exercise may well be desirable, at this point the priority to be given to such a policy, and how it would be incorporated into overall transport framework for the District has not been established. We recommend that the submission point be rejected.

191. Four submissions¹⁴⁶ were received in support of Objective 29.2.4, and given only minor changes are proposed to the wording of the objective, we recommend these be accepted.

192. Policy 29.2.4.1 as notified reads as follows:

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

193. The JEA group submissions and Real Journeys Group have sought that the policy be deleted or that the introductory word “avoid” be replaced by the word “manage”. The use of the word “avoid” effectively implies a prohibition on the activity subject to the policy; conversely the use of the word “manage” renders the policy directionless, because it implies a wide range of possible outcomes.

194. We consider it is important that the original intent of the policy be respected, in order to ensure residential amenity is maintained to ensure residential streets do not become dominated by commercial parking, but that some flexibility be provided. We recommend that the submissions be accepted in part, and the policy be reworded as follows:

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

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

¹⁴⁵ Submission 2457

¹⁴⁶ Submissions 2520, 2151, 2467 and 2040

¹⁴⁷ Submissions 2381, 2376 and 2538

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

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

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

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

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

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

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

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

¹⁴⁸ Submission 2151

¹⁴⁹ Submission 2538

¹⁵⁰ Submission 2335

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

...

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

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

205. Accordingly, we recommend that the submissions of Ngai Tahu Properties and Ngai Tahu Justice Holdings, and of the submitters in support be accepted in part allowing for amendments made to the policy. We recommend that the submissions of the JEA Group and Real Journeys Group be rejected on the basis that the policy is focused on high traffic generation activities and not parking; similarly we recommend the rejection of the submission from NZTA on the basis that the focus of the policy is not shared transport.
206. Policy 29.2.4.5 stated as follows:

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

¹⁵¹ Submission 2336

¹⁵² Submission 2538

¹⁵³ Proposed Rule 29.8.7

¹⁵⁴ V Jones, Reply Evidence, paragraph 7.2

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

¹⁵⁵ Submissions 2493, 2520, 2335, 2336 and 2136

¹⁵⁶ Submission 2538

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

5.5 Summary of Recommendations on Objectives and Policies

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

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

6 SECTION 29.3 - OTHER PROVISIONS AND RULES

6.1 29.3.2 Advice Notes – General

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

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

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

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

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

¹⁵⁷ V Jones, Section 42A Report paragraph 13.1

¹⁵⁸ Submission 2297

¹⁵⁹ Submission 2618

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

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

6.2 29.3.3 General Rules

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

222. Rule 29.3.3.1 as notified reads as follows:

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

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

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

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

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

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

- (i) *The Special Character Area*

¹⁶¹ Submission 2508

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

¹⁶² Submission 2376

¹⁶³ Submission 2381

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

¹⁶⁵ Submission 2442

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

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

7 SECTION 29.4 – RULES - ACTIVITIES

7.1 Table 29.1 - Transport related activities outside a road

7.1.1 Rules Not Subject to Submissions or Supported

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

7.1.2 Rule 29.4.3 – Parking

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

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

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

¹⁶⁶ Submission 2239

¹⁶⁷ V Jones, Section 42A Report, paragraph 14.9

¹⁶⁸ Submission 2538

¹⁶⁹ Submission 2238

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

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

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

29.4.6	<p>Off-site and non—accessory parking used exclusively for the parking of coaches and buses in the Business Mixed Use Zone and Local Shopping Centre Zone</p> <p>Control is reserved over:</p> <ul style="list-style-type: none"> a. Design, external appearance, and landscaping and the resultant potential effects on visual amenity and the quality of the streetscape; b. Effects on the amenity of adjoining sites and compatibility with surrounding activities; c. The size and layout of parking spaces and associated manoeuvring areas. 	C
---------------	---	---

239. We recommend that the submission of Real Journeys Group be accepted.
240. We acknowledge that coach parking creates challenges within parts of the District, but accept that it is an efficient travel mode in comparison with the demands on space required by reliance on private vehicles. There is also a balancing requirement with respect to the potential impacts of coach parking, having regard to surrounding activities, the amount of space required for such parking, the effects on streetscape, landscaping matters and the ability to retain visual amenity. Although not a complete solution, we consider that on balance it would be appropriate to make more specific provision for coach parking in Chapter 29 in the manner suggested by Ms Jones.
241. Notified Rule 29.4.6 was supported by Ngai Tahu Property¹⁷¹ and Rule 29.4.7 was supported by NZTA. We recommend that those submissions be accepted in part on the basis of amendments made with respect to the Real Journeys Group submissions.
242. QLDC sought an additional subclause be added to notified Rule 29.4.7 to include as a matter of discretion the provision of electric vehicle charging points/parking spaces. We consider it is appropriate that such provision is not mandatory, but that it may be taken into account, particularly as the use of such vehicles increases in the future over the life of the PDP. We recommend that the submission point be accepted, and an additional matter of discretion added as follows:

The provision of electric vehicle charging points/parking spaces.

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

¹⁷¹ Submission 2336

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

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

Non—accessory parking excluding:

...

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

7.1.4 Rule 29.4.8 – Park and Ride, Public Transport Facilities

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

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

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

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

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

¹⁷² Submission 2585

¹⁷³ Submission 2593

¹⁷⁴ Submission 2369

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

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

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

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

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

The provision of electric vehicle charging points/parking spaces.

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

7.1.5 Rule 29.4.9 – Rental Vehicle Businesses

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

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

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

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

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

¹⁷⁷ Submission 2462

¹⁷⁸ Submission 2468

¹⁷⁹ Submission 2239

¹⁸⁰ Submission 2618

¹⁸¹ Kyle, EiC, paragraph 7.7 – 7.10

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

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

7.1.6 Rule 29.4.10 – High Traffic Generating Activities

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

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

Discretion is restricted to:

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

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

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

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

¹⁸² Submission 2408

¹⁸³ Submission 2339

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

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

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

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

¹⁸⁴ Submission 2335

¹⁸⁵ Submission 2336

¹⁸⁶ Submission 2381

¹⁸⁷ Submission 2376

¹⁸⁸ Submission 2560

¹⁸⁹ Submission 2618

¹⁹⁰ A Carr, EIC, paragraph 3.5

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

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

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

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

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

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

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

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

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

¹⁹¹ V Jones, Rebuttal Evidence, paragraph 3.7

¹⁹² V Jones, Reply Evidence, paragraph 2.18

¹⁹³ S Crosswell, EiC, paragraph 6.11(a)

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

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

¹⁹⁴ Chapter 27 Decisions version, Rules 27.5.7 and 27.5.8.

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

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

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

29.4.11	Any new land-use activity, including changes in use, or subdivision, that exceeds the traffic generation standards or thresholds set out in Table 29.6. Discretion is restricted to effects on the transport network in the vicinity of the site.	RD
----------------	--	----

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

¹⁹⁷ Submission 2538

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

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

7.1.7 Rule 29.4.11 – Parking Not Listed

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

29.4.12	Parking for any activity not listed in Table 29.5 and the activity is not a permitted or controlled activity within the zone in which it is located.	D
----------------	--	---

284. NZTA sought that notified Rule 29.4.11 be accepted. We recommend that the submission be accepted in part reflecting the above amendment.

7.2 Table 29.2 Activities within a Road

7.2.1 Rule 29.4.12 – Activities Listed in Table 29.2 Permitted

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

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

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

¹⁹⁸ Submissions 2492, S2195, 2194 and 2660

¹⁹⁹ Submission 2586

7.2.3 Rule 29.4.15 – Public Amenities

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

7.2.4 Rule 29.4.16 – Construction of Unformed Roads

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

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

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

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

7.2.5 Rules 29.4.17 & 29.4.18 – Verandas & Overhanging Buildings

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

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

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

- a. effects on traffic safety;

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

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

7.3 Table 29.3 Standards for Activities Outside Roads

7.3.1 Rule 29.5.1 – Accessory Parking Standards

294. Rule 29.5.1 as notified read as follows:

Accessory Parking

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

Discretion is restricted to

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

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

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

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

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

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

a.

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

7.3.2 Rule 29.5.2 – Location & Availability of Parking Spaces

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

Location and Availability of Parking Spaces

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

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

²⁰⁰ Submission 2336

²⁰¹ Submission 2339

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

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

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

²⁰³ V Jones, Section 42A Report, paragraph 12.58

²⁰⁴ Submission 2238

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

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

7.3.3 Rule 29.5.3 – Size of Parking Spaces and Layout

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

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

7.3.4 Rule 29.5.4 – Gradient of Parking Spaces and Areas

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

7.3.5 Rule 29.5.5 – Mobility Parking Spaces

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

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

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

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

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

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

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

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

7.3.8 Rule 29.5.8 – Residential Parking Space Design

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

7.3.9 Rule 29.5.9 – Queuing

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

²⁰⁷ Submission 2151

²⁰⁸ V Jones Section 42A Report, paragraph 13.7

²⁰⁹ Submission 2484

²¹⁰ Submission 2484

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

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

7.3.10 Rule 29.5.10 – Loading Spaces

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

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

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

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

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

Rule 29.5.3 – Size of Parking Spaces and layout

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

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

²¹¹ Submissions 2194, 2195 and 2478

²¹² Submission 2335

²¹³ Submission 2336

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

²¹⁵ Dated 27 September 2018

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

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

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

7.3.12 Rule 29.5.12 – Lighting of Parking Areas

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

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

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

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

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

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

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

²¹⁶ Submission 2484

²¹⁷ Submission 2151

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

7.3.14 Rule 29.5.14 – Access Design

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

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

...

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

Urban design outcomes

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

²¹⁹ Submission 2336

²²⁰ Submission 2349

²²¹ Submission 2297

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

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

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

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

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

...

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

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

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

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

7.3.16 Rule 29.5.16 - Design of Vehicle Crossings – Rural Zones

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

²²² N Geddes, Statement of Evidence, paragraph 3.5

²²³ Submission 2538

²²⁴ Submission 2457

²²⁵ Submission 2538

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

...

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

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

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

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

7.3.17 Rule 29.5.17 – Maximum Gradient for Vehicle Access

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

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

7.3.18 Rules 29.5.18 & 29.5.20

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

7.3.19 Rules 29.5.19 & 29.5.21– Sight Distances

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

²²⁶ Submission 2538

²²⁷ Submission 2349

²²⁸ Submission 2660

²²⁹ Submission 2538

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

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

352. We recommend that these submissions be accepted.

7.3.20 Rule 29.5.22 – Minimum Distances of Vehicle Crossings from Intersections

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

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

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

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

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

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

7.3.22 Rule 29.5.24 - Service Stations

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

²³⁰ V Jones, Section 42A Report, paragraph 13.15

²³¹ Submission 2484

- j. Tankers discharging shall not obstruct the footpath.

7.4 Table 29.4 Standards for Activities Within Roads

358. This short component of the rules structure in Chapter 29 comprises two Rules 29.6.1 and 29.6.2, which as notified, applied standards relating to remediation and reinstatement land within roads following the construction of transport infrastructure.

359. Both rules were challenged by the JEA Group submissions and by Real Journeys Group who sought that the rules be deleted in their entirety on the basis that they duplicate other processes. In recommending that the submissions be accepted, Ms Jones commented that:

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

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

8 SECTION 29.7 – NON-NOTIFICATION OF APPLICATIONS

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

362. NZTA supported notified Rule 29.7.2 and we recommend that submission be accepted. This section is renumbered 29.6, and the rules are renumbered as 29.6.1 and 29.6.2.

9 SECTION 29.8 – ASSESSMENT MATTERS

363. This section of the rules framework sets out assessment matters which the Council must have regard to (but not be limited by) when considering applications for restricted discretionary and discretionary activity arising out of specified rules.

364. The JEA group submissions and Real Journeys Group have requested that all of the Assessment Matters in notified Rule 29.8 be deleted. This was not the subject of any detailed evidence from

²³² Submission 2369

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

365. Ms Jones stated that:

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

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

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

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

.....

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

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

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

370. We note that subclause (c) states:

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

²³³ V Jones, Section 42A Report, paragraph 11.34

²³⁴ Submission 2460

²³⁵ Submission 2538

371. We consider the matter is already addressed, and no amendment is required. We recommend that the submission be rejected.

372. Notified Rule 29.8.5 sets out assessment matters for breach of standards relating to access, manoeuvring space and queueing space. FENZ sought that an additional assessment matter be added under 29.8.5.1 as a new subclause (f) (accesses and vehicle crossings), and under 29.8.5.5 as a new subclause (f) (vehicle access gradient) which addresses the need for access by emergency vehicles. We agree this is appropriate and recommend that the submission be accepted and that a new assessment matter be added to each of these as follows:

The provision of appropriate access for emergency vehicles.

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

29.7.5.1

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

29.7.5.3

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

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

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

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

²³⁶ Submission 2297

²³⁷ Submission 2376

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

10 SECTION 29.9 - MINIMUM PARKING REQUIREMENTS

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

²³⁸ Submission 2336

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

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

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

²⁴⁰ Submissions 2020, 2076 and 2238

²⁴¹ Submission 2339

²⁴² Submission 2468

²⁴³ Submission 2349

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

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

383. We recommend renumbered Rule 29.8.16 be amended to exclude reference to zones listed in Rule 29.8.15 as amended:

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

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

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

385. We agree with the reporting officer's conclusions²⁵⁰ that the relief sought in a number of these submissions is at least partially addressed by the provisions of Chapter 29 as notified. Rule 29.5.2 allows for coach parking to be provided off-site. We consider an upper limit on the number of coach parks is superfluous, as we cannot imagine the circumstances under which a developer would seek to 'oversupply'. Notified Rules 29.9.10, 29.9.14, 29.9.15 and 29.9.16 provide that visitor accommodation containing less than 30 units or 50 guestrooms does not need to provide coach parking.
386. Having regard to 'substitution' of coach and vehicle parking, it is noted that renumbered Rules 29.8.10, 29.8.14, 29.8.15 and 29.8.16 contain the following provision which at least addresses in part the concerns raised by Remarkables Park Ltd:
- provided that coach parks may overlay the required car parking spaces or may be located off – site, provided that where located off–site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation.*
387. There will be no minimum car parking requirements on hotels of over 100 units as a result of these recommendations, with parking addressed through the high traffic generating activity rule, or on hotels of any scale located in the Town Centre or Local Shopping Centre zones, and only limited parking required in the High Density Residential and Medium Density Residential zones, where most hotel developments would be expected to occur. No on-site coach parking requirement is required for hotels in any location. We consider that the regulatory framework for parking associated with hotels is both liberal and flexible, and no further changes are required. We recommend that the submissions be accepted in part, on the basis of the rule provisions as they stand and further amendments as recommended in this report.
388. With respect to visitor accommodation parking requirements in the Lower Density Suburban Residential²⁵¹ and ARHM zones, we consider increasing minimum parking requirements for visitor accommodation is justified as being consistent with parking requirements for residential units. We consider that preferential parking requirements for visitor accommodation could not be justified on either amenity grounds, or in terms of potential adverse effects, and would appear to have the effect of distorting the market in primarily residential areas in favour of visitor accommodation. Amenity issues associated with visitor accommodation in the zone are also further addressed in the Hearings Panel's Report 19.2. We recommend that submissions opposing increased parking standards in the zone be rejected.
389. In contrast, Sean McLeod²⁵² sought that the parking requirement²⁵³ for residential visitor accommodation be increased to a level where (for example) a dwelling with five bedrooms would need to provide three car parks²⁵³. On one hand this may be beneficial for larger travel groups, but also has the countervailing effect of incentivising extensive on-site provision for car

²⁵⁰ V Jones, Section 42A Report, paragraph 12.30

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

²⁵² Submission 2349

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

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

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

²⁵⁴ Submission 2014

²⁵⁵ Submission 2349

²⁵⁶ Submission 2136

²⁵⁷ Submission 2460

²⁵⁸ V Jones, Section 42A Report, paragraph 12.40

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

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

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

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

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

29.8.39	Unstaffed utility	0	1 for any unstaffed utility which includes a building or structure with a GFA of over 25m ² .
----------------	-------------------	---	--

397. The Oil Companies²⁶¹ requested that notified Rule 29.9.26 be amended to remove requirements for staff/guest parking at service stations. We do not consider complete exclusion from the rule is justified, but recommend that the rule be amended to reduce the minimum parking requirements from 3 to 2 spaces, under renumbered Rule 29.8.27, and that the submission be accepted in part.

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

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

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

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

Local Shopping Centre Zone

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

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

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

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

29.8.40	Emergency Service Facilities	1 space/emergency service vehicle bay	1 space/emergency service vehicle bay
---------	------------------------------	---------------------------------------	---------------------------------------

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

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

11 SECTION 29.10 - THRESHOLDS FOR HIGH TRAFFIC GENERATING ACTIVITIES

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

²⁶⁹ Submission 2660

²⁷⁰ Submission 2618

²⁷¹ Submission 2336

²⁷² A Carr, EIC, paragraphs 3.31-3.36.

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

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

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

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

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

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

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

²⁷⁴ Submission 2460

²⁷⁵ G Thompson, EiC, paragraph 6.4

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

²⁷⁶ Submission 2040

²⁷⁷ Submission 2369

²⁷⁸ Submission 2151

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

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

13 SECTION 29.13 - HEAVY VEHICLE PARKING LAYOUT

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

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

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

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

²⁷⁹ Submission 2484

²⁸⁰ Submission 2078

²⁸¹ Submission 2336

²⁸² A Carr, EIC, paragraphs 6.1-6.9.

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

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

14 SECTION 29.14 - SCHEDULE 29.1 – ROAD CLASSIFICATION

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

425. The following reclassifications were sought in submissions:

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

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

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

²⁸³ Submission 2457

²⁸⁴ Submission 2460

²⁸⁵ Submission 2584

²⁸⁶ Submission 2593

²⁸⁷ Submission 2586

²⁸⁸ Submission 2538

²⁸⁹ Submission 2539

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

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

15 SECTION 29.15 - SCHEDULE 29.2 – INTERPRETIVE DIAGRAMS

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

²⁹⁰ Evidence of A Carr, paragraphs 5.2 – 5.9

²⁹¹ Submission 2335

²⁹² Submission 2336

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

Advice Note

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

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

16 OVERALL CONCLUSIONS ON RULES

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

17 RECOMMENDED AMENDMENTS PURSUANT TO CLAUSE 16(2)

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

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

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

²⁹³ Submission 2040

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

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

18.1 Variation to Stage 1 PDP Chapter 2 Definitions

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

18.2 Variation to Stage 1 PDP Chapter 37 Designations.

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

18.3 Variation to Stage 1 PDP Chapter 21 Rural Zone

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

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

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

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

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

18.6 Variation to Stage 1 PDP Planning Maps

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

²⁹⁴ Submission 2538

19 OVERALL RECOMMENDATION

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

For the Hearing Panel



Denis Nugent, Chair
Dated: 11 January 2019

Appendix 1: Recommended Chapter 29 Transport and Associated Variations

29 Transport

29.1 Purpose

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

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

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

29.2 Objectives and Policies

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

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

Policies

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

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

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

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

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

Policies

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

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

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

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

Policies

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

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

Policies

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

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

29.3 Other Provisions and Rules

29.3.1 District Wide

Attention is drawn to the following District Wide chapters.

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

29.3.2 Interpreting and Applying the Rules

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

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

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

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

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

29.3.3 Advice Notes - General

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

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

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

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

29.4 Rules – Activities

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

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

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

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

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

29.5 Rules - Standards for activities outside roads

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

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

	Table 29.3 - Standards for activities outside roads	Non-compliance status								
29.5.3	<p>Size of Parking Spaces and layout</p> <p>a. All required parking spaces and associated manoeuvring areas are to be designed and laid out in accordance with the Car Parking Layout requirements of Table 29.6, Table 29.7, and Diagram 3 (car space layouts) of Schedule 29.2.</p> <p>This standard does not apply to parking, loading and associated access areas for Ski Area Activities in the Ski Area Subzone.</p> <p>b. The installation of a vehicle turntable for residential units and residential flats is an acceptable alternative to achieve the required turning manoeuvres of the swept path Diagram 4.</p> <p>Advice note: Refer to Rule 29.5.8 for additional design requirements of residential parking spaces.</p>	<p>RD</p> <p>Discretion is restricted to the size and layout of parking spaces and associated manoeuvring areas.</p>								
29.5.4	<p>Gradient of Parking Spaces and Parking Areas</p> <p>Parking spaces and parking areas shall have a gradient of no more than 1 in 20 in any one direction.</p>	<p>RD</p> <p>Discretion is restricted to the gradient of the parking space and parking area.</p>								
29.5.5	<p>Mobility Parking spaces</p> <p>a. Other than in relation to residential units and visitor accommodation with less than 6 guests, wherever an activity requires parking to be provided, mobility parking spaces shall be provided in accordance with the following minimum standards:</p> <table border="1" data-bbox="411 1384 1098 1711"> <thead> <tr> <th>Total number of parks to be provided by the activity or activities on the site</th> <th>Minimum number of mobility parking spaces required</th> </tr> </thead> <tbody> <tr> <td>1 to 10 spaces:</td> <td>1 space</td> </tr> <tr> <td>11 to 100 spaces:</td> <td>2 spaces</td> </tr> <tr> <td>More than 100 spaces</td> <td>2 spaces plus 1 space for every additional 50 parking spaces provided</td> </tr> </tbody> </table> <p>b. Mobility parking spaces shall be:</p> <p>(i) on a level surface;</p> <p>(ii) clearly signposted;</p> <p>(iii) located on the same site as the activity;</p>	Total number of parks to be provided by the activity or activities on the site	Minimum number of mobility parking spaces required	1 to 10 spaces:	1 space	11 to 100 spaces:	2 spaces	More than 100 spaces	2 spaces plus 1 space for every additional 50 parking spaces provided	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. The number, location, and design of mobility parking spaces, including the accessibility of the spaces to the building(s); and</p> <p>b. Effectiveness of the associated signage.</p>
Total number of parks to be provided by the activity or activities on the site	Minimum number of mobility parking spaces required									
1 to 10 spaces:	1 space									
11 to 100 spaces:	2 spaces									
More than 100 spaces	2 spaces plus 1 space for every additional 50 parking spaces provided									

	Table 29.3 - Standards for activities outside roads	Non-compliance status								
	<p>(iv) be as close as practicable to the building entrance; and</p> <p>(v) be accessible to the building via routes that give direct access from the car park to the building.</p>									
29.5.6	<p>Drop off/ pick up (set down) areas in all zones except in the Queenstown Town Centre Zone, the Wanaka Town Centre Zone, and the Arrowtown Town Centre Zone</p> <p>a. All day care facilities, educational activities, and healthcare facilities must provide drop off/ pick up (set down) areas to allow vehicles to drop off and pick up children, students, elderly persons, or patients in accordance with the following standards:</p> <table border="1" data-bbox="392 896 1099 1464"> <tbody> <tr> <td data-bbox="392 896 719 1025">(i) A day care facility designed to cater for six or more children/ persons</td> <td data-bbox="719 896 1099 1025">1 drop-off/ pick up car space per 5 persons that the facility designed to cater for (excluding staff).</td> </tr> <tr> <td data-bbox="392 1025 719 1223">(ii) A primary or intermediate school</td> <td data-bbox="719 1025 1099 1223">1 drop-off/ pick up space per 5 students that the school designed to cater for and 1 bus space per 200 students where school bus services are provided.</td> </tr> <tr> <td data-bbox="392 1223 719 1386">(iii) A secondary school</td> <td data-bbox="719 1223 1099 1386">1 drop-off/ pick up space per 10 students that the school designed to cater for and 1 bus space per 200 students where school bus services are provided.</td> </tr> <tr> <td data-bbox="392 1386 719 1464">(iv) A health care facility or hospital</td> <td data-bbox="719 1386 1099 1464">1 drop-off/ pick up space per professional staff</td> </tr> </tbody> </table> <p>b. In calculating the total number of drop-off/ pick up car spaces required, where the required amount results in a fraction of a space less than 0.5 it shall be disregarded and where the fraction is 0.5 or higher, then the requirement shall be rounded up to the next highest whole number and where there are two activities on one site (such as healthcare and day care) the total required shall be combined prior to rounding.</p>	(i) A day care facility designed to cater for six or more children/ persons	1 drop-off/ pick up car space per 5 persons that the facility designed to cater for (excluding staff).	(ii) A primary or intermediate school	1 drop-off/ pick up space per 5 students that the school designed to cater for and 1 bus space per 200 students where school bus services are provided.	(iii) A secondary school	1 drop-off/ pick up space per 10 students that the school designed to cater for and 1 bus space per 200 students where school bus services are provided.	(iv) A health care facility or hospital	1 drop-off/ pick up space per professional staff	<p>RD</p> <p>Discretion is restricted to effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>
(i) A day care facility designed to cater for six or more children/ persons	1 drop-off/ pick up car space per 5 persons that the facility designed to cater for (excluding staff).									
(ii) A primary or intermediate school	1 drop-off/ pick up space per 5 students that the school designed to cater for and 1 bus space per 200 students where school bus services are provided.									
(iii) A secondary school	1 drop-off/ pick up space per 10 students that the school designed to cater for and 1 bus space per 200 students where school bus services are provided.									
(iv) A health care facility or hospital	1 drop-off/ pick up space per professional staff									

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

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

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

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

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

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

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

	Table 29.3 - Standards for activities outside roads	Non-compliance status																									
	<p>(ii) the vehicle crossing intersects with the carriageway at an angle of 90 degrees plus or minus 15 degrees;</p> <p>(iii) roading drainage shall be continuous across the length of the crossing;</p> <p>(iv) all vehicular accessways adjacent to State Highways shall be sealed from the edge of the carriageway to the property boundary.</p> <p>c. For vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16, the width of the vehicle crossings at the kerb shall be 1.0m wider than the width at the boundary.</p> <p>d. All vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.16 shall be located at least 500mm from any internal property boundary and from any other vehicle crossing on the same site.</p>																										
<p>29.5.16</p>	<p>Design of vehicle crossings – Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct</p> <p>Vehicle crossings providing access to a road in the Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, and Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct shall comply with Diagram 2 and with either Diagram 8, 9, or 10 of Schedule 29.2, as determined by the following standards, except that in relation to vehicular crossings providing access to a State Highway reference to Diagram 9 shall be replaced with Diagram 10.</p> <table border="1" data-bbox="395 1496 1099 1995"> <thead> <tr> <th>Type of traffic using access (>1 heavy vehicle movement per week)</th> <th>Volume of traffic using accessway (ecm/ day)</th> <th>Volume of traffic using road (vpd)</th> <th>Access type required</th> </tr> </thead> <tbody> <tr> <td rowspan="6">No</td> <td rowspan="2">1-30</td> <td>< 10,000</td> <td>Diagram 2</td> </tr> <tr> <td>>= 10,000</td> <td>Diagram 8</td> </tr> <tr> <td rowspan="2">31-100</td> <td>< 10,000</td> <td>Diagram 2</td> </tr> <tr> <td>>= 10,000</td> <td>Diagram 8</td> </tr> <tr> <td>101+</td> <td>All</td> <td>Diagram 2</td> </tr> <tr> <td rowspan="2">Yes</td> <td>1-30</td> <td>All</td> <td>Diagram 2</td> </tr> <tr> <td>31-100+</td> <td>All</td> <td>Diagram 2</td> </tr> </tbody> </table>	Type of traffic using access (>1 heavy vehicle movement per week)	Volume of traffic using accessway (ecm/ day)	Volume of traffic using road (vpd)	Access type required	No	1-30	< 10,000	Diagram 2	>= 10,000	Diagram 8	31-100	< 10,000	Diagram 2	>= 10,000	Diagram 8	101+	All	Diagram 2	Yes	1-30	All	Diagram 2	31-100+	All	Diagram 2	<p>RD</p> <p>Discretion is restricted to: effects on safety, efficiency, and amenity of the transport network, including the pedestrian and cycling environment.</p>
Type of traffic using access (>1 heavy vehicle movement per week)	Volume of traffic using accessway (ecm/ day)	Volume of traffic using road (vpd)	Access type required																								
No	1-30	< 10,000	Diagram 2																								
		>= 10,000	Diagram 8																								
	31-100	< 10,000	Diagram 2																								
		>= 10,000	Diagram 8																								
	101+	All	Diagram 2																								
	Yes	1-30	All	Diagram 2																							
31-100+		All	Diagram 2																								

	Table 29.3 - Standards for activities outside roads	Non-compliance status																	
	<p>Advice note:</p> <p>In the absence of undertaking a traffic survey for the purpose of the application, the Council's traffic count data can be supplied on request and relied on to determine the vehicles per day using the road.</p>																		
29.5.17	<p>Maximum Gradient for Vehicle Access</p> <p>a. The maximum gradient for any private way used for vehicle access shall be 1 in 6.</p> <p>b. In residential zones where a private way serves no more than 2 residential units the maximum gradient may be increased to 1 in 5 provided:</p> <p>(i) The average gradient over the full length of the private way does not exceed 1 in 6; and</p> <p>(ii) The maximum gradient is no more than 1 in 6 within 6m of the road boundary; and</p> <p>(iii) The private way is sealed with a non-slip surfacing. For the purpose of this rule gradient (maximum and average) shall be measured on the centreline of the access.</p> <p>c. The vehicle break-over angles shown in Diagram 2 of Schedule 29.2 shall not be exceeded over any part of the width of the vehicle access/ crossing.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects on the efficiency of land-use, safety and maintenance of the access and of the adjoining transport network.</p> <p>b. Effects on congestion resulting from any inability of cars or certain types of cars to readily use the access.</p> <p>c. Effects on the ability to provide adequate emergency vehicle access to the property/ properties.</p>																	
29.5.18	<p>Minimum Sight Distances from Vehicle Access on all roads other than State Highways</p> <p>a. The following minimum sight distances from any access, shall be complied with, as measured from the points shown on Diagram 11 of Schedule 29.2:</p> <table border="1" data-bbox="408 1653 1082 1966"> <thead> <tr> <th rowspan="2">Posted speed limit (km/hr)</th> <th colspan="2">Sight distance (m)</th> </tr> <tr> <th>Residential Activity</th> <th>Other Activities</th> </tr> </thead> <tbody> <tr> <td>50</td> <td>45</td> <td>80</td> </tr> <tr> <td>60</td> <td>65</td> <td>105</td> </tr> <tr> <td>70</td> <td>85</td> <td>140</td> </tr> <tr> <td>80</td> <td>115</td> <td>175</td> </tr> </tbody> </table>	Posted speed limit (km/hr)	Sight distance (m)		Residential Activity	Other Activities	50	45	80	60	65	105	70	85	140	80	115	175	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.
Posted speed limit (km/hr)	Sight distance (m)																		
	Residential Activity	Other Activities																	
50	45	80																	
60	65	105																	
70	85	140																	
80	115	175																	

	Table 29.3 - Standards for activities outside roads	Non-compliance status																							
	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">90</td> <td style="text-align: center;">140</td> <td style="text-align: center;">210</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">170</td> <td style="text-align: center;">250</td> </tr> </table> <p>b. Proposed and existing landscaping (at maturity) and/or structures shall be considered when assessing compliance with site distances.</p> <p>Advice note: This Rule does not apply to State highways which are, instead, subject to Rule 29.5.19.</p>	90	140	210	100	170	250																		
90	140	210																							
100	170	250																							
29.5.19	<p>Minimum Sight Distances from Vehicle Access onto State Highways</p> <p>The following minimum sight distances from any access, shall be complied with, as measured from the points shown on Diagram 11 of Schedule 29.2:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">Posted speed limit (km/hr)</th> <th style="text-align: center;">Sight distance (m)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">50</td> <td style="text-align: center;">113</td> </tr> <tr> <td style="text-align: center;">60</td> <td style="text-align: center;">140</td> </tr> <tr> <td style="text-align: center;">70</td> <td style="text-align: center;">170</td> </tr> <tr> <td style="text-align: center;">80</td> <td style="text-align: center;">203</td> </tr> <tr> <td style="text-align: center;">90</td> <td style="text-align: center;">240</td> </tr> <tr> <td style="text-align: center;">100</td> <td style="text-align: center;">282</td> </tr> </tbody> </table>	Posted speed limit (km/hr)	Sight distance (m)	50	113	60	140	70	170	80	203	90	240	100	282	<p style="text-align: center;">RD</p> <p>Discretion is restricted to the effects on the safety of the transport network.</p>									
Posted speed limit (km/hr)	Sight distance (m)																								
50	113																								
60	140																								
70	170																								
80	203																								
90	240																								
100	282																								
29.5.20	<p>Maximum Number of Vehicle Crossings</p> <p>The following maximum number of crossings shall be complied with:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2" style="text-align: center;">Frontage length (m)</th> <th colspan="3" style="text-align: center;">Type of road frontage</th> </tr> <tr> <th style="text-align: center;">Local</th> <th style="text-align: center;">Collector</th> <th style="text-align: center;">Arterial</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">0 - 18</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> </tr> <tr> <td style="text-align: center;">19 - 60</td> <td style="text-align: center;">2</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> </tr> <tr> <td style="text-align: center;">61 - 100</td> <td style="text-align: center;">3</td> <td style="text-align: center;">2</td> <td style="text-align: center;">1</td> </tr> <tr> <td style="text-align: center;">Greater than 100</td> <td style="text-align: center;">3</td> <td style="text-align: center;">3</td> <td style="text-align: center;">2</td> </tr> </tbody> </table> <p>Advice note: This Rule does not apply to State highways which are, instead, subject to Rule 29.5.21.</p>	Frontage length (m)	Type of road frontage			Local	Collector	Arterial	0 - 18	1	1	1	19 - 60	2	1	1	61 - 100	3	2	1	Greater than 100	3	3	2	<p style="text-align: center;">RD</p> <p>Discretion is restricted to effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>
Frontage length (m)	Type of road frontage																								
	Local	Collector	Arterial																						
0 - 18	1	1	1																						
19 - 60	2	1	1																						
61 - 100	3	2	1																						
Greater than 100	3	3	2																						

	Table 29.3 - Standards for activities outside roads	Non-compliance status																
29.5.21	<p>Minimum distance between vehicle crossings onto State Highways</p> <p>a. The minimum distance between any two vehicle crossings onto any State Highway, regardless of the side of the road on which they are located and whether they are single or combined, shall be:</p> <p>(i) 40 metres where the posted speed is equal to or lower than 70 km/h</p> <p>(ii) 100 metres where the posted speed is 80 km/h</p> <p>(iii) 200 metres where the posted speed is 100 km/h.</p>	<p>RD</p> <p>Discretion is restricted to effects on the efficiency of land-use and the safety and efficiency of the transport network, including the pedestrian and cycling environment.</p>																
29.5.22	<p>Minimum distances of Vehicle Crossings from Intersections</p> <p>a. No part of any vehicle crossing shall be located closer to the intersection of any roads than the following minimum distances permitted below and as shown in Diagram 12 of Schedule 29.2:</p> <p>b. Roads with a speed limit of less than 70 km/hr:</p> <table border="1"> <thead> <tr> <th>Frontage Road</th> <th>Minimum Distance (m) from intersecting road</th> </tr> </thead> <tbody> <tr> <td>Arterial</td> <td>40</td> </tr> <tr> <td>Collector</td> <td>30</td> </tr> <tr> <td>Local</td> <td>25</td> </tr> </tbody> </table> <p>c. Roads with a speed limit equal to or greater than 70 km/ hr:</p> <table border="1"> <thead> <tr> <th>Frontage Road</th> <th>Minimum Distance (m) from intersecting road</th> </tr> </thead> <tbody> <tr> <td>Arterial</td> <td>100</td> </tr> <tr> <td>Collector</td> <td>60</td> </tr> <tr> <td>Local</td> <td>50</td> </tr> </tbody> </table> <p>d. Except that where the boundaries of the site do not enable a conforming vehicle crossing to be provided, a single vehicle crossing may be constructed provided it is located 0.5m from the internal boundary of the site in the position that most closely complies with the above provisions.</p> <p>Advice notes:</p> <p>1. Distances shall be measured parallel to the centre line of the carriageway of the frontage road from the centre line of</p>	Frontage Road	Minimum Distance (m) from intersecting road	Arterial	40	Collector	30	Local	25	Frontage Road	Minimum Distance (m) from intersecting road	Arterial	100	Collector	60	Local	50	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects on the efficiency of land-use and the safety and efficiency of the transport network, including the pedestrian and cycling environment.</p> <p>b. Urban design outcomes</p> <p>c. The efficiency of the land-use or subdivision layout</p>
Frontage Road	Minimum Distance (m) from intersecting road																	
Arterial	40																	
Collector	30																	
Local	25																	
Frontage Road	Minimum Distance (m) from intersecting road																	
Arterial	100																	
Collector	60																	
Local	50																	

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

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

29.6 Non-Notification of Applications

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

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

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

29.7 Assessment Matters

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

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

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

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

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

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

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

29.7.4 Restricted Discretionary Activity - Size of parking spaces and layout

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

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

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

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

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

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

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

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

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

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

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

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

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

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

29.8 Minimum Parking Requirements

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

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

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

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

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

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

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

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

29.8.41.1 In calculating the total parking requirement:

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

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

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

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

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

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

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

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

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

29.10 Minimum requirements for cycle parking, lockers and showers

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

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

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

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

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

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

29.11 Car Parking Sizes and Layout

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

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

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

29.12 Heavy Vehicle Parking Layout

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

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

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

29.13 Schedule 29.1- Road Classification

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

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

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

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

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

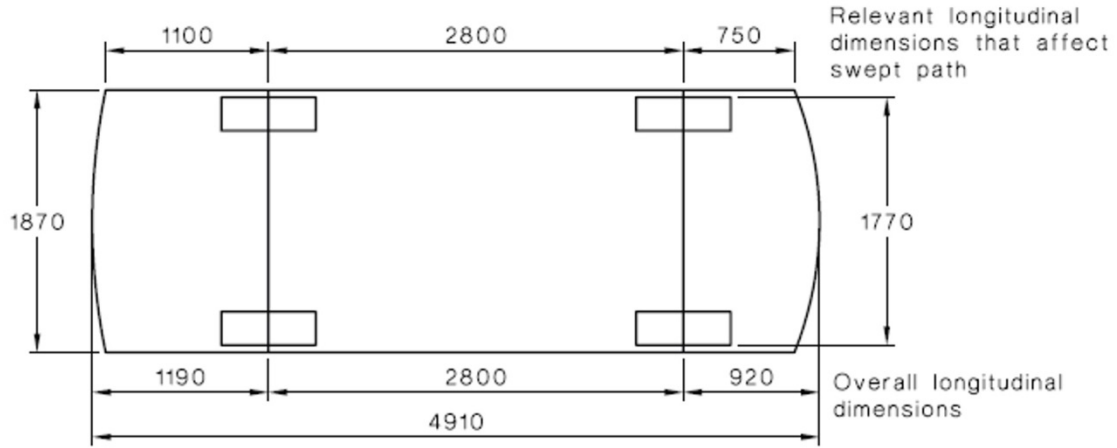
Collector Roads		
Road Name	Start Name	End Name
Edgar Street	Hallenstein Street	Kent Street
Edinburgh Drive	York Street/Dublin Street	Wakatipu Heights
Frankton Road	Stanley Street	Sydney Street
Fryer Street	Hamilton Road	High School-end Fryer Street
Goldfield Heights	State Highway 6A	St Georges Avenue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

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

Local Roads
All other roads

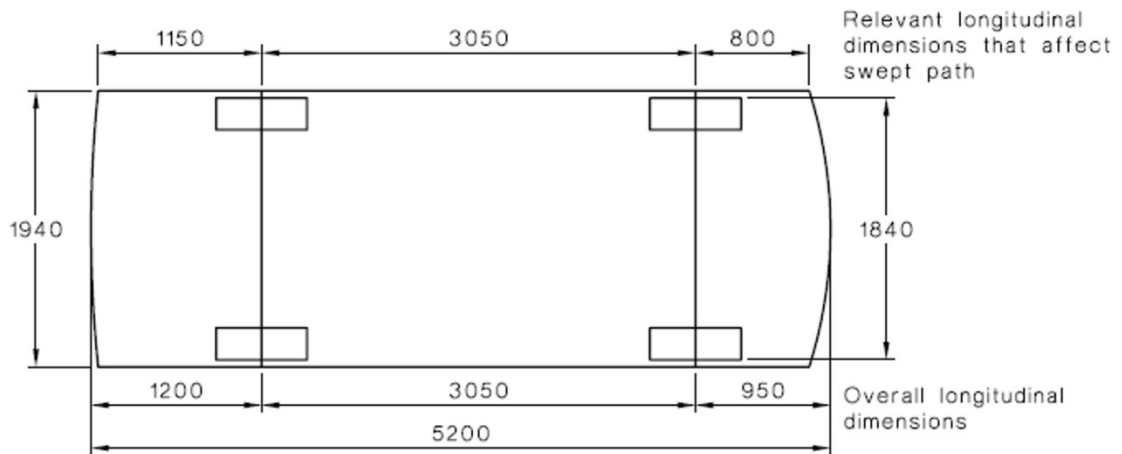
29.14 Schedule 29.2 - Interpretive Diagrams

29.14.1 Diagram 1 – B85 and B99 design vehicle dimensions



DIMENSIONS IN MILLIMETRES

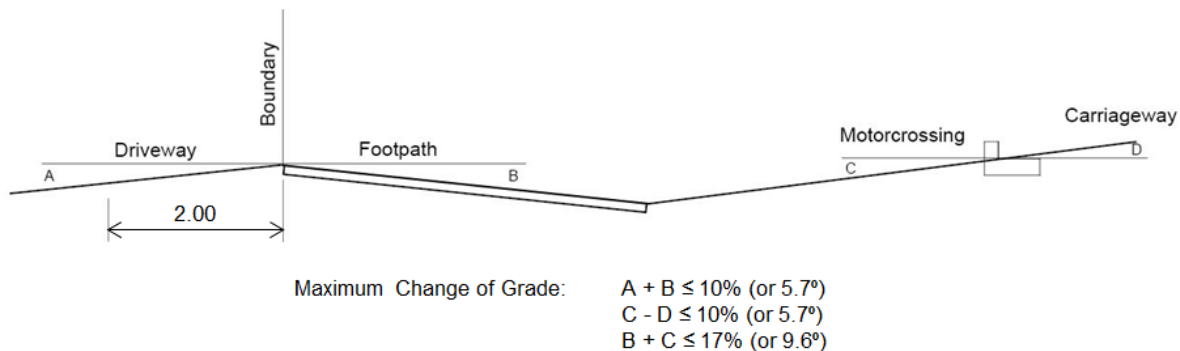
B85 (85TH PERCENTILE) CAR



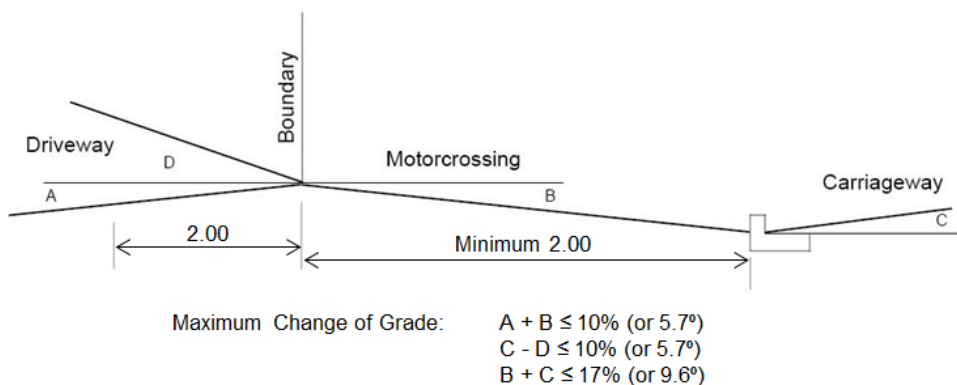
DIMENSIONS IN MILLIMETRES

B99 (99.8TH PERCENTILE) VEHICLE

29.14.2 Diagram 2 – Maximum Breakover Angles for Vehicle Crossings



Low Level Footpath

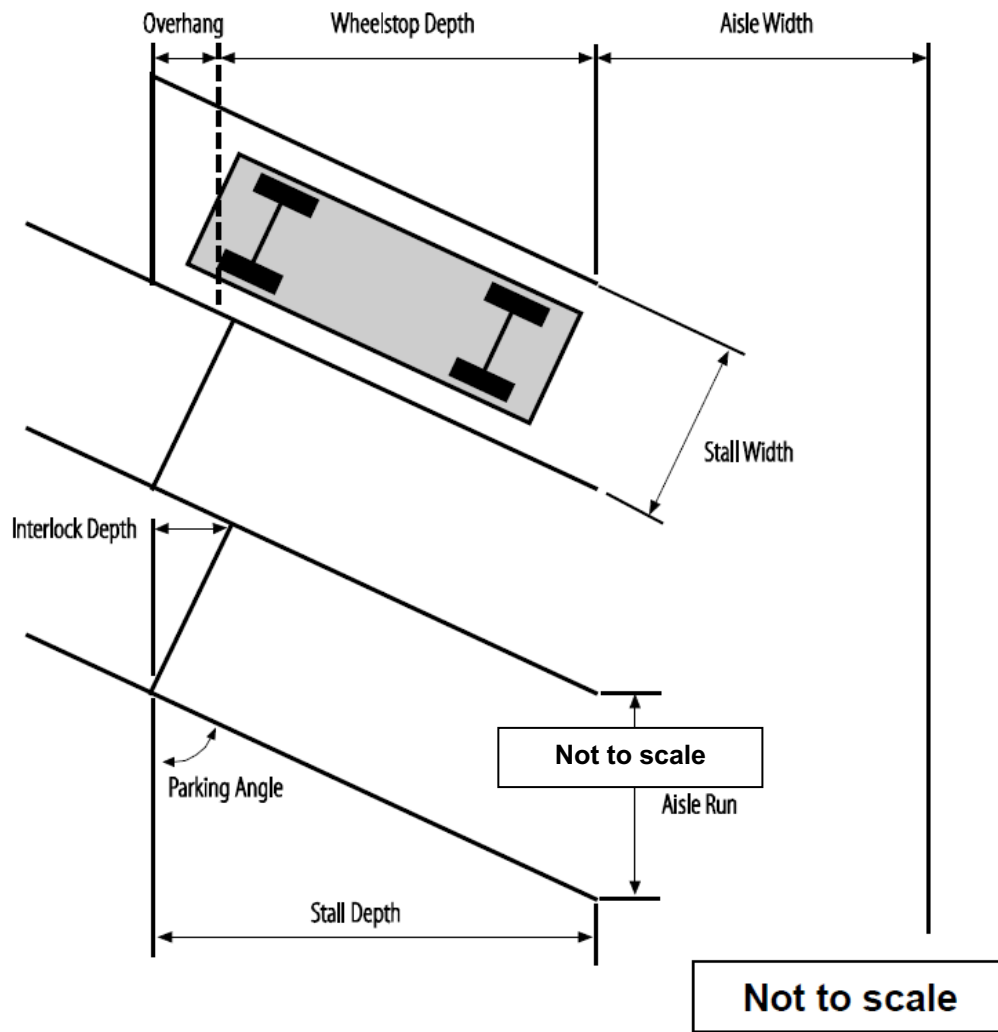


Standard Footpath

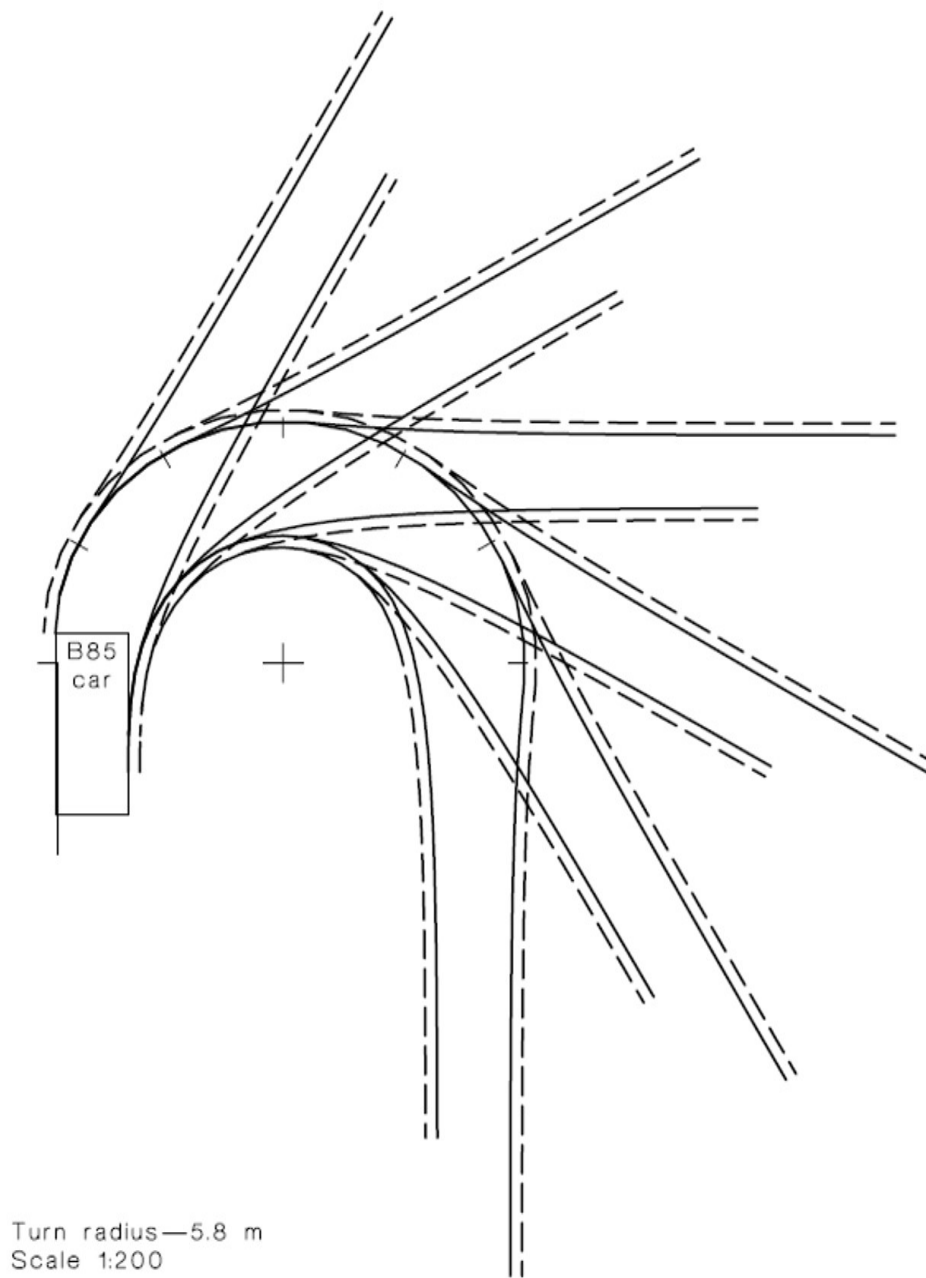
Note:

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

29.14.3 Diagram 3 - Carpark Layouts



29.14.4 Diagram 4 – Vehicle Swept Path Design



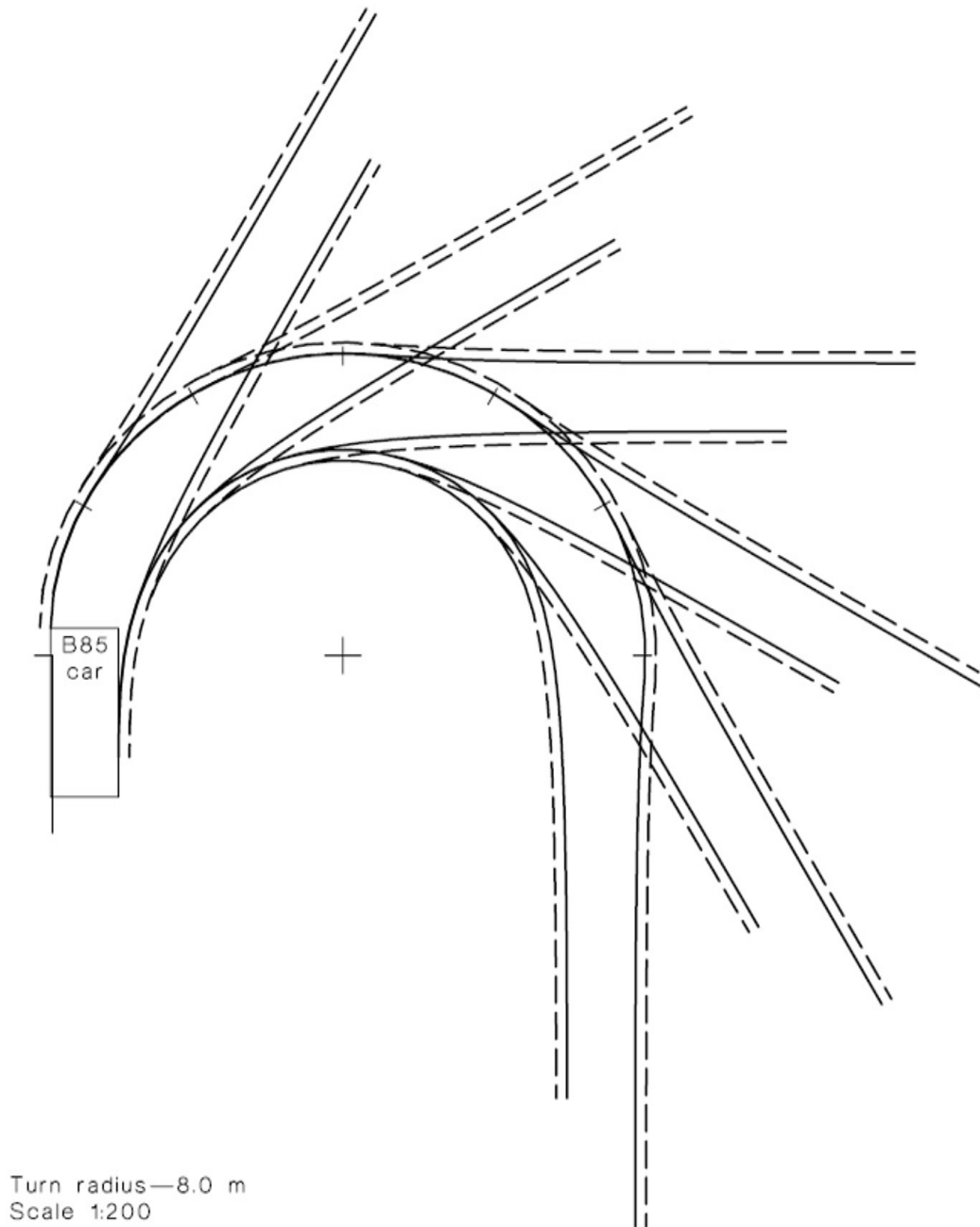
LEGEND:

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

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

Example of the B85 Design Template

5.8m Radius Turn

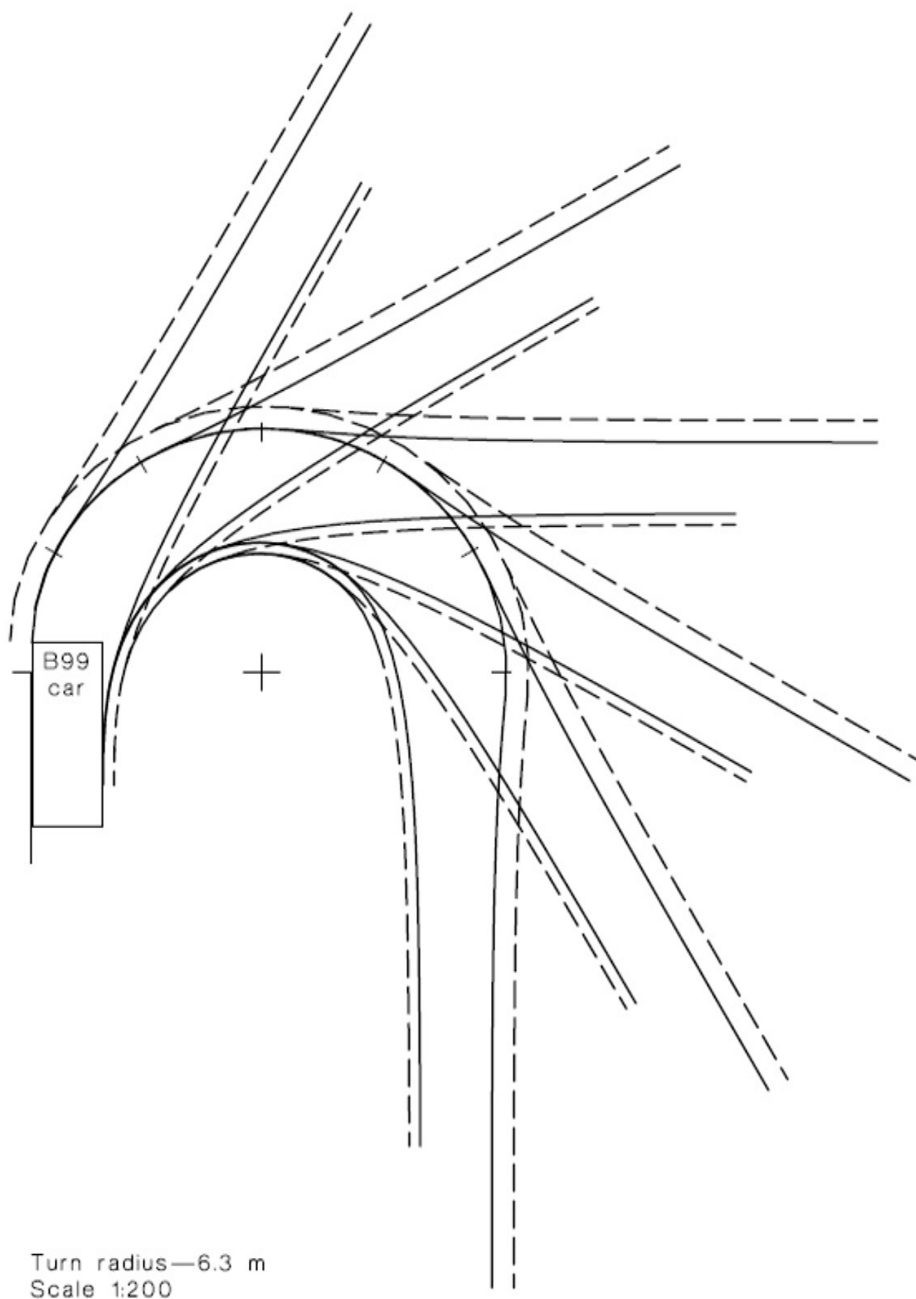


LEGEND:

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

Example of the B85 Design Template

8.0m Radius Turn



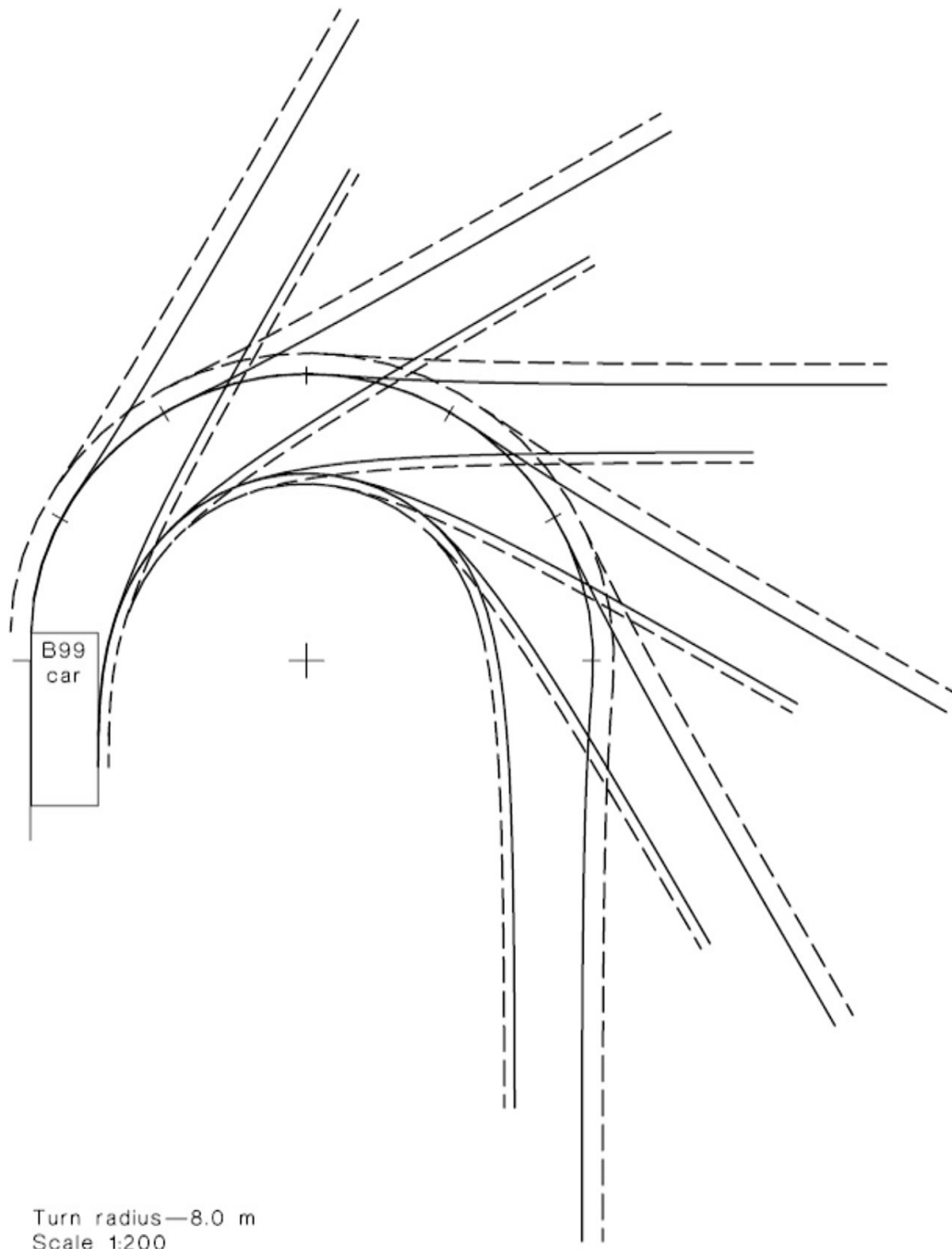
LEGEND:

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

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

Example of the B99 Design Template

6.3m Radius Turn

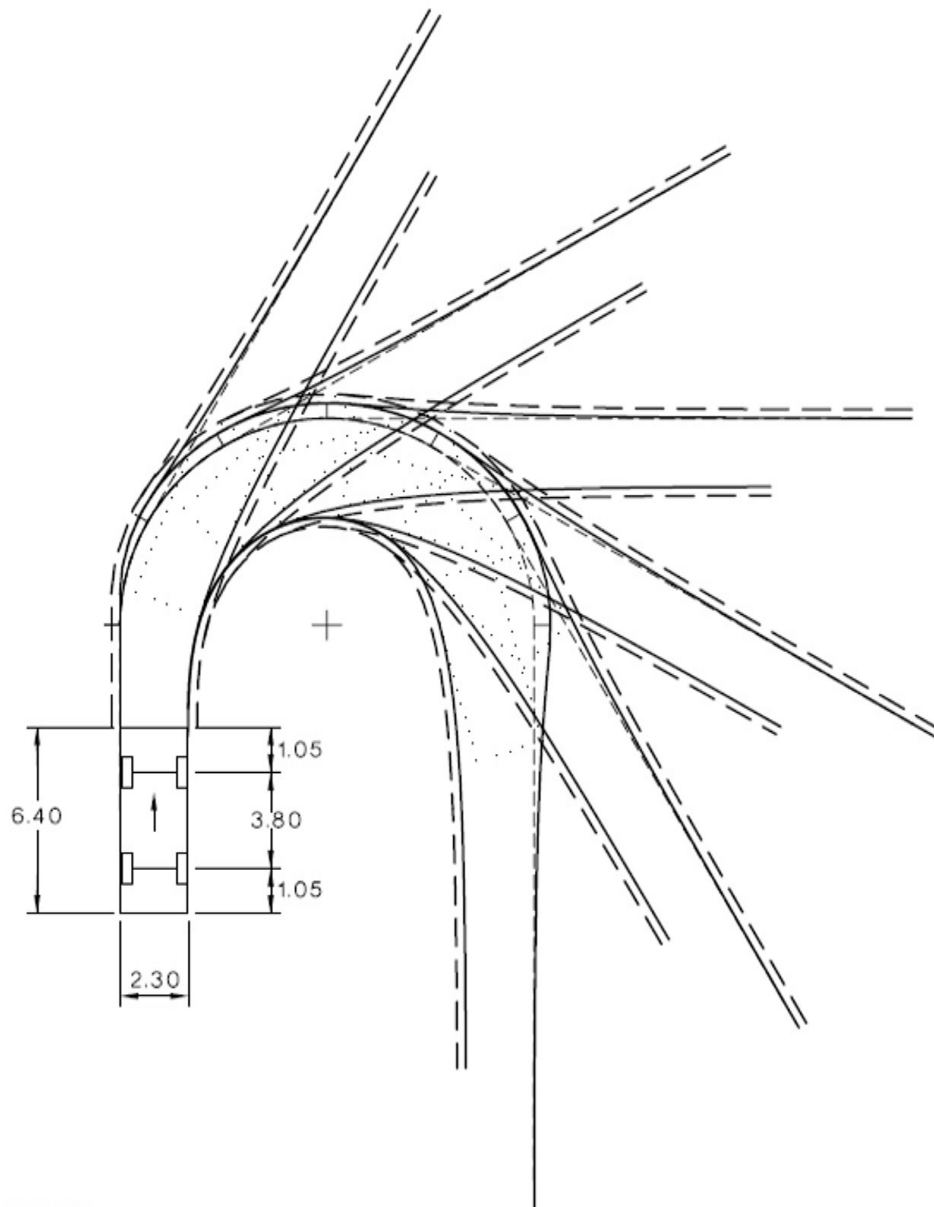


LEGEND:

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

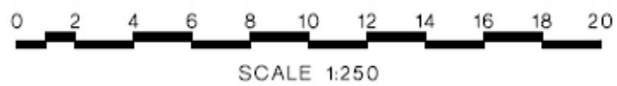
Example of the B99 Design Template

8.0m Radius Turn



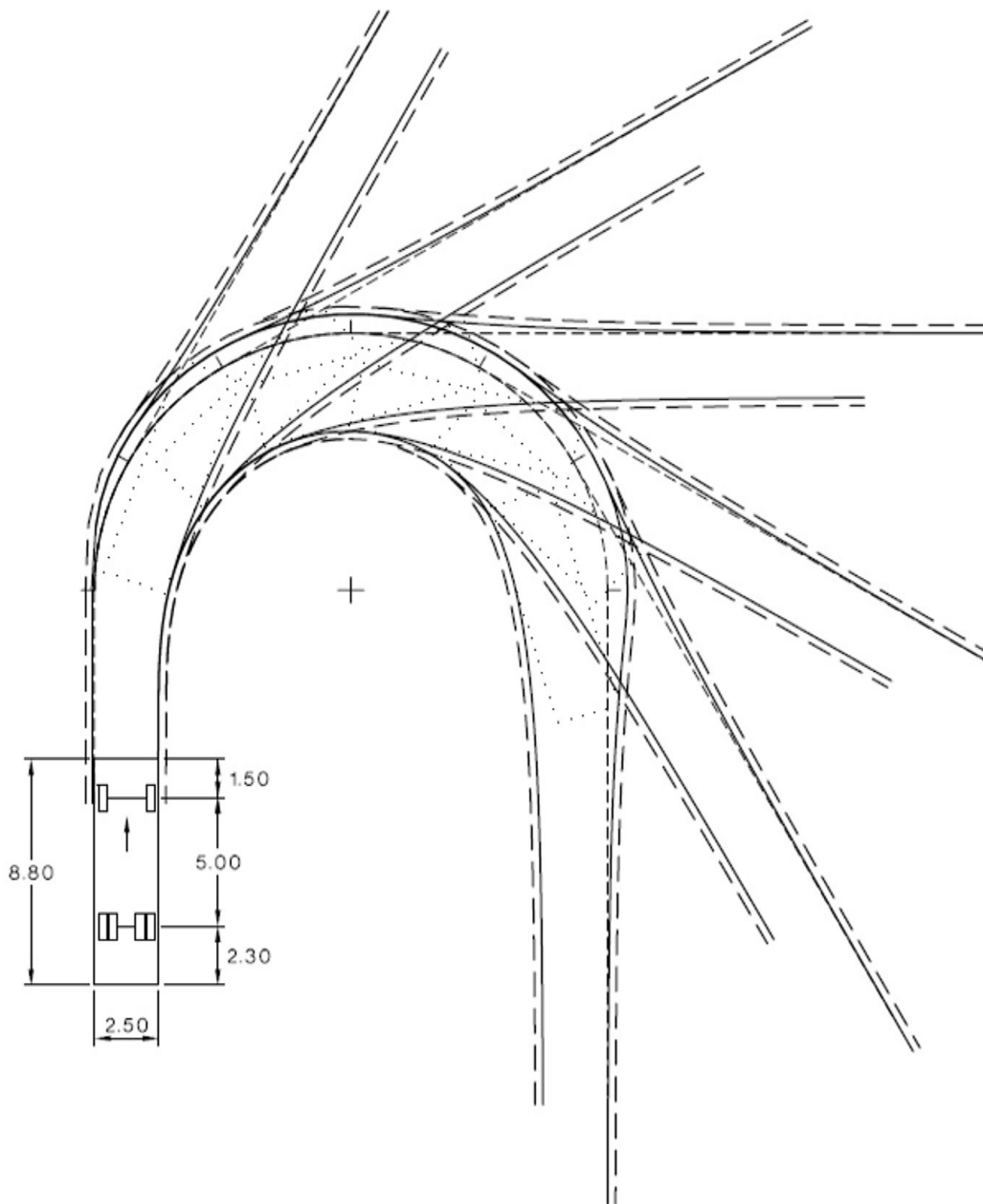
LEGEND:

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



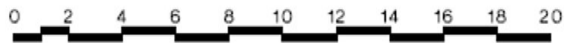
DIMENSIONS IN METRES

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



LEGEND:

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

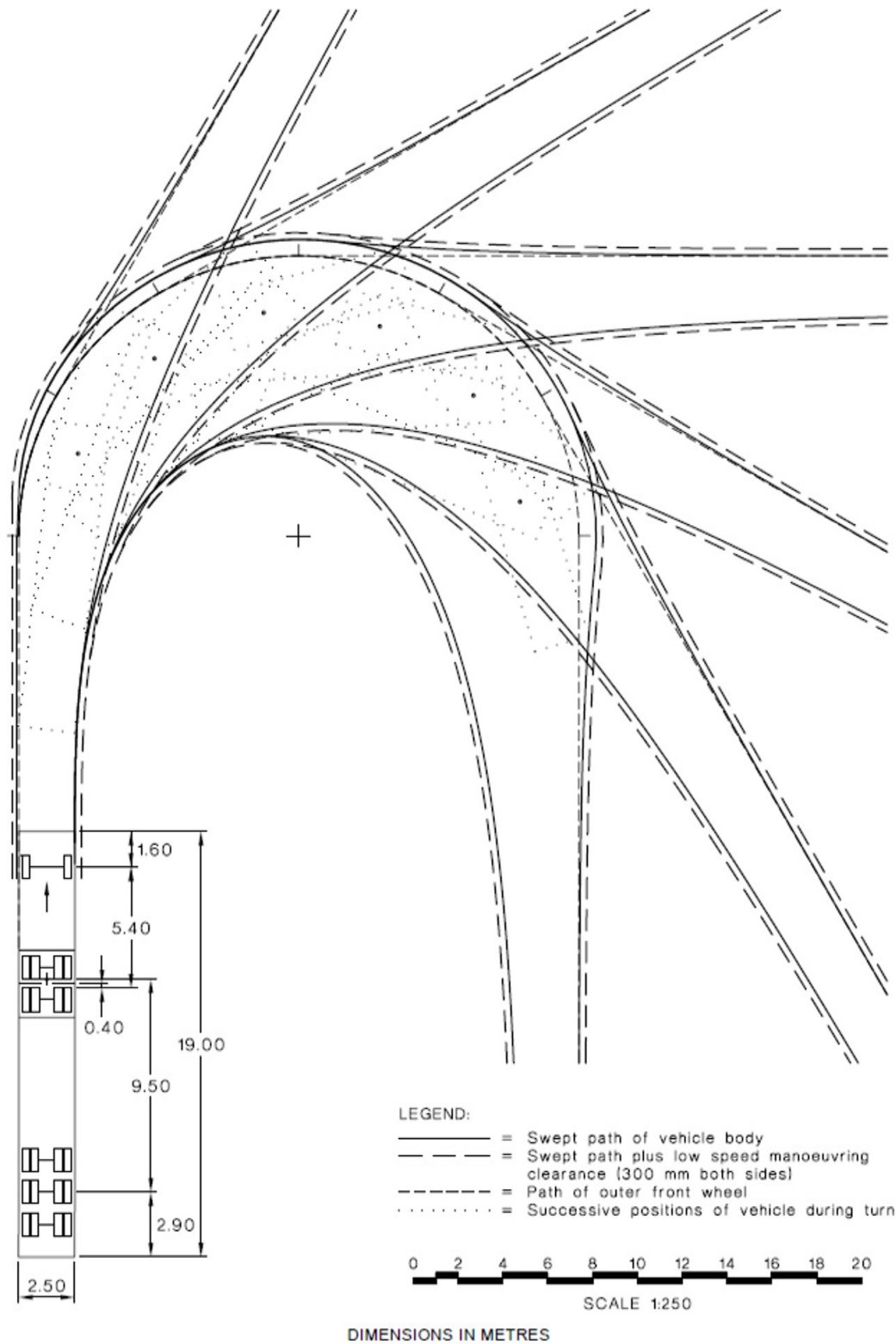


SCALE 1:250

DIMENSIONS IN METRES

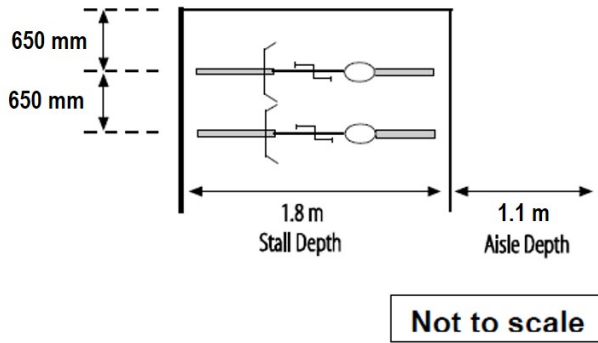
Turning Path Template - Medium Rigid Vehicle

Minimum Radius Turn (10m)

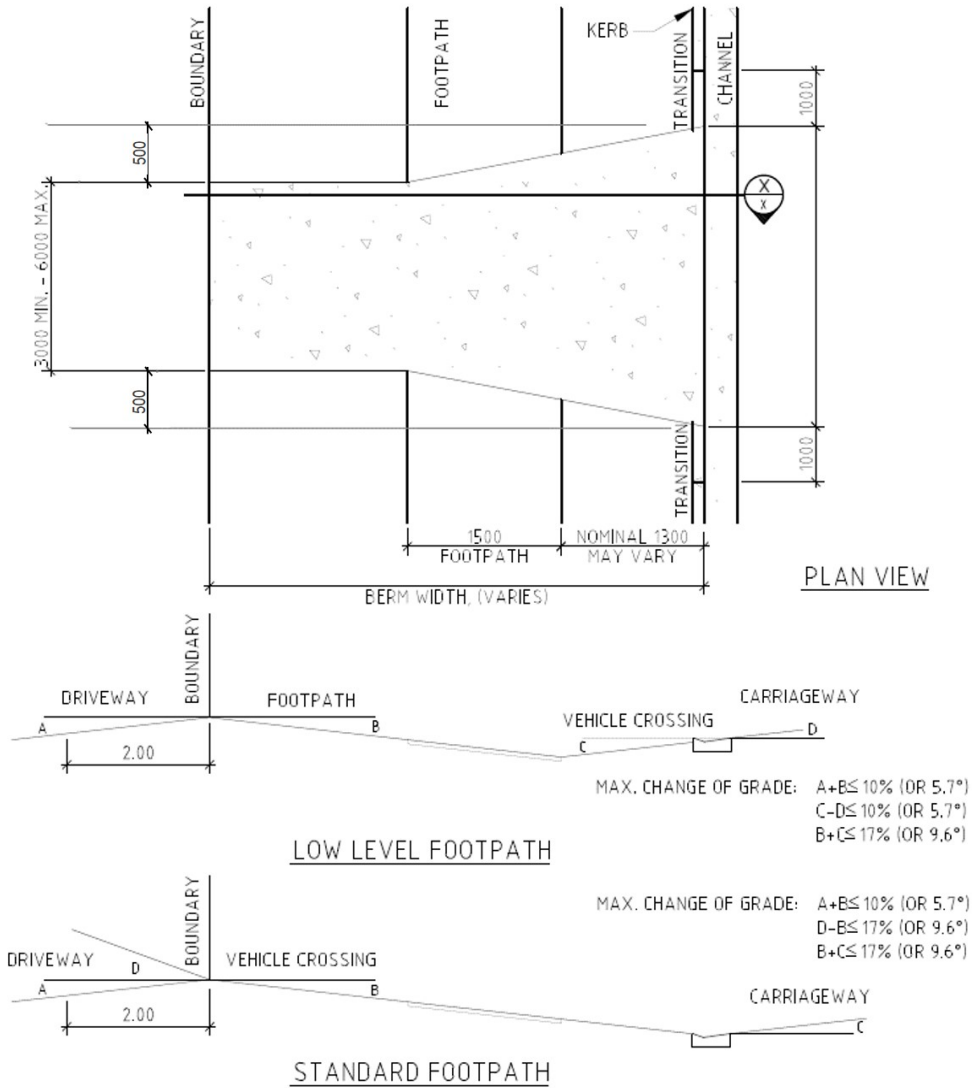


Turning Path Template - Articulated Vehicle
Minimum Radius Turn (12.5m)

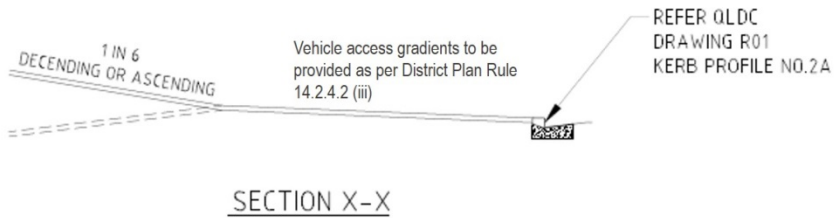
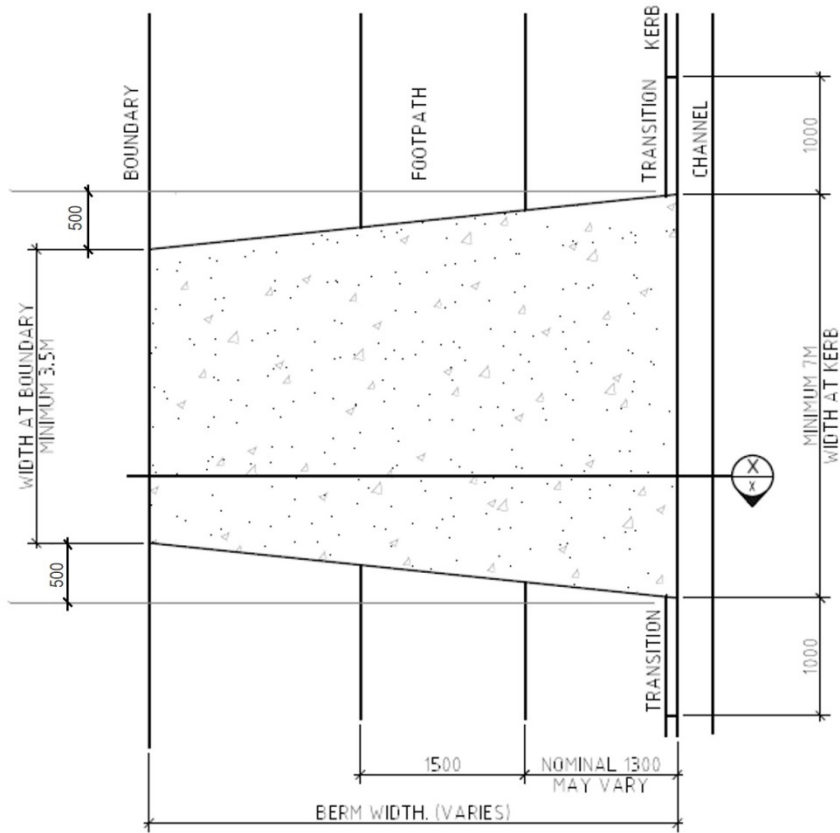
29.14.5 Diagram 5 - Bicycle Parking Layout



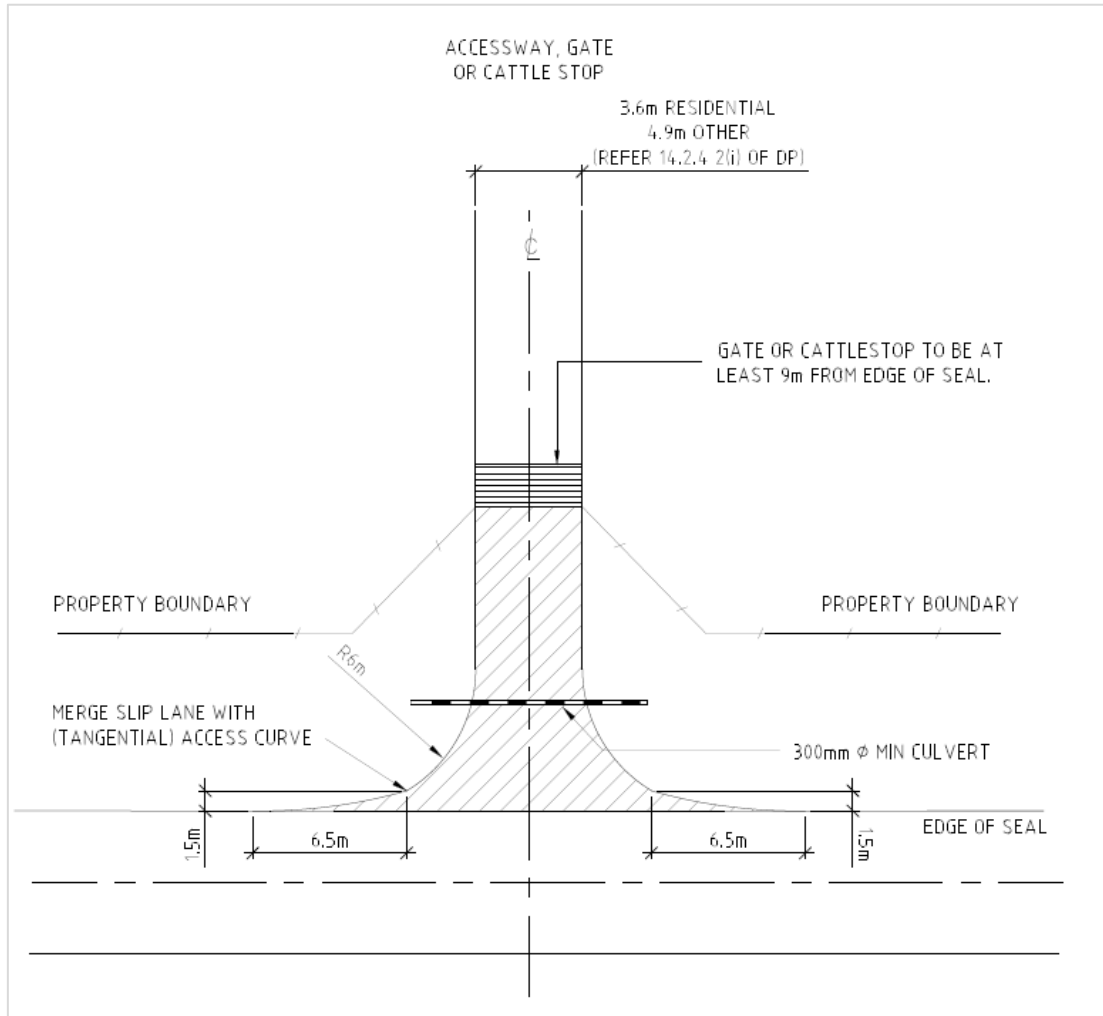
29.14.6 Diagram 6 - Residential Vehicle Crossing



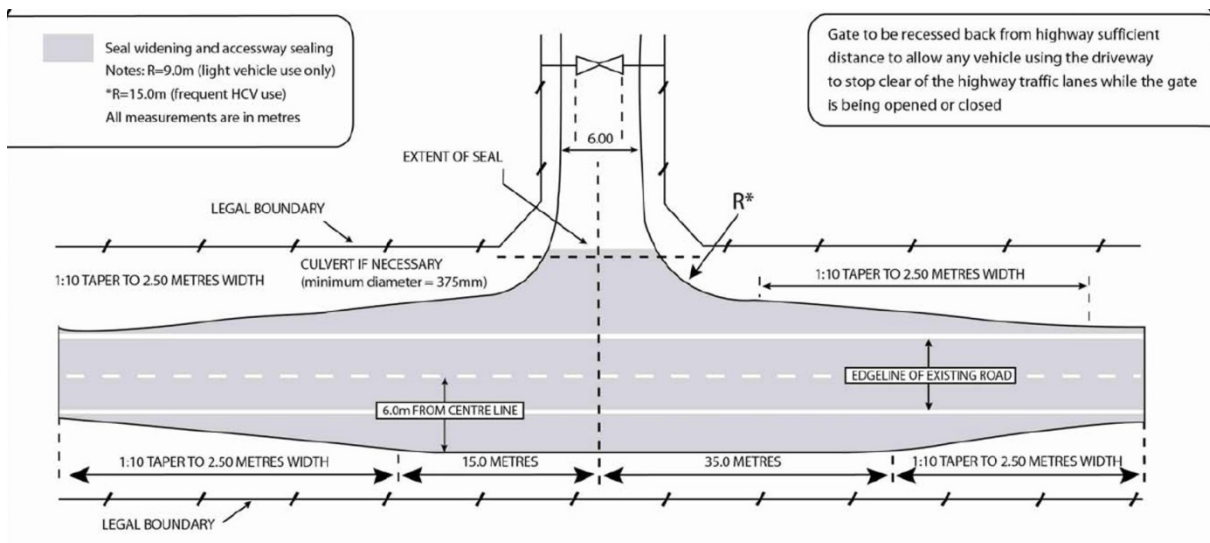
29.14.7 Diagram 7 - Commercial Vehicle Crossing



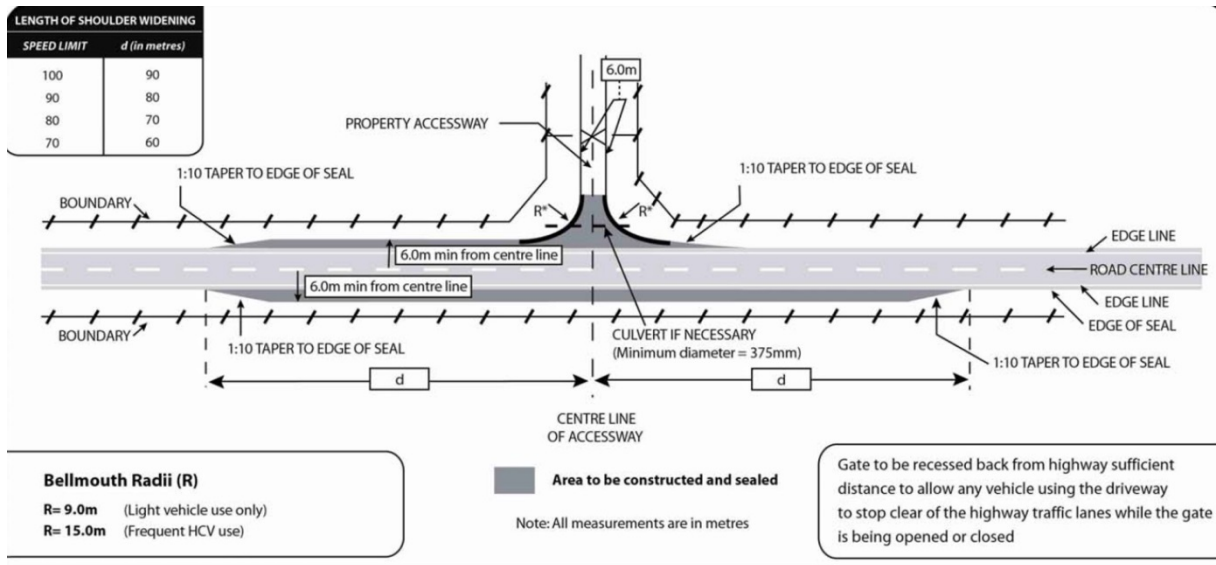
29.14.8 Diagram 8 - Access Design



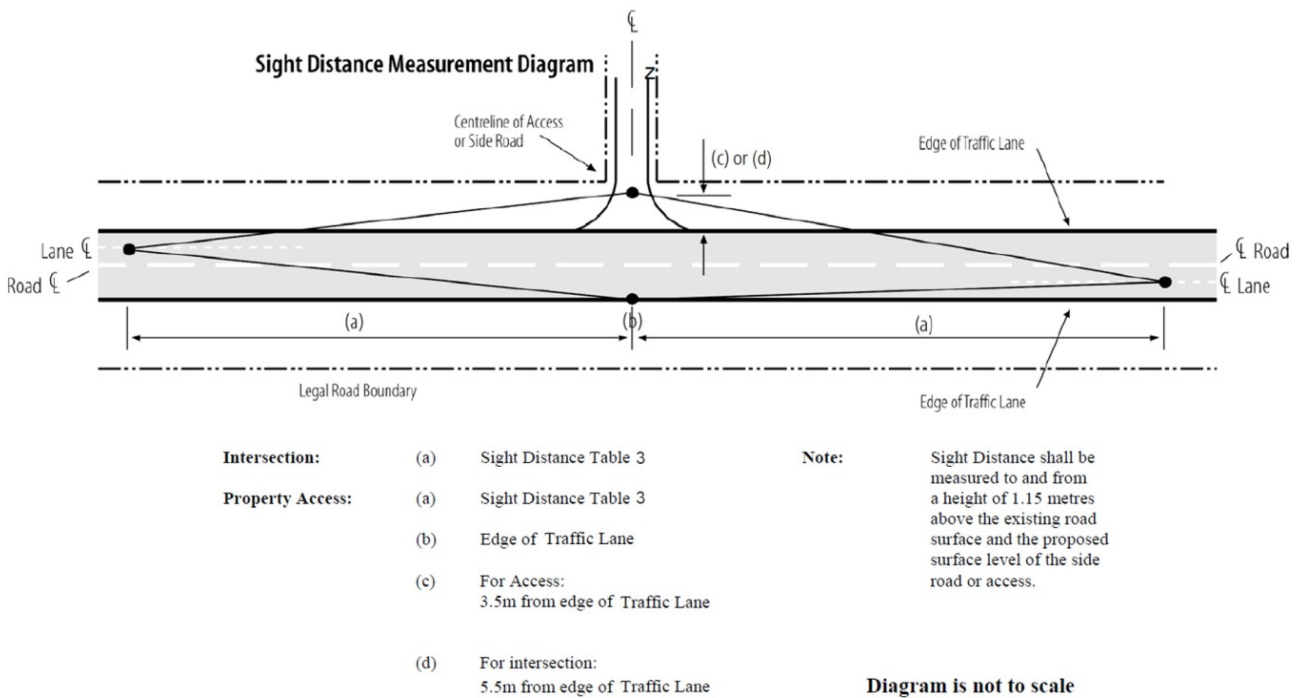
29.14.9 Diagram 9 - Access Design



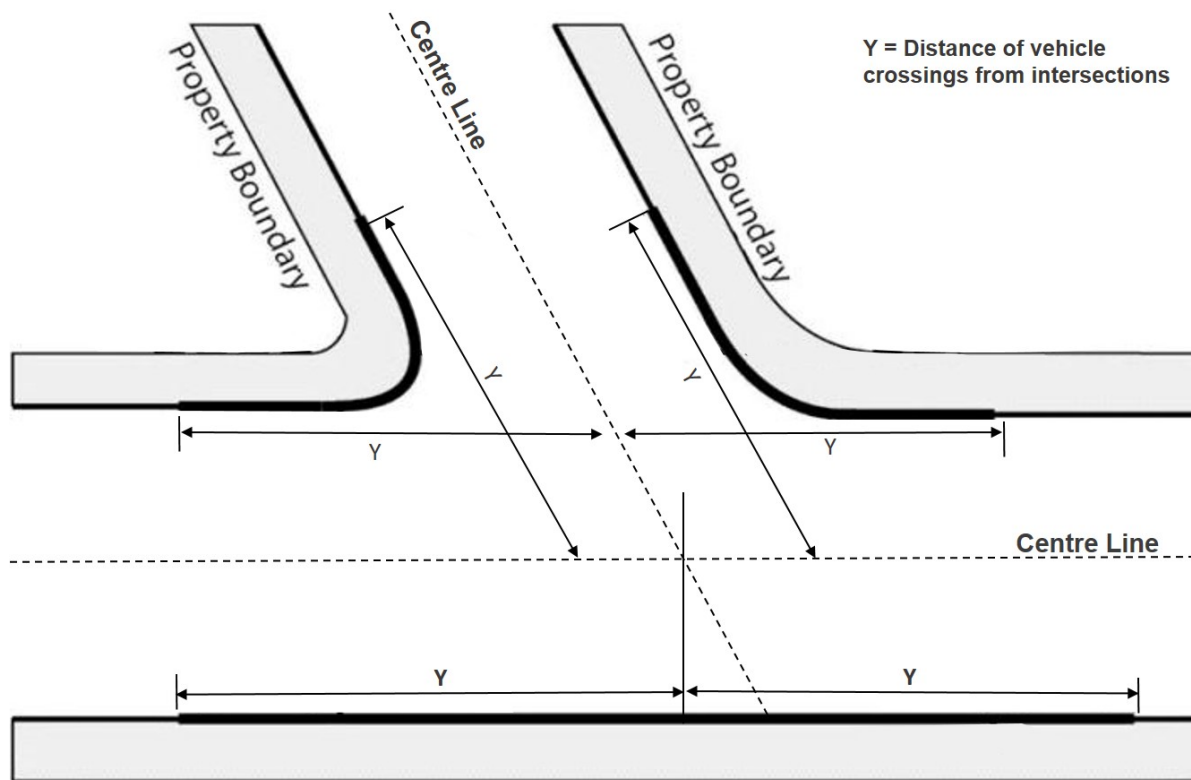
29.14.10 Diagram 10 - Access Design



29.14.11 Diagram 11 – Sight Distance Measurement Diagram



29.14.12 Diagram 12 – Sight Distance Measurement Diagram



Variation to Stage 1 PDP Chapter 2 Definitions:

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

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

New Stage 2 PDP Chapter 2 Definitions

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

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

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

2.2 Acronyms Used in the District Plan

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

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

Variation to Stage 1 PDP Chapter 37 Designations:

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

37.2 Schedule of Designations

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

~~A.1 Stopped Roads~~

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

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

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

Variation to Stage 1 PDP Chapter 21 Rural Zone:

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

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

Variation to Stage 1 PDP Chapter 12 Queenstown Town Centre:

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

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

Variation to Stage 1 PDP Chapter 9 High Density Residential:

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

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

Variation to Stage 1 PDP Planning Maps:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix 2: Recommendations on Submissions and Further Submissions

Appendix 2: Recommendations on Submissions

Part A: Submissions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Part B: Further Submissions

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

29 Transport

29.1 Purpose

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

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

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

29.2 Objectives and Policies

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

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

Policies

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

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

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

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

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

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

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

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

Policies

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

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

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

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

Policies

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

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

Policies

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

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

29.3 Other Provisions and Rules

29.3.1 District Wide

Attention is drawn to the following District Wide chapters.

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

29.3.2 Interpreting and Applying the Rules

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

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

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

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

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

29.3.3 Advice Notes - General

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

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

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

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

29.4 Rules – Activities

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

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

	Table 29.1 – Transport related activities outside a road	Activity Status
29.4.11	<p>High Traffic Generating Activities</p> <p>Any new land-use or subdivision activity, including changes in use that exceeds the traffic generation standards or thresholds set out in Table 29.5.</p> <p>Discretion is restricted to effects on the transport network.</p>	RD
29.4.12	Parking for any activity not listed in Table 29.4 and the activity is not a permitted or controlled activity within the zone in which it is located.	D

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

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

29.5 Rules - Standards for activities outside roads

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	PARKING AND LOADING	
29.5.1	<p>Minimum Parking Requirements</p> <p>The number of parking spaces (other than cycle parking) shall be provided in accordance with the minimum parking requirements specified in Table 29.4, except that where consent is required for a High Traffic Generating Activity pursuant to Rule 29.4.11 no minimum parking is required.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. The number of parking spaces provided. b. The allocation of parks to staff/ guests and residents/ visitors.
29.5.2	<p>Location and Availability of Parking Spaces</p> <ul style="list-style-type: none"> a. Any parking space required by Table 29.4 or loading space shall be available for staff and visitors during the hours of operation and any staff parking required by this rule shall be marked as such. b. No parking space required by Table 29.4 shall be located on any access or outdoor living space required by the District Plan, such that each parking space required by Table 29.5 shall have unobstructed vehicular access to a road or service lane, except where tandem parking is specifically provided for by Rule 29.5.8. c. Parking spaces and loading spaces may be served by a common manoeuvring area (which may include the installation of vehicle turntables), which shall remain unobstructed. d. The following activities may provide some or all of the parking spaces required by Table 29.4 off-site (on a different site to that which the land-use activity is located on), 	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. The long term availability of parking spaces for staff and visitors. b. The location of parking spaces and manoeuvring areas within a site. c. The proportion of spaces proposed off-site in zones other than the High Density Residential Zone, Medium Density Residential Zone,

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	<ul style="list-style-type: none"> (i) Residential units and visitor accommodation units or activities in any High Density Residential Zone, Medium Density Residential Zone, or Business Mixed Use Zone is located within 800m of an established public transport facility or a public transport facility identified on any Council Active Transport Network Plan may provide, all of the car parking required off-site. (ii) some or all coach parking required by Table 29.4 in relation to visitor accommodation activity may be provided off-site. (iii) all other residential activity and visitor accommodation activity not captured by 29.5.2(d)(i) may provide up to one-third of the parking spaces required by Table 29.4 off-site. (iv) all activities other than residential and visitor accommodation activity in the Business Mixed Use Zone may provide all of the car parking required off-site. (v) off-site parking spaces provided in accordance with the above rules 29.5.2(d)(i)-(iv) must be: <ul style="list-style-type: none"> i. dedicated to the units or rooms or floor space within the development; and ii. located so that all the “off-site” car parking spaces allocated to the development are within an 800m walking distance of the boundary of the development. This does not apply to coach parking; iii. not located on a private road or public road; and iv. secured by a legally binding agreement attached to the relevant land titles that guarantees the continued availability of the parking for the units the off-site parking is intended to serve. 	<p>or Business Mixed Use Zone.</p> <p>d. The location, accessibility, and legal agreements proposed.</p>
29.5.3	<p>Size of Parking Spaces and layout</p> <p>a. All required parking spaces and associated manoeuvring areas are to be designed and laid out in accordance with the Car Parking Layout requirements of Table 29.6, Table 29.7, and Diagram 3 (car space layouts) of Schedule 29.2.</p> <p>This standard does not apply to parking, loading and associated access areas for Ski Area Activities in the Ski Area Subzone.</p> <p>b. The installation of a vehicle turntable for residential units and residential flats is an acceptable alternative to achieve the required turning manoeuvres of the swept path Diagram 4.</p> <p>Advice note: Refer to Rule 29.5.8 for additional design requirements of residential parking spaces.</p>	<p>RD</p> <p>Discretion is restricted to the size and layout of parking spaces and associated manoeuvring areas.</p>

	Table 29.3 - Standards for activities outside roads	Non-compliance status								
29.5.4	<p>Gradient of Parking Spaces and Parking Areas</p> <p>Parking spaces and parking areas shall have a gradient of no more than 1 in 20 in any one direction.</p>	<p>RD</p> <p>Discretion is restricted to the gradient of the parking space and parking area.</p>								
29.5.5	<p>Mobility Parking spaces</p> <p>a. Other than in relation to residential units and visitor accommodation with less than 6 guests, wherever an activity requires parking to be provided, mobility parking spaces shall be provided in accordance with the following minimum standards:</p> <table border="1" data-bbox="411 763 1099 1088"> <thead> <tr> <th>Total number of parks to be provided by the activity or activities on the site</th> <th>Minimum number of mobility parking spaces required</th> </tr> </thead> <tbody> <tr> <td>1 to 10 spaces:</td> <td>1 space</td> </tr> <tr> <td>11 to 100 spaces:</td> <td>2 spaces</td> </tr> <tr> <td>More than 100 spaces</td> <td>2 spaces plus 1 space for every additional 50 parking spaces provided</td> </tr> </tbody> </table> <p>b. Mobility parking spaces shall be:</p> <ul style="list-style-type: none"> (i) on a level surface; (ii) clearly signposted; (iii) located on the same site as the activity; (iv) be as close as practicable to the building entrance; and (v) be accessible to the building via routes that give direct access from the car park to the building. 	Total number of parks to be provided by the activity or activities on the site	Minimum number of mobility parking spaces required	1 to 10 spaces:	1 space	11 to 100 spaces:	2 spaces	More than 100 spaces	2 spaces plus 1 space for every additional 50 parking spaces provided	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. The number, location, and design of mobility parking spaces, including the accessibility of the spaces to the building(s); and b. Effectiveness of the associated signage.
Total number of parks to be provided by the activity or activities on the site	Minimum number of mobility parking spaces required									
1 to 10 spaces:	1 space									
11 to 100 spaces:	2 spaces									
More than 100 spaces	2 spaces plus 1 space for every additional 50 parking spaces provided									
29.5.6	<p>Drop off/ pick up (set down) areas in all zones except in the Queenstown Town Centre Zone, the Wanaka Town Centre Zone, and the Arrowtown Town Centre Zone</p> <p>a. All day care facilities, educational activities, and healthcare facilities must provide drop off/ pick up (set down) areas to allow vehicles to drop off and pick up children, students, elderly persons, or patients in accordance with the following standards:</p>	<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>								

	Table 29.3 - Standards for activities outside roads	Non-compliance status								
	<table border="1" data-bbox="360 365 1102 936"> <tr> <td data-bbox="360 365 687 499">(i) A day care facility designed to cater for six or more children/ persons</td> <td data-bbox="687 365 1102 499">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="360 499 687 696">(ii) A primary or intermediate school</td> <td data-bbox="687 499 1102 696">1 drop-off/ pick up space per 50 students that the school is designed to cater for and 1 bus space per 200 students where school bus services are provided.</td> </tr> <tr> <td data-bbox="360 696 687 857">(iii) A secondary school</td> <td data-bbox="687 696 1102 857">1 drop-off/ pick up space per 100 students that the school is designed to cater for and 1 bus space per 200 students where school bus services are provided</td> </tr> <tr> <td data-bbox="360 857 687 936">(iv) A health care facility or hospital</td> <td data-bbox="687 857 1102 936">1 drop-off/ pick up space per 10 professional staff</td> </tr> </table> <p data-bbox="360 976 1126 1189">b. In calculating the total number of drop-off/ pick up car spaces required, where the required amount results in a fraction of a space less than 0.5 it shall be disregarded and where the fraction is 0.5 or higher, then the requirement shall be rounded up to the next highest whole number and where there are two activities on one site (such as healthcare and day care) the total required shall be combined prior to rounding.</p>	(i) A day care facility designed to cater for six or more children/ persons	1 drop-off/ pick up car space per 5 persons that the facility 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	
(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									
29.5.7	<p data-bbox="347 1290 1126 1350">Reverse manoeuvring for any day care facility, educational facility, or healthcare facility</p> <p data-bbox="352 1361 1126 1485">a. Where on-site manoeuvring area or drop off/ pick up (set down) areas are required, these shall be located and designed to ensure that no vehicle is required to reverse onto or off any road.</p> <p data-bbox="347 1514 855 1541">Reverse Manoeuvring of heavy vehicles</p> <p data-bbox="352 1552 1126 1709">b. Where heavy vehicle parking spaces, on-site manoeuvring, and loading areas are required, these shall be designed and located to ensure that no heavy vehicle is required to reverse manoeuvre from (or onto) any site or service lane onto (or from) any road.</p> <p data-bbox="352 1731 1126 1854">c. Where a service lane does not meet the definition of a 'road', a heavy vehicle can reverse onto (or from) a site from (or onto) a service lane but this does not enable a heavy vehicle to then reverse from that service lane onto a road.</p> <p data-bbox="347 1883 1126 1944">Reverse Manoeuvring, other than where regulated by 29.5.7a to 29.5.7c above</p>	<p data-bbox="1262 1290 1302 1317">RD</p> <p data-bbox="1150 1335 1302 1395">Discretion is restricted to:</p> <p data-bbox="1150 1406 1406 1709">a. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p> <p data-bbox="1150 1727 1406 1933">b. The design and location of required parking spaces, loading spaces, and on-site manoeuvring areas.</p>								

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

	Table 29.3 - Standards for activities outside roads	Non-compliance status												
	<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>	transport network, including the pedestrian and cycling environment.												
29.5.9	<p>Queuing</p> <p>a. On-site queuing space shall be provided for all vehicles entering a parking or loading area in accordance with the following:</p> <table border="1" data-bbox="395 837 1099 1124"> <thead> <tr> <th>Number of parking spaces</th> <th>Minimum queuing length</th> </tr> </thead> <tbody> <tr> <td>3 – 20</td> <td>6m</td> </tr> <tr> <td>21 – 50</td> <td>12m</td> </tr> <tr> <td>51 – 100</td> <td>18m</td> </tr> <tr> <td>101 – 150</td> <td>24m</td> </tr> <tr> <td>151 or over</td> <td>30m</td> </tr> </tbody> </table> <p>b. Where the parking area has more than one access the required queuing space may be divided between the accesses based on the expected traffic volume served at each access point.</p> <p>c. Queuing space length shall be measured from the road boundary at the vehicle crossing to the nearest vehicle control point</p>	Number of parking spaces	Minimum queuing length	3 – 20	6m	21 – 50	12m	51 – 100	18m	101 – 150	24m	151 or over	30m	<p>RD</p> <p>Discretion is restricted to effects on safety, efficiency, congestion, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>
Number of parking spaces	Minimum queuing length													
3 – 20	6m													
21 – 50	12m													
51 – 100	18m													
101 – 150	24m													
151 or over	30m													
29.5.10	<p>Loading Spaces</p> <p>a. Off-street loading shall be provided in accordance with this standard on every site in the Business Mixed Use Zone, the Town Centre zones, and the Local Shopping Centre Zone, except in relation to unstaffed utility sites and on sites where access is only available from the following roads:</p> <ul style="list-style-type: none"> • Queenstown Mall • Beach Street • Shotover Street • Camp Street • Rees Street • Marine Parade 	<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</p>												

	Table 29.3 - Standards for activities outside roads	Non-compliance status									
	<ul style="list-style-type: none"> • 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" data-bbox="347 622 1082 1025"> <thead> <tr> <th data-bbox="347 622 448 667"></th> <th data-bbox="448 622 836 667">Activity</th> <th data-bbox="836 622 1082 667">Minimum size</th> </tr> </thead> <tbody> <tr> <td data-bbox="347 667 448 862">(i).</td> <td data-bbox="448 667 836 862">Offices and activities of less than 1500m² floor area not handling goods and where on-street parking for occasional delivery is available.</td> <td data-bbox="836 667 1082 862">6m length 3m wide 2.6m high</td> </tr> <tr> <td data-bbox="347 862 448 1025">(ii)</td> <td data-bbox="448 862 836 1025">All other activities except residential, visitor accommodation, and those listed in Rule 29.5.13(ii)(a) above.</td> <td data-bbox="836 862 1082 1025">9m length 3.5m wide 4.5m high</td> </tr> </tbody> </table> <p>c. Notwithstanding the above:</p> <ul style="list-style-type: none"> (i) Where articulated trucks are used in connection with any site sufficient space not less than 20m in depth shall be provided. (ii) Each loading space required shall have unobstructed vehicular access to a road or service lane. (iii) Parking areas and loading areas may be served in whole or in part by a common manoeuvre area, which shall remain unobstructed. 		Activity	Minimum size	(i).	Offices and activities of less than 1500m ² floor area not handling goods and where on-street parking for occasional delivery is available.	6m length 3m wide 2.6m high	(ii)	All other activities except residential, visitor accommodation, and those listed in Rule 29.5.13(ii)(a) above.	9m length 3.5m wide 4.5m high	network, including the pedestrian and cycling environment.
	Activity	Minimum size									
(i).	Offices and activities of less than 1500m ² floor area not handling goods and where on-street parking for occasional delivery is available.	6m length 3m wide 2.6m high									
(ii)	All other activities except residential, visitor accommodation, and those listed in Rule 29.5.13(ii)(a) above.	9m length 3.5m wide 4.5m high									
29.5.11	<p>Surface of Parking Spaces, Parking Areas, and Loading Spaces</p> <p>a. The surface of all parking, loading and associated access areas and spaces shall be formed, sealed, or otherwise maintained so as to avoid creating a dust or noise nuisance, to avoid water ponding on the surface, and to avoid run-off onto adjoining roads.</p> <p>b. The first 10m of such areas, as measured from the edge of the traffic lane, shall be formed and surfaced to ensure that material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane.</p> <p>These standards do not apply to parking, loading and associated access areas for Ski Area Activities in the Ski Area Subzone.</p>	<p>RD</p> <p>Discretion is restricted to effects on the efficient use and maintenance, safety, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p>									

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

	Table 29.3 - Standards for activities outside roads	Non-compliance status									
	ACCESS										
29.5.14	<p>Access and Road Design</p> <p>a. All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with Table 3.2 (Road Design Standards) of the QLDC Land Development and Subdivision Code of Practice 2018, including the notes within Table 3.2 and Appendices E and F; except as provided for in 29.5.14b below.</p> <p>b. All shared private vehicular accesses serving residential units and/ or visitor accommodation units in the High Density Residential Zone, Medium Density Residential Zone, and Low Density Residential Zone shall comply with the following standards:</p> <p>(i)</p> <table border="1" data-bbox="397 869 1088 1153"> <thead> <tr> <th data-bbox="397 869 746 1064">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="746 869 938 1064">Formed width (m)</th> <th data-bbox="938 869 1088 1064">Minimum legal width (m)</th> </tr> </thead> <tbody> <tr> <td data-bbox="397 1064 746 1108">1 to 6</td> <td data-bbox="746 1064 938 1108">2.75 - 3.0</td> <td data-bbox="938 1064 1088 1108">4.0</td> </tr> <tr> <td data-bbox="397 1108 746 1153">7 to 12</td> <td data-bbox="746 1108 938 1153">5.5 - 5.7</td> <td data-bbox="938 1108 1088 1153">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> <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>	The greater of the actual number of units proposed to be serviced or the potential number of units able to be serviced by the permitted density.	Formed width (m)	Minimum legal width (m)	1 to 6	2.75 - 3.0	4.0	7 to 12	5.5 - 5.7	6.7	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</p> <p>b. The design of the access, including the width of the formed and legal width.</p> <p>c. The on-going management and maintenance of the access.</p> <p>d. Urban design outcomes</p> <p>e. The vesting of the access in Council</p>
The greater of the actual number of units proposed to be serviced or the potential number of units able to be serviced by the permitted density.	Formed width (m)	Minimum legal width (m)									
1 to 6	2.75 - 3.0	4.0									
7 to 12	5.5 - 5.7	6.7									

	Table 29.3 - Standards for activities outside roads	Non-compliance status												
	<p>f. The above access width rules do not apply to existing private shared vehicle accessways for the purpose of controlling the number of units that may be built using the accessways, unless the total land served by the accessway could provide for more than 12 units.</p> <p>Advice notes:</p> <p>The calculation of maximum developable capacity shall require, where necessary, the creation of sections to serve as future accessway extensions to link to other sites beyond the immediate development. As there is no maximum density provision in the High Density Residential Zone, it is not possible to calculate the maximum developable capacity and, as such, the number of units shall be taken as the total number proposed to be serviced by the access, including any existing units.</p>													
29.5.15	<p>Width and design of vehicle crossings - urban zones</p> <p>a. The following vehicle crossing widths shall apply as measured at the property boundary:</p> <table border="1" data-bbox="379 987 1102 1189"> <thead> <tr> <th data-bbox="379 987 608 1059">Land use</th> <th colspan="2" data-bbox="608 987 1102 1059">Width of crossing(m) at the property boundary</th> </tr> <tr> <td data-bbox="379 1059 608 1099"></td> <th data-bbox="608 1059 836 1099">Minimum</th> <th data-bbox="836 1059 1102 1099">Maximum</th> </tr> </thead> <tbody> <tr> <td data-bbox="379 1099 608 1142">a. Residential</td> <td data-bbox="608 1099 836 1142">3.0</td> <td data-bbox="836 1099 1102 1142">6.0</td> </tr> <tr> <td data-bbox="379 1142 608 1189">b. Other</td> <td data-bbox="608 1142 836 1189">4.0</td> <td data-bbox="836 1142 1102 1189">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. <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>	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																									
29.5.16	<p>Design of vehicle crossings – Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct</p> <p>Vehicle crossings providing access to a road in the Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, and Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct shall comply with Diagram 2 and with either Diagram 8, 9, or 10 of Schedule 29.2, as determined by the following standards, except that in relation to vehicular crossings providing access to a State Highway reference to Diagram 9 shall be replaced with Diagram 10.</p> <table border="1"> <thead> <tr> <th>Type of traffic using access (>1 heavy vehicle movement per week)</th> <th>Volume of traffic using accessway (ecm/ day)</th> <th>Volume of traffic using road (vpd)</th> <th>Accessway type required</th> </tr> </thead> <tbody> <tr> <td 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>
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																								
29.5.17	<p>Maximum Gradient for Vehicle Access</p> <p>a. The maximum gradient for any private way used for vehicle access shall be 1 in 6.</p> <p>b. In residential zones where a private way serves no more than 2 residential units the maximum gradient may be increased to 1 in 5 provided:</p> <p>(i) The average gradient over the full length of the private way does not exceed 1 in 6; and</p> <p>(ii) The maximum gradient is no more than 1 in 6 within 6m of the road boundary; and</p>	<p>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</p>																									

	Table 29.3 - Standards for activities outside roads	Non-compliance status																							
	<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>transport network.</p> <p>b. Effects on congestion resulting from any inability of cars or certain types of cars to readily use the access.</p> <p>c. Effects on the ability to provide adequate emergency vehicle access to the property/ properties.</p>																							
<p>29.5.18</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 1081 1082 1473"> <thead> <tr> <th rowspan="2">Posted speed limit (km/hr)</th> <th colspan="2">Sight distance (m)</th> </tr> <tr> <th>Residential Activity</th> <th>Other Activities</th> </tr> </thead> <tbody> <tr> <td>50</td> <td>45</td> <td>80</td> </tr> <tr> <td>60</td> <td>65</td> <td>105</td> </tr> <tr> <td>70</td> <td>85</td> <td>140</td> </tr> <tr> <td>80</td> <td>115</td> <td>175</td> </tr> <tr> <td>90</td> <td>140</td> <td>210</td> </tr> <tr> <td>100</td> <td>170</td> <td>250</td> </tr> </tbody> </table> <p>b. Proposed and existing landscaping (at maturity) and/ or structures shall be considered when assessing compliance with site distances.</p> <p>Advice note: This Rule does not apply to State highways which are, instead, subject to Rule 29.5.19.</p>	Posted speed limit (km/hr)	Sight distance (m)		Residential Activity	Other Activities	50	45	80	60	65	105	70	85	140	80	115	175	90	140	210	100	170	250	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.
Posted speed limit (km/hr)	Sight distance (m)																								
	Residential Activity	Other Activities																							
50	45	80																							
60	65	105																							
70	85	140																							
80	115	175																							
90	140	210																							
100	170	250																							
<p>29.5.19</p>	<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>	<p>RD</p> <p>Discretion is restricted to the effects on the safety of the transport network.</p>																							

Table 29.3 - Standards for activities outside roads		Non-compliance status																							
	<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										
Posted speed limit (km/hr)	Sight distance (m)																								
50	113																								
60	140																								
70	170																								
80	203																								
90	240																								
100	282																								
29.5.20	<p>Maximum Number of Vehicle Crossings</p> <p>The following maximum number of crossings shall be complied with:</p> <table border="1"> <thead> <tr> <th rowspan="2">Frontage length (m)</th> <th colspan="3">Type of road frontage</th> </tr> <tr> <th>Local</th> <th>Collector</th> <th>Arterial</th> </tr> </thead> <tbody> <tr> <td>0 - 18</td> <td>1</td> <td>1</td> <td>1</td> </tr> <tr> <td>19 - 60</td> <td>2</td> <td>1</td> <td>1</td> </tr> <tr> <td>61 - 100</td> <td>3</td> <td>2</td> <td>1</td> </tr> <tr> <td>Greater than 100</td> <td>3</td> <td>3</td> <td>2</td> </tr> </tbody> </table> <p>Advice note: This Rule does not apply to State highways which are, instead, subject to Rule 29.5.21.</p>	Frontage length (m)	Type of road frontage			Local	Collector	Arterial	0 - 18	1	1	1	19 - 60	2	1	1	61 - 100	3	2	1	Greater than 100	3	3	2	<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																						
29.5.21	<p>Minimum distance between vehicle crossings onto State Highways</p> <p>a. The minimum distance between any two vehicle crossings onto any State Highway, regardless of the side of the road on which they are located and whether they are single or combined, shall be:</p> <p>(i) 40 metres where the posted speed is equal to or lower than 70 km/h</p> <p>(ii) 100 metres where the posted speed is 80 km/h</p> <p>(iii) 200 metres where the posted speed is 100 km/h.</p>	<p>RD</p> <p>Discretion is restricted to effects on the efficiency of land-use and the safety and efficiency of the transport network, including the pedestrian and cycling environment.</p>																							
29.5.22	<p>Minimum distances of Vehicle Crossings from Intersections</p> <p>a. No part of any vehicle crossing shall be located closer to the intersection of any roads than the following minimum distances permitted below and as shown in Diagram 12 of Schedule 29.2:</p> <p>b. Roads with a speed limit of less than 70 km/hr:</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects on the efficiency of land-use and the safety and efficiency of the</p>																							

	Table 29.3 - Standards for activities outside roads	Non-compliance status																
	<table border="1" data-bbox="403 309 1023 510"> <thead> <tr> <th>Frontage Road</th> <th>Minimum Distance (m) from intersecting road</th> </tr> </thead> <tbody> <tr> <td>Arterial</td> <td>40</td> </tr> <tr> <td>Collector</td> <td>30</td> </tr> <tr> <td>Local</td> <td>25</td> </tr> </tbody> </table> <p data-bbox="352 555 1106 584">c. Roads with a speed limit equal to or greater than 70 km/ hr:</p> <table border="1" data-bbox="403 611 1023 813"> <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 data-bbox="352 857 1126 1003">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 data-bbox="347 1037 523 1066">Advice notes:</p> <ol data-bbox="352 1077 1126 1294" 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	40	Collector	30	Local	25	Frontage Road	Minimum Distance (m) from intersecting road	Arterial	100	Collector	60	Local	50	<p data-bbox="1198 315 1382 495">transport network, including the pedestrian and cycling environment.</p> <ol data-bbox="1150 506 1401 696" style="list-style-type: none"> Urban design outcomes The efficiency of the land-use or subdivision layout
Frontage Road	Minimum Distance (m) from intersecting road																	
Arterial	40																	
Collector	30																	
Local	25																	
Frontage Road	Minimum Distance (m) from intersecting road																	
Arterial	100																	
Collector	60																	
Local	50																	
29.5.23	<p data-bbox="347 1346 1126 1402">Minimum distances of Vehicle Crossings from Intersections onto State Highways</p> <ol data-bbox="352 1413 1126 1738" style="list-style-type: none"> 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: <ol data-bbox="395 1559 1126 1738" 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 data-bbox="1262 1346 1302 1375">RD</p> <p data-bbox="1150 1391 1414 1659">Discretion is restricted to effects on the efficiency of land-use and the safety and efficiency of the transport network, including the pedestrian and cycling environment.</p>																
29.5.24	<p data-bbox="347 1816 555 1845">Service Stations</p> <ol data-bbox="352 1861 1078 1951" style="list-style-type: none"> All service stations shall comply with the following rules: The canopy shall be setback 2m from the road boundary. 	<p data-bbox="1262 1816 1302 1845">RD</p> <p data-bbox="1150 1861 1382 1984">Discretion is restricted to effects on the efficiency of land-use and the</p>																

	Table 29.3 - Standards for activities outside roads	Non-compliance status
	<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 able to be manoeuvred so they can drive out in a forward direction.</p> <p>j. Tankers discharging shall not obstruct the footpath</p>	<p>safety and efficiency of the transport network, including the pedestrian and cycling environment.</p>

29.6 Non-Notification of Applications

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

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

- a. Park and Ride.

- b. Access to the State Highway.

29.7 Assessment Matters

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

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

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

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

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

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

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

29.7.4 Restricted Discretionary Activity - Size of parking spaces and layout

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

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

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

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

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

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

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

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

- 29.7.5.4 Whether and to what extent a shorter queuing space is acceptable in terms of achieving Objective 29.2.2, taking into account:
- a. the traffic volume in surrounding streets;
 - b. the number of parking spaces on the site;
 - c. the anticipated peak traffic flows from/ to the site;
 - d. tidal flows relation to residential developments and the potential for a reduced chance of vehicles meeting one another; and
 - e. in relation to large scale non-accessory parking areas:
 - (i) the rate of entry/ exit at control points and the freedom of movement beyond the control point in relation to carparks that have barrier arms, boom gates, or similar; and
 - (ii) the hourly parking accumulation and turnover of the carpark.
- 29.7.5.5 Whether and to what extent a steeper vehicle access gradient is acceptable in terms of achieving Objective 29.2.2, taking into account:
- a. the length, curvature, and width of the access;
 - b. the gradient of the access and break over angles adjacent to the road;
 - c. the surface of the access;
 - d. sight lines; and
 - e. the extent to which the proposed gradient applies with the AS/ NZS2890.1:2004; and
 - f. the provision of appropriate access for emergency vehicles.
- 29.7.5.6 Whether and to what extent on-site loading space is necessary or whether the reduced space proposed is acceptable in terms of achieving Objective 29.2.2, taking into account:
- a. the disruption to the adjacent transport network resulting from on street loading due to the reduced provision or lack of on-site loading space;
 - b. whether a smaller loading space is sufficient due to the nature of the proposed activities on the site; and
 - c. whether loading on-street or allowing manoeuvring areas and/ or loading spaces to be shared will result in a higher quality pedestrian environment, which may be more appropriate in areas where it is desirable to limit access points in order to maintain or enhance safety, amenity, efficient traffic flows, intensification, or high levels of streetscape amenity.
- 29.7.6 Restricted Discretionary Activity - Bicycle parking and the provision of showers, lockers, e bicycle charging, and changing facilities**
- 29.7.6.1 Whether and to what extent the design, location, and amount of bicycle parking and end-of-trip facilities proposed may be appropriate taking into account:
- a. whether there is adequate alternative, safe and secure bicycle parking, showers, and lockers that meet the needs of the intended users in a nearby location that is readily accessible and secured by a legal mechanism;

- b. whether the required bicycle parking and end of trip facilities can be provided and maintained via a jointly-used facility; and
- c. whether the location of the activity is such that it is unrealistic to expect staff or visitors to travel by bicycles (including electric bicycle) now or in the future.

29.7.7 Restricted Discretionary Activity – High Traffic Generating Activities

29.7.7.1 Whether and to what extent:

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

29.8 Minimum Parking Requirements

Table 29.4			
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
29.8.1	All activities in the: <ul style="list-style-type: none"> • Queenstown Town Centre Zone; • Wanaka Town Centre Zone; • Arrowtown Town Centre Zone; • Local Shopping Centre Zone; • Within the immediate environs of the Queenstown airport terminal facility located within the Airport Zone (Queenstown). 	0	0
Residential Activities			
29.8.2	Residential units and residential flats in the: <ul style="list-style-type: none"> • High Density Residential Zone • Medium Density Residential Zone between Park and Suburb Streets, Queenstown 	0.25 per studio unit/ flat and 1 bedroom unit/ flat 0.5 per unit/ flat for all other units. Footnote (3)	0
29.8.3	Residential units and residential flats in the: <ul style="list-style-type: none"> • Medium Density Residential Zone in Arrowtown and Wanaka • The Jacks Point Village Activity Area of the Jacks Point Zone. 	0.7 per studio unit/ flat and 1 bedroom unit/ flat 1.0 per 2 bedroom unit/ flat 1.5 per unit/ flat comprising 3 or more bedrooms. Footnote (3)	0
29.8.4	Residential units and residential flats in the Medium Density Residential Zone other than the areas of Medium Density Residential Zone listed above in 29.8.2 and 29.8.3	0.5 per studio unit/ flat, 1 bedroom unit/ flat, and 2 bedroom unit/ flat 1.0 per unit/ flat comprising 3 or more bedrooms. Footnote (3)	0
29.8.5	Residential units and residential flats in the Business Mixed Use Zone	0.7 per residential unit/ flat containing 3 bedrooms or less; and For units/ flats containing more than 3 bedrooms, 0.7 for every 3 bedrooms Footnote (3)	0
29.8.6	Minimum number of carparks required for a residential flat in all zones, except otherwise listed in standards 29.8.1 - 29.8.5	1 per flat. Footnote (3)	0
29.8.7	Minimum number of carparks required for a residential unit in all zones, except otherwise listed in standards 29.8.1 - 29.8.5	2 per unit. Footnote (3)	0

	Table 29.4		
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
29.8.8	Elderly persons housing unit and elderly care homes, either within a retirement village or not	1 per residential unit 1 per 5 beds for elderly care homes	1 per 5 beds for elderly care homes. Footnote (1)
	Visitor Accommodation Activities		
29.8.9	Homestay or a registered homestay	1 per bedroom used for homestay	0
29.8.10	Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) in the: <ul style="list-style-type: none"> • High Density Residential Zone • Medium Density Residential Zone between Park and Suburb Streets, Queenstown • Business Mixed Use Zone 	0.25 per studio unit and 1 bedroom unit 0.5 per unit for all other units; In addition, where over 30 units are proposed over one or more sites, 1 coach park per 30 units, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation. Footnotes (3)(4)	0
29.8.11	Unit type visitor accommodation (includes all units containing a kitchen facility. E.g. motels and cabins) in the: <ul style="list-style-type: none"> • Medium Density Residential Zone in Wanaka • Medium Density Residential Zone in Arrowtown • The Jacks Point Village Activity Area of the Jacks Point Zone. 	0.7 per studio unit and 1 bedroom unit 1.0 per 2 bedroom unit 1.5 per unit comprising 3 or more bedrooms. Footnote (3)(4)	0
29.8.12	Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) in the Medium Density Residential Zone other than the areas of Medium Density Residential listed above in 29.8.10 and 29.8.11	0.5 per studio unit, 1 bedroom unit, and 2 bedroom unit 1.0 per unit comprising 3 or more bedrooms Footnotes (3)(4)	0.2 per 5 units. Footnotes (1)(2)(3)
29.8.13	Unit type visitor accommodation (includes all units containing a kitchen facility. E.g. motels and cabins) in the: <ul style="list-style-type: none"> • Low Density Residential Zone 	2 per unit. Footnote (3)	0

Table 29.4			
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
	<ul style="list-style-type: none"> Arrowtown Residential Historic Management Zone 		
29.8.14	Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) except in those zones listed in standards 29.8.10 - 29.8.13 above	<p>1 per unit up to 15 units; thereafter 1 per 2 units.</p> <p>In addition, where over 30 units are proposed over one or more sites: 1 coach park per 30 units, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation.</p> <p>Footnotes (3) (4)</p>	For developments comprising 10 or more units, 1 per 10 units. Footnotes (1)(2)(3)
29.8.15	<p>Guest room type visitor accommodation (e.g. hotels) in the:</p> <ul style="list-style-type: none"> High Density Residential Zone Medium Density Residential Zone between Park and Suburb Streets, Queenstown Business Mixed Use Zone 	<p>1 per 4 guest rooms up to 60 guest rooms; thereafter 1 per 5 guest rooms. Footnotes (1)(2)(3)</p> <p>In addition, where over 50 guest rooms are proposed over one or more sites; 1 coach park per 50 guest rooms, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation.</p>	1 per 20 beds. Footnotes (1)(2)(3)(4)
29.8.16	Guest room type visitor accommodation (e.g. hotels) in all zones other than zones listed in Rule 29.8.15	<p>1 per 3 guest rooms up to 60 guest rooms; thereafter 1 per 5 guest rooms. Footnotes (1)(2)(3)</p> <p>In addition, where over 50 guest rooms are proposed over one or more sites; 1 coach park per 50 guest rooms, provided that coach parks may overlay the required car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided</p>	1 per 20 beds. Footnotes (1)(2)(3)(4)

Table 29.4			
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
		on the site containing the visitor accommodation.	
29.8.17	Backpacker hostel type visitor accommodation	1 per 5 guest beds. In addition, where over 50 beds are proposed over one or more sites; 1 coach park per 50 beds, provided that coach parks may overlay the required car parking spaces or may be located off-site in accordance with Rule 29.5.2 provided that where located off-site, a loading area shall be provided on the site containing the visitor accommodation. Footnotes (3) (4).	1 per 20 beds Footnotes (1)(2)(3)
	Commercial Activities		
29.8.18	Commercial activity, other than where the commercial activity is more specifically defined elsewhere in this table (Table 29.5)	1 per 25m ² GFA; and For large format retail, of the total parking provided, 1 park per 500m ² GFA shall accommodate a medium rigid truck (in order to accommodate campervans and other vehicles larger than a B85 vehicle).	0
29.8.19	Industrial activity or service activity, other than where the activity is more specifically defined elsewhere in this table (Table 29.5)	0	1 per 50m ² of indoor and outdoor area/ GFA; except 1 per 100m ² of GFA used for warehousing and indoor or outdoor storage (including self-storage units); and 1 per 100m ² of GFA for distribution centres
29.8.20	Motor vehicle repair and servicing	1 per 25m ² of servicing/ workshop area or 2.5 per work bay (up to a maximum of 50m ² for each work bay), whichever is greater. In addition, 2 heavy vehicle parking spaces per establishment	1 per 25m ² servicing/ workshop area or 1 per work bay, whichever is greater Note: parking spaces will also be required for any on-

Table 29.4			
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
			site office and retail space pursuant to those rules.
29.8.21	Drive-through facility except in the Town Centre	5 queuing spaces per booth or facility, based on a B85 vehicle.	0
29.8.22	Office	0	1 per 50m ² GFA
29.8.23	Restaurant	1 per 25m ² PFA	1 per 100m ² PFA (2 minimum)
29.8.24	Tavern or bar	2 per 25m ² PFA	1 per 100m ² PFA (2 minimum)
29.8.25	Rural selling place	3 for the initial 25m ² GFA and outdoor display area; and thereafter 1 per 25m ² GFA and outdoor display area.	0
29.8.26	Home occupation (in addition to residential requirements)	1 per home occupation activity	0
29.8.27	Service station	1 per 25m ² of GFA used for retail sales	2 per service station
Community Activities			
29.8.28	Place of assembly or place of entertainment, except where specifically listed below	1 per 10m ² PFA or per 10 seats, whichever is greater; except for: Libraries, museums, and non-commercial art galleries, which shall provide 1 per 50m ² GFA	0
29.8.29	Swimming pools for public use or private club use	1 per 15m ² swimming pool area	1 per 200m ² swimming pool area
29.8.30	Gymnasiums for public use or private club use	1 per 100m ² GFA	1 per 200m ² PFA
29.8.31	Sports courts for public or private club use	1 per 75m ² court area	1 per 200m ² court area
29.8.32	Sports fields	12.5 per hectare of playing area	0
29.8.33	Hospital Note: Also see drop off/ pick up (set down) Rule 29.5.7	1 per 5 beds	2 per bed
29.8.34	Health care facility Note: Also see drop off/ pick up (set down) Rule 29.5.6	2 per professional staff	1 per professional staff In addition; 1 per 2 other full time staff,

Table 29.4			
	Minimum Parking Requirements,	Resident/ Visitor	Staff/ Guest
			or 1 per consulting room, whichever is greater.
29.8.35	Education activity Note: Also drop off/ pick up (set down) Rule 29.5.6	1 per classroom for Year 11 and above. Tertiary education: 0.5 per FTE employee plus 0.25 per FTE student the facility is designed to accommodate	1 per 2 staff.
29.8.36	Day care facility Note: Also see drop off/ pick up (set down) Rule 29.5.6	1 per 10 children/elderly person	0.5 per staff.
29.8.37	Convention centre	1 car park per 10 persons or 1 car park per 10 m ² of public floor area, whichever is greater. In addition, one coach park per 50 people the site is designed to accommodate.	0
29.8.38	Commercial recreational activity	1 carpark per 5 people the facility is designed to accommodate.	0
29.8.39	Unstaffed utility	0	1 for any unstaffed utility which includes a building or structure with a GFA of over 25m ²
29.8.40	Emergency Service Facilities:	1 space / emergency service vehicle bay	1 space/ emergency service vehicle bay

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

29.8.41.1 In calculating the total parking requirement:

- a. the requirement for residents/ visitors and the requirement for guests/ staff shall be added together (including fractional spaces), then rounded up or down in accordance with 29.9.38.1(c) below.
- b. where a development comprises more than one activity, the parking requirements for all activities shall be added together (including fractional spaces), and then then rounded up or down in accordance with 29.9.38.1(c) below.
- c. where the total parking requirement (as outlined in (a) and (b) above) for the development includes a fraction less than 0.5 it shall be disregarded and where

it includes a fraction equal to or greater than 0.5, the parking requirement shall be rounded up to the next highest whole number, except that where the total carpark requirement is a fraction less than 1.0 (e.g. in the case of a single residential unit in the High Density Residential zone) then this shall be rounded up to 1.0.

- d. The area of any parking space(s) and vehicular access, drives, and aisles provided within a building shall be excluded from the assessment of gross floor area of that building for the purpose of ascertaining the total number of parking spaces required or permitted.
- e. Where the parking requirement is based on the number of bedrooms within a residential or visitor accommodation unit, any room with a window and which is able to be shut off from any living room or communal part of the unit shall be deemed to be a bedroom, regardless of whether it is identified as such on the building plans.

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

- Footnote (1): Where the site is used for visitor accommodation these spaces shall be made available for staff. Where the site is used for residential purposes these spaces are to be accessible to guests, or for use for parking trailers and other vehicles.
- Footnote (2): These spaces shall all be located on land that is held in common ownership. Once the total onsite requirement is established in accordance with 29.9.38.1(c) above, if the number of 'staff/ guest' spaces required results in a fractional space, then in regard to the locating these spaces, the staff/ guest component of the overall parking requirement be may be rounded down to the next highest whole number.
- Footnote (3): Some or all of these carparks can be provided off-site in accordance with Rule 29.5.2.
- Footnote (4): The site's access and three of the spaces must be arranged so that a tour coach can enter and park on or near these spaces. This includes applications to develop over 30 units over one or more sites in the Medium Density Residential Zone where no coach parking is specifically required.

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

Table 29.5			
	Activity	Development type	Threshold
29.9.1	Residential	Residential units	50 Residential units
29.9.2	Visitor accommodation	Visitor accommodation (unit type construction)	100 units
29.9.3	Visitor accommodation	Visitor accommodation (guest room type construction).	150 rooms

29.9.4	Commercial Activities, other than those specifically listed below		2000m ²
29.9.5	Office		2000m ²
29.9.6	Retail		1000m ²
29.9.7	Industrial		5000m ²
29.9.8	All other activities		50 or more car parking spaces proposed and/or required under Table 29.5.
29.9.9	All other activities including subdivision		Traffic generation of greater than 400 additional vehicle trips per day or 50 additional trips during the commuter peak hour.

29.10 Minimum requirements for cycle parking, lockers and showers

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

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

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

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

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

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

29.11 Car Parking Sizes and Layout

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

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

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

29.12 Heavy Vehicle Parking Layout

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

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

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

29.13 Schedule 29.1- Road Classification

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

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

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

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

Collector Roads		
Road Name	Start Name	End Name
Riverside Road East	Roundabout	Kawarau Place
Riverside Road West	Kawarau Place	Roundabout
Robertson Street (East)	Douglas Street	Riverside Road
Yewlett Crescent	State Highway 6A	Lake Avenue
Hawea		
Camp Hill Road	State Highway 6	Gladstone/Kane Road
Capell Avenue	State Highway 6	Lake View Terrace
Cemetery Road (Hawea)	Domain Road	Gladstone Road, Gray Road
Domain Road (Lake Hawea)	Capell Avenue	Gladstone Road
Gladstone Road	Camphill Road	Cemetery Road
Kane Road	State Highway 8A	Camphill Road
Lake View Terrace	Capell Avenue	Muir Road
Muir Road	Corner at 1412	Cemetery Road
Kelvin Heights		
Peninsula Road	Willow Place	Grove Road
Kingston		
Kent Street (Kingston)	State Highway 6	Somerset Street
Lake Hayes		
Hogans Gully Road	Arrowtown Lake Hayes Road	End of Seal
Howards Drive North	Howards Drive	Nerin Square
Howards Drive Roundabout	Howards Drive	Howards Drive
Howards Drive South	Nerin Square	Howard's Drive
McDonnell Road	80km sign	Centennial Ave
Nerin Square	Howards North/South	Howards North/South
Speargrass Flat Road	Slopehill Rd East (End of Seal)	Lake Hayes Arrowtown Road
Lake Hayes south		
Jones Avenue	Howards Drive	Stalker Road
Jones Avenue Roundabout	Stalker Road	Stalker Road
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)

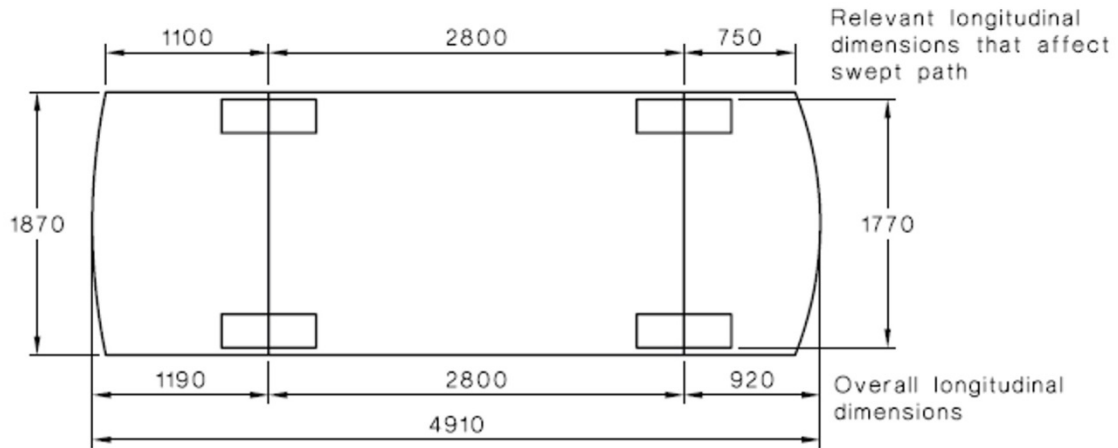
Collector Roads		
Road Name	Start Name	End Name
Dublin Street	Hallenstein Street	Edinburgh Drive
Duke Street	Roundabout	Brecon Street (lower)
Earl Street	Camp Street	Marine Parade
Edgar Street	Hallenstein Street	Kent Street
Edinburgh Drive	York Street/Dublin Street	Wakatipu Heights
Frankton Road	Stanley 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
Glenorchy-Paradise Road	50km sign Mull Street	Priory Road
Glenorchy-Routeburn Road	Swamp Road	Routeburn Road
Mull Street	50km sign Glenorchy/ Paradise Road	Oban Street
Priory Road	Glenorchy-Paradise Road	Glenorchy Routeburn Road
Routeburn Road	Glenorchy-Routeburn Road	End of Kinloch Routeburn
Wanaka Urban		
Allenby Place reserve	Ballantyne Road	WRC junction
Ardmore Street	Roundabout	MacDougall Street
Aubrey Road	Beacon Point Road	Outlet Road
Ballantyne Road	Faulks Road	State Highway 84
Beacon Point Road	Lakeside Road	End of Seal Penrith Park Drive
Cliff Wilson Street	Reece Crescent	Plantation Road
Dungarvon Street	Ardmore Street	Brownston Street (West)
Dunmore Street	Dungarvon Street	Helwick Street
Frederick Street	Ballantyne Road	End of Seal

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

Local Roads
All other roads

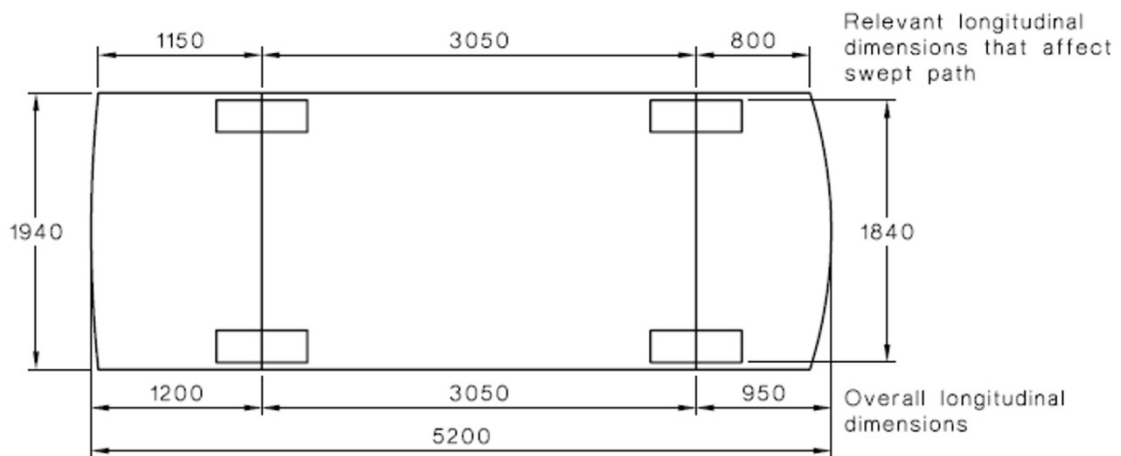
29.14 Schedule 29.2 - Interpretive Diagrams

29.14.1 Diagram 1 – B85 and B99 design vehicle dimensions



DIMENSIONS IN MILLIMETRES

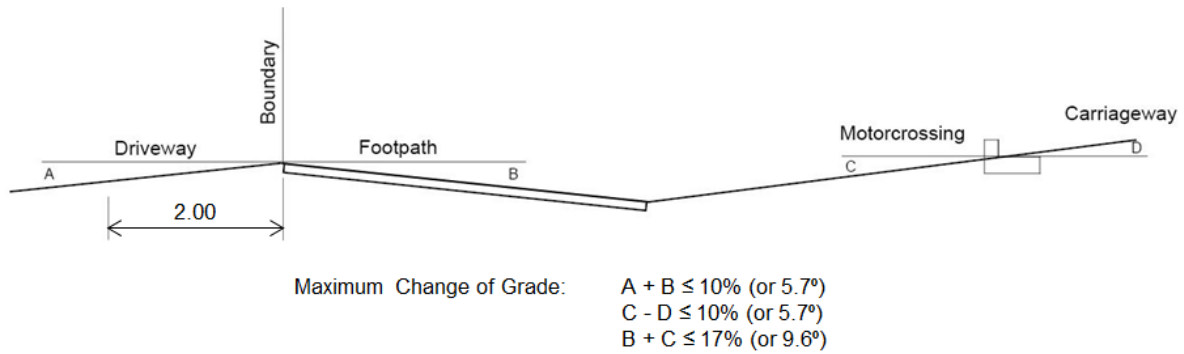
B85 (85TH PERCENTILE) CAR



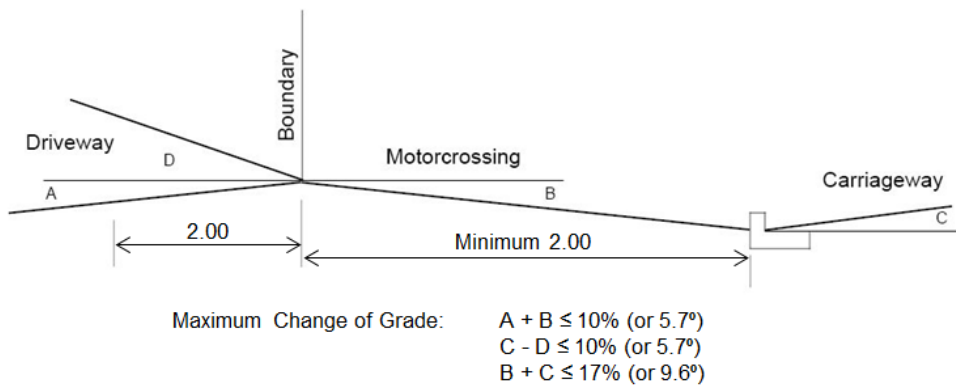
DIMENSIONS IN MILLIMETRES

B99 (99.8TH PERCENTILE) VEHICLE

29.14.2 Diagram 2 – Maximum Breakover Angles for Vehicle Crossings



Low Level Footpath

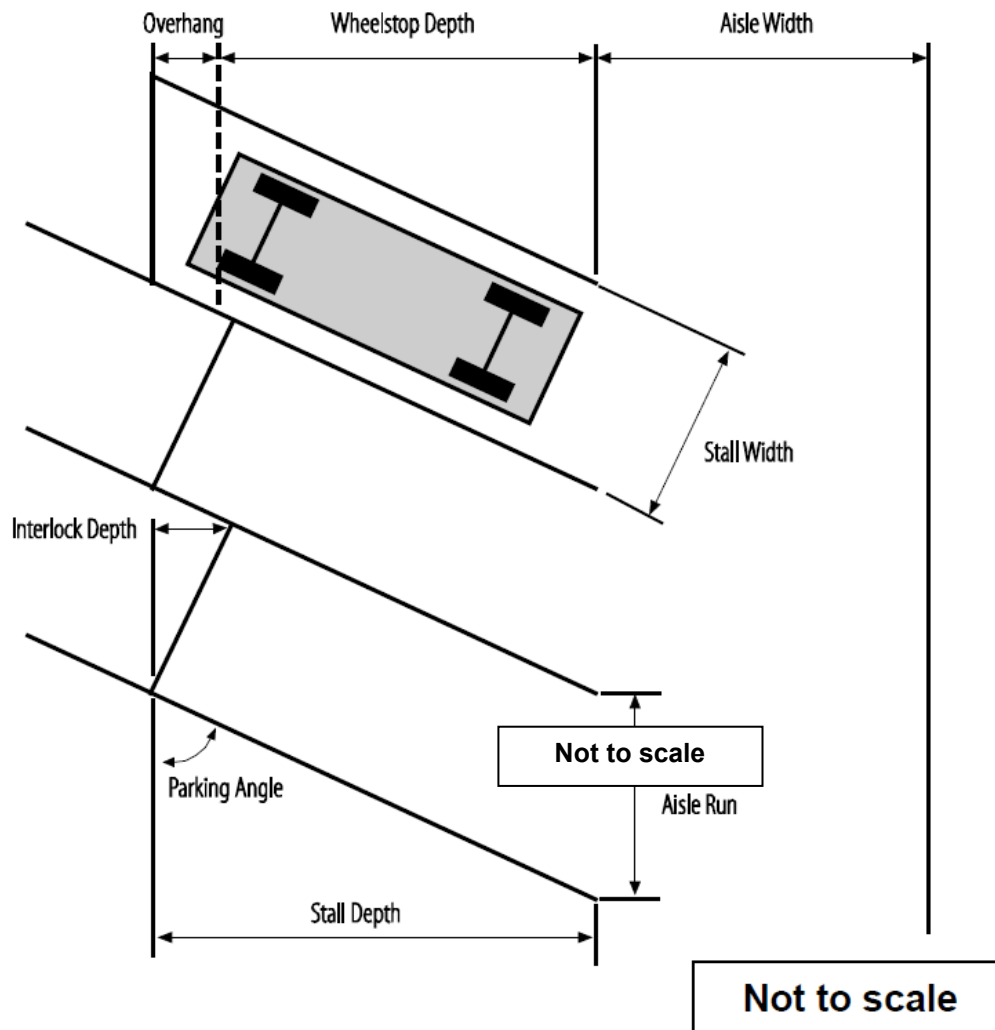


Standard Footpath

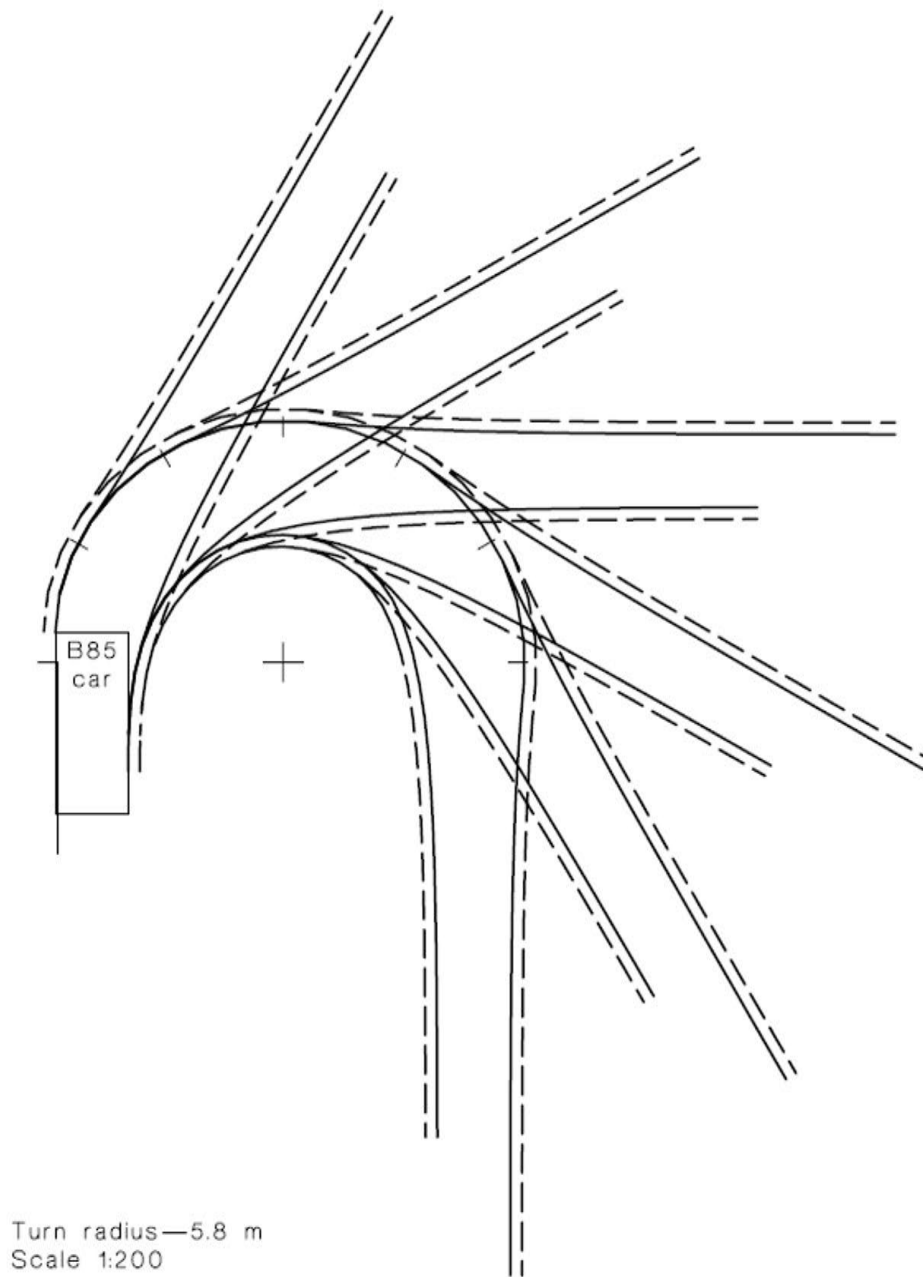
Note:

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

29.14.3 Diagram 3 - Carpark Layouts



29.14.4 Diagram 4 – Vehicle Swept Path Design



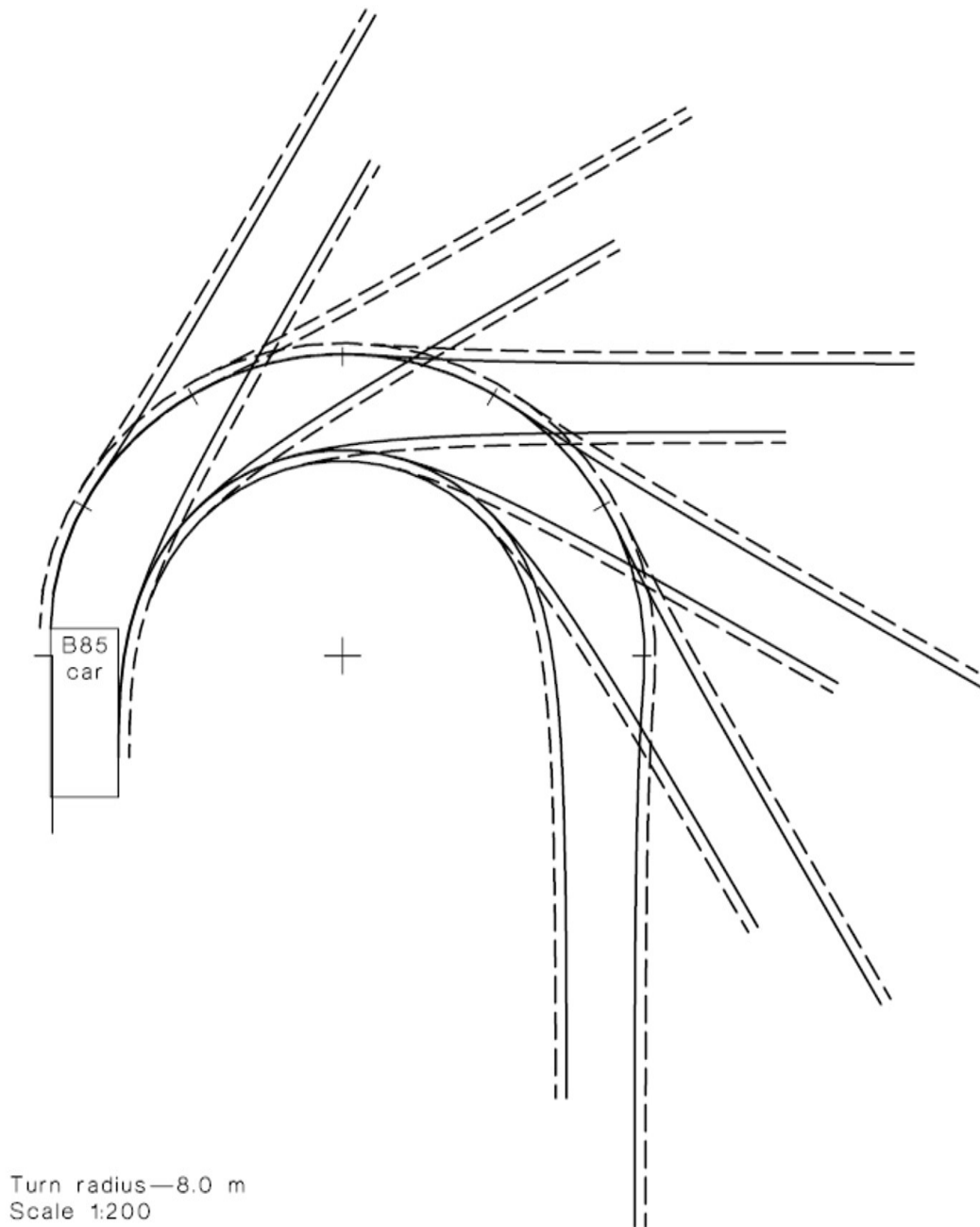
LEGEND:

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

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

Example of the B85 Design Template

5.8m Radius Turn

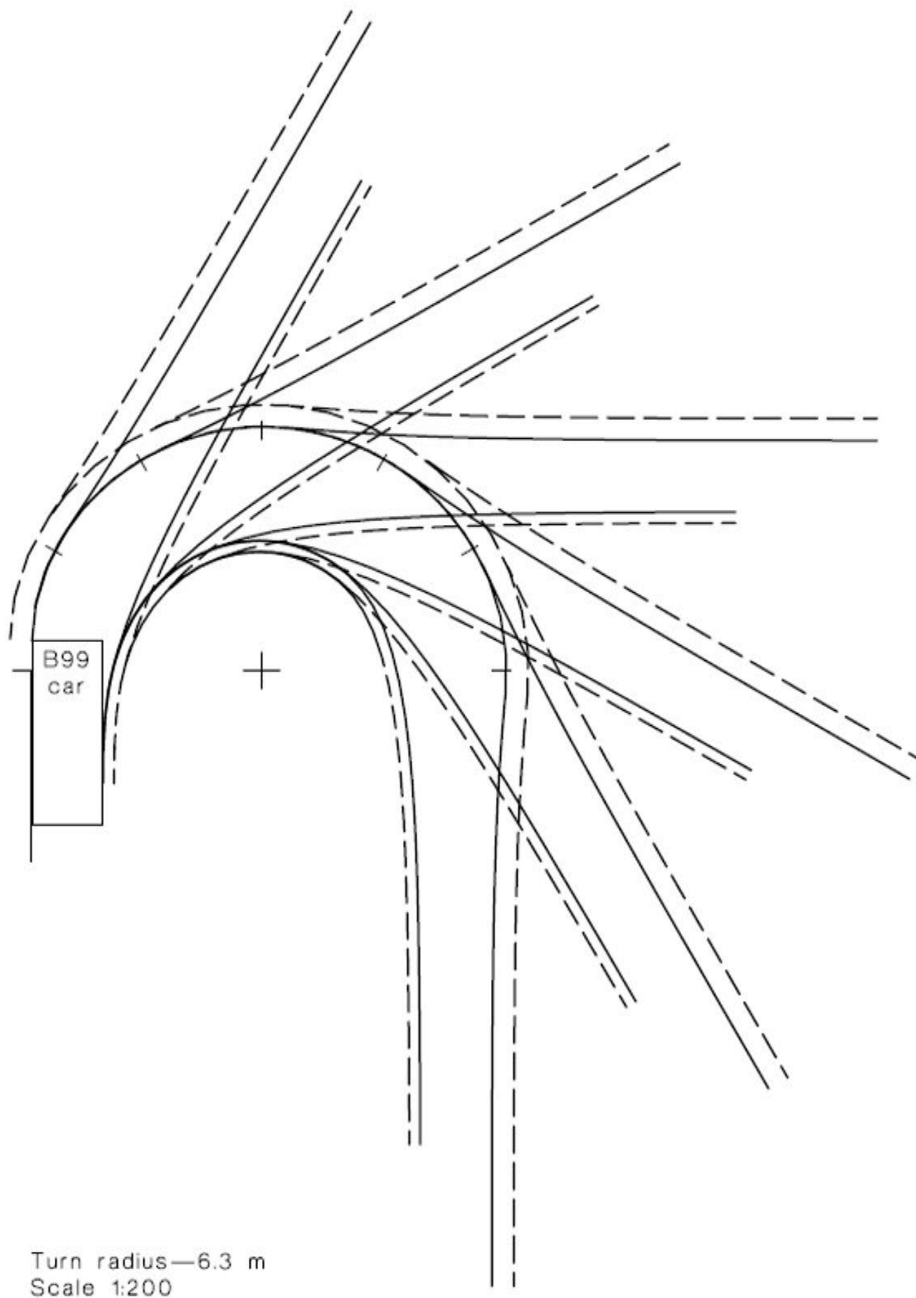


LEGEND:

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

Example of the B85 Design Template

8.0m Radius Turn



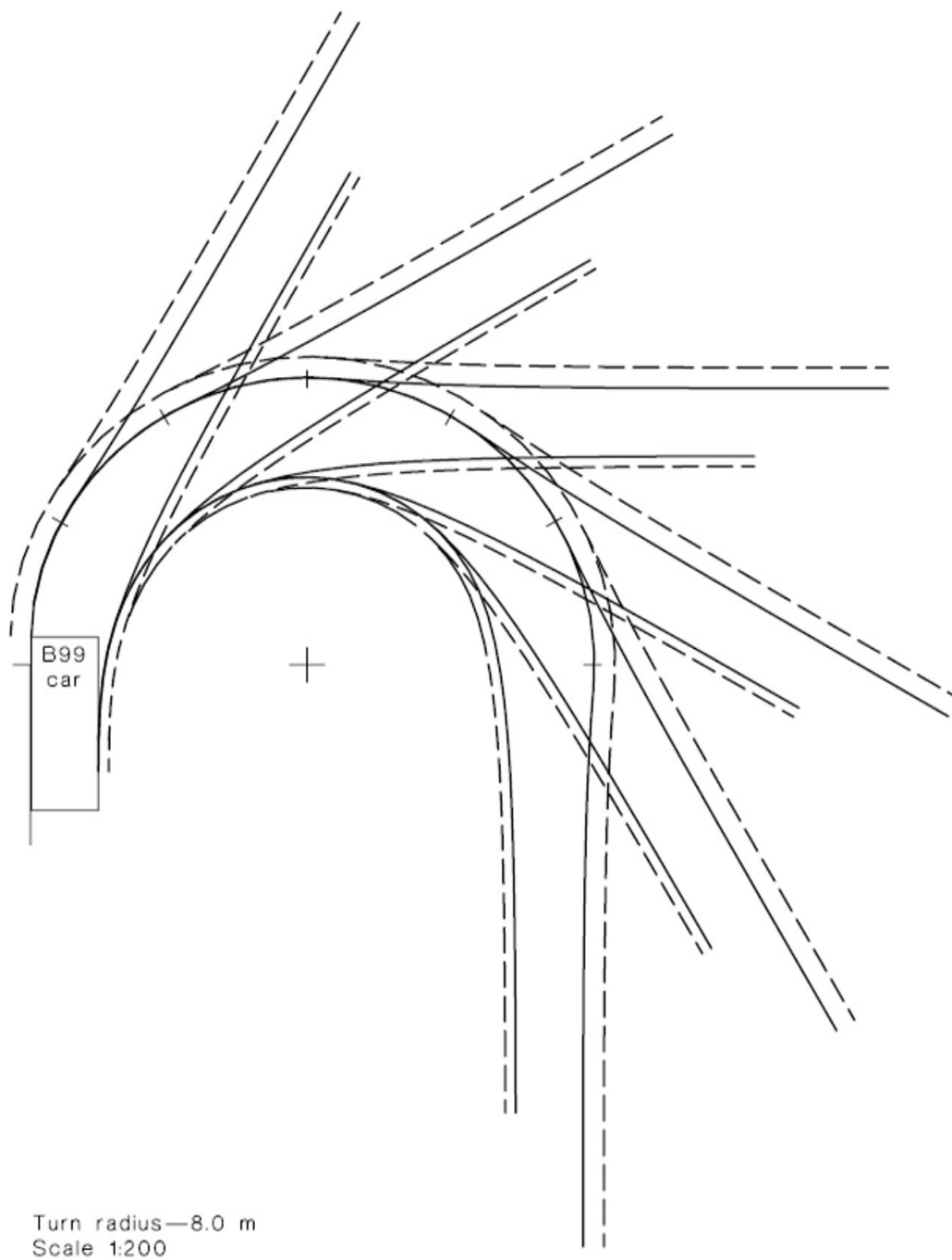
LEGEND:

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

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

Example of the B99 Design Template

6.3m Radius Turn

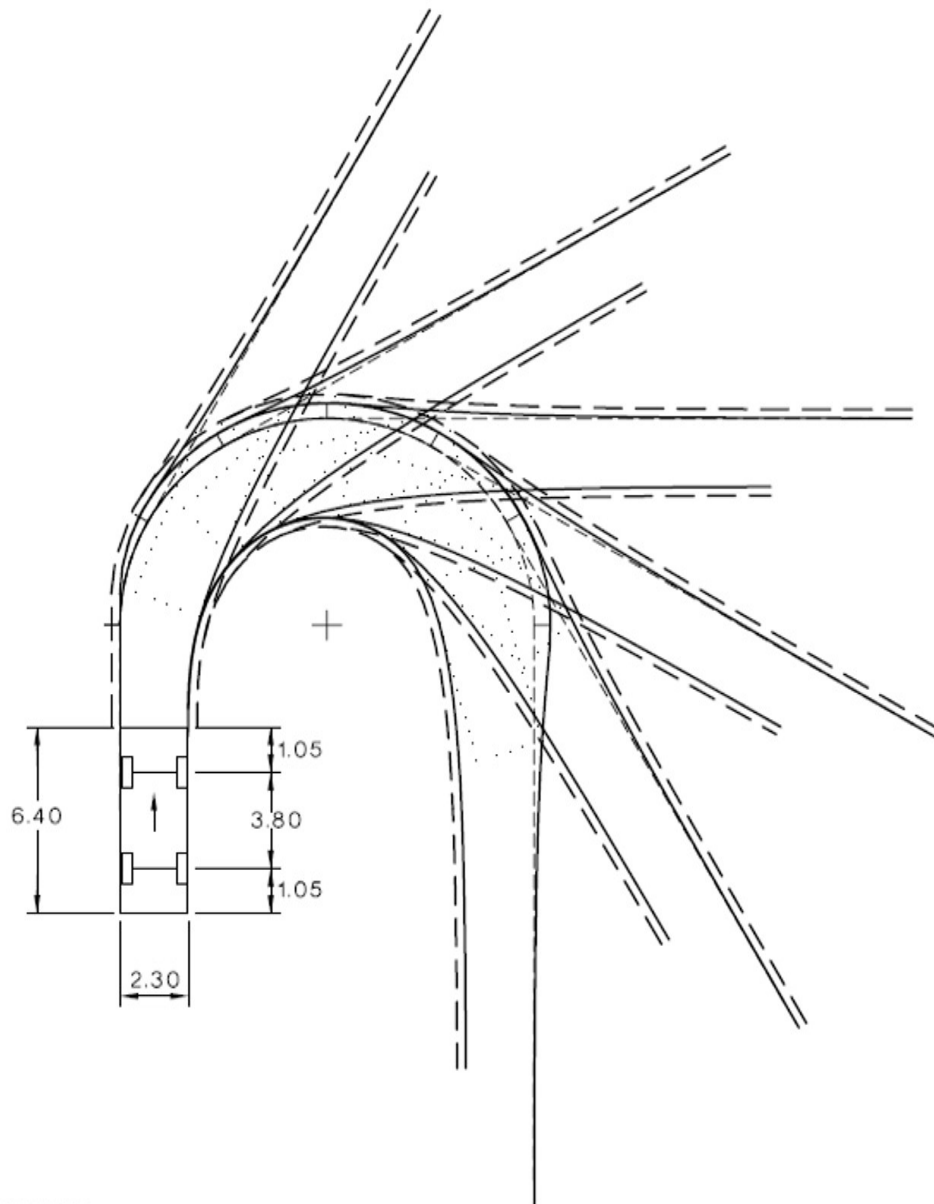


LEGEND:

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

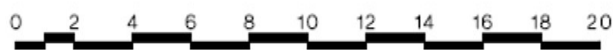
Example of the B99 Design Template

8.0m Radius Turn



LEGEND:

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

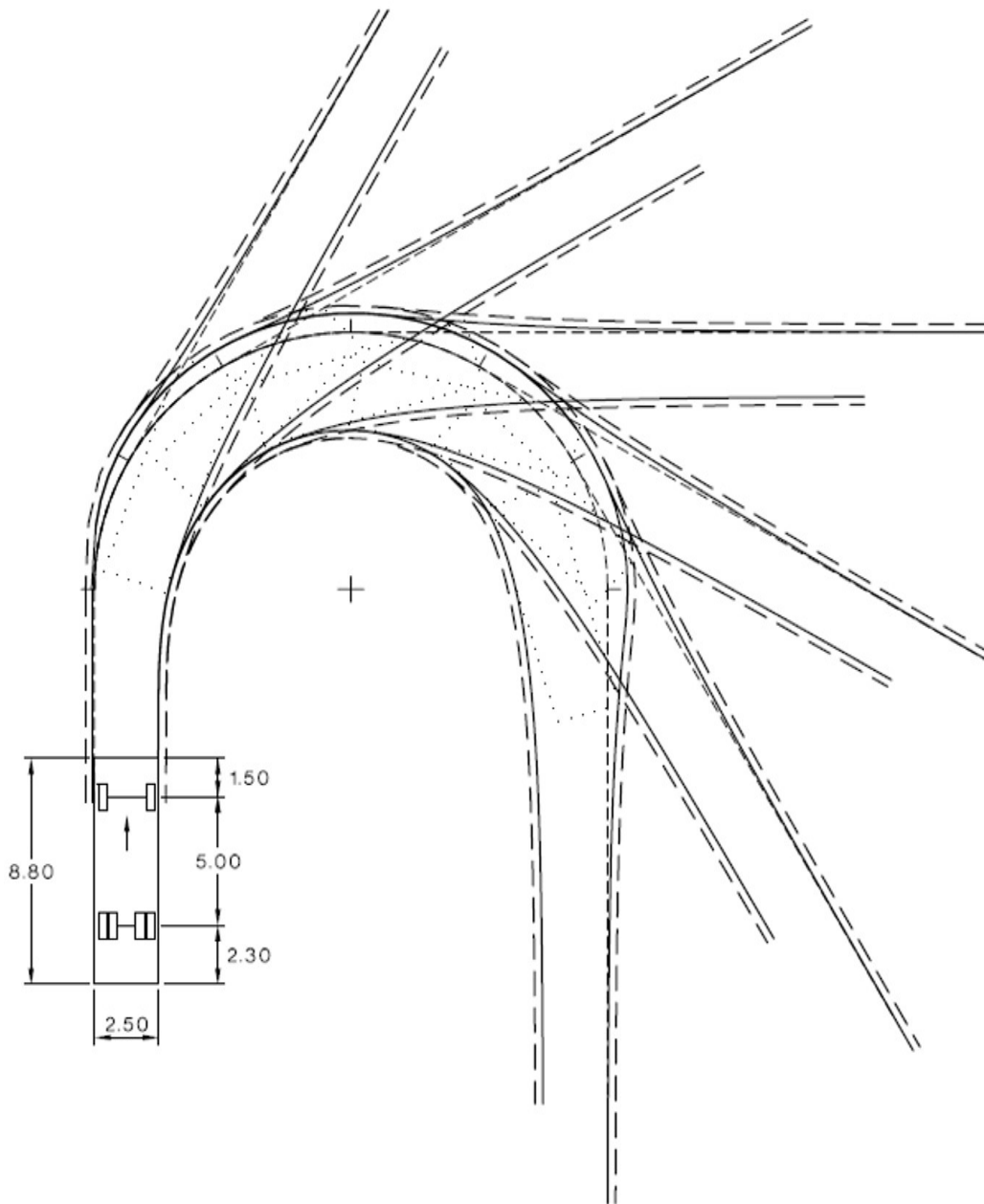


SCALE 1:250

DIMENSIONS IN METRES

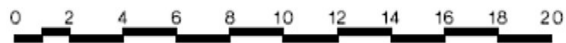
Turning Path Template - Small Rigid Vehicle

Minimum Radius Turn (7.1m)



LEGEND:

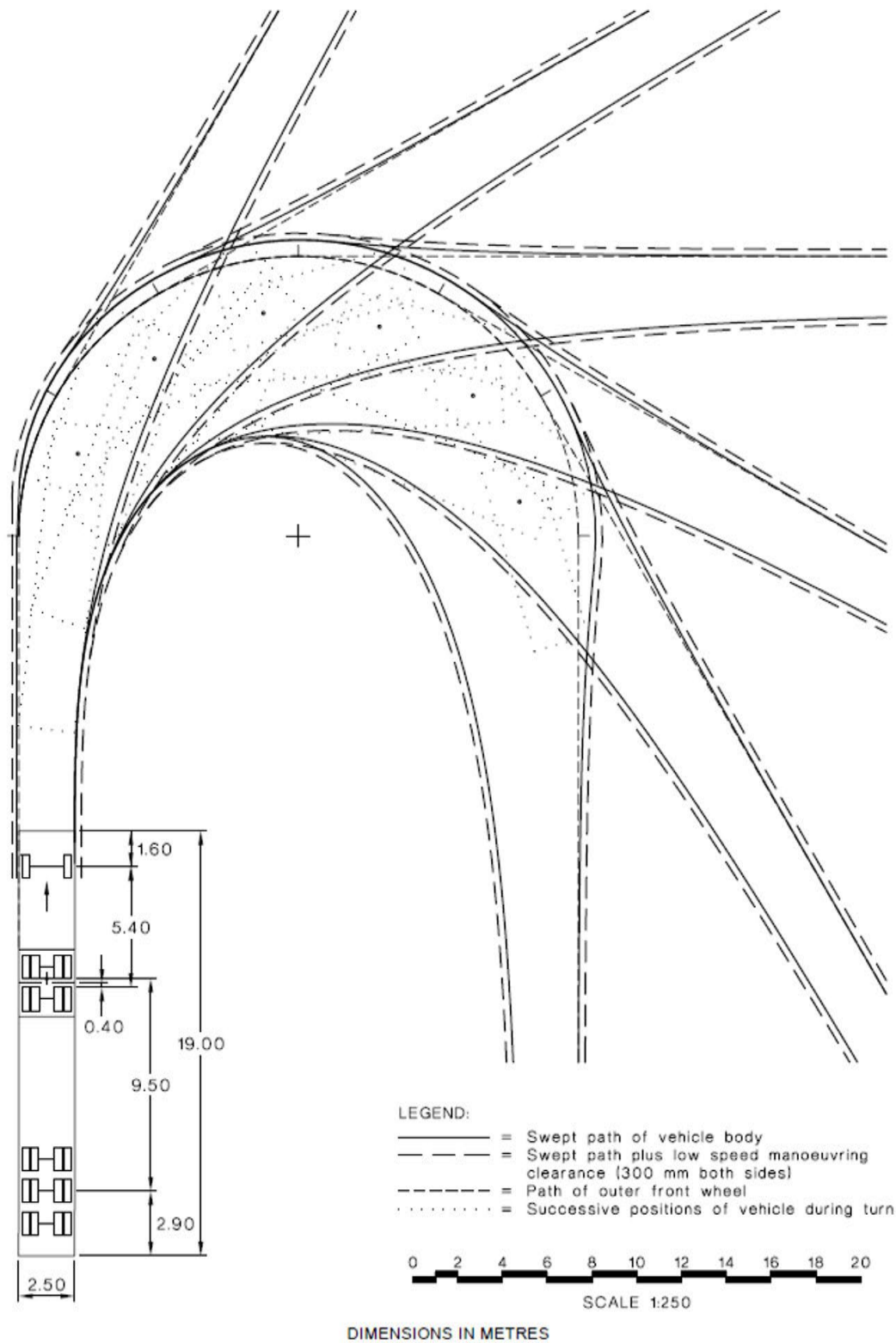
- = Swept path of vehicle body
- - - = Swept path plus low speed manoeuvring clearance (300 mm both sides)
- · - · = Path of outer front wheel
- · · · · = Successive positions of vehicle during turn



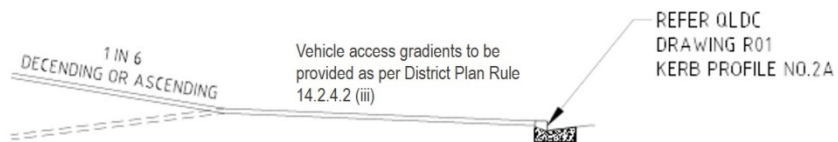
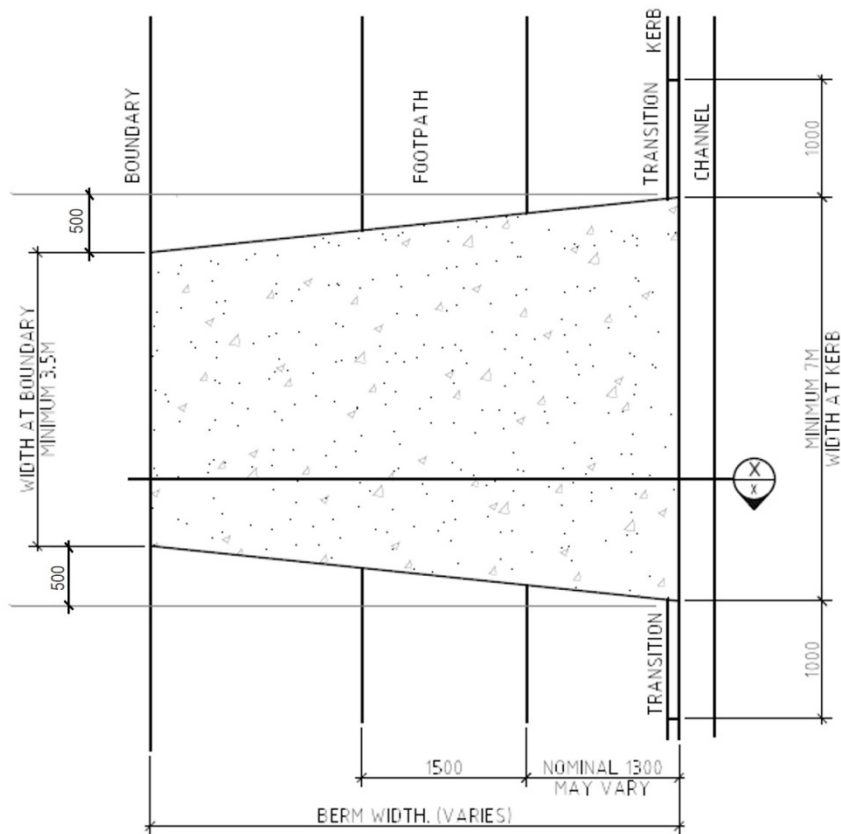
SCALE 1:250

DIMENSIONS IN METRES

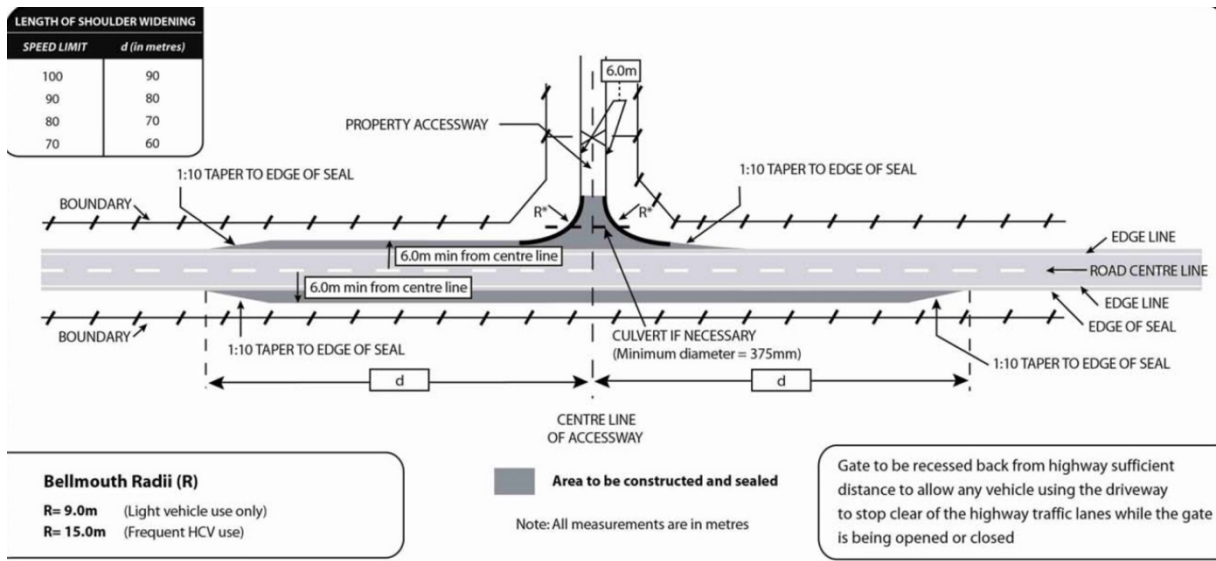
Turning Path Template - Medium Rigid Vehicle
Minimum Radius Turn (10m)



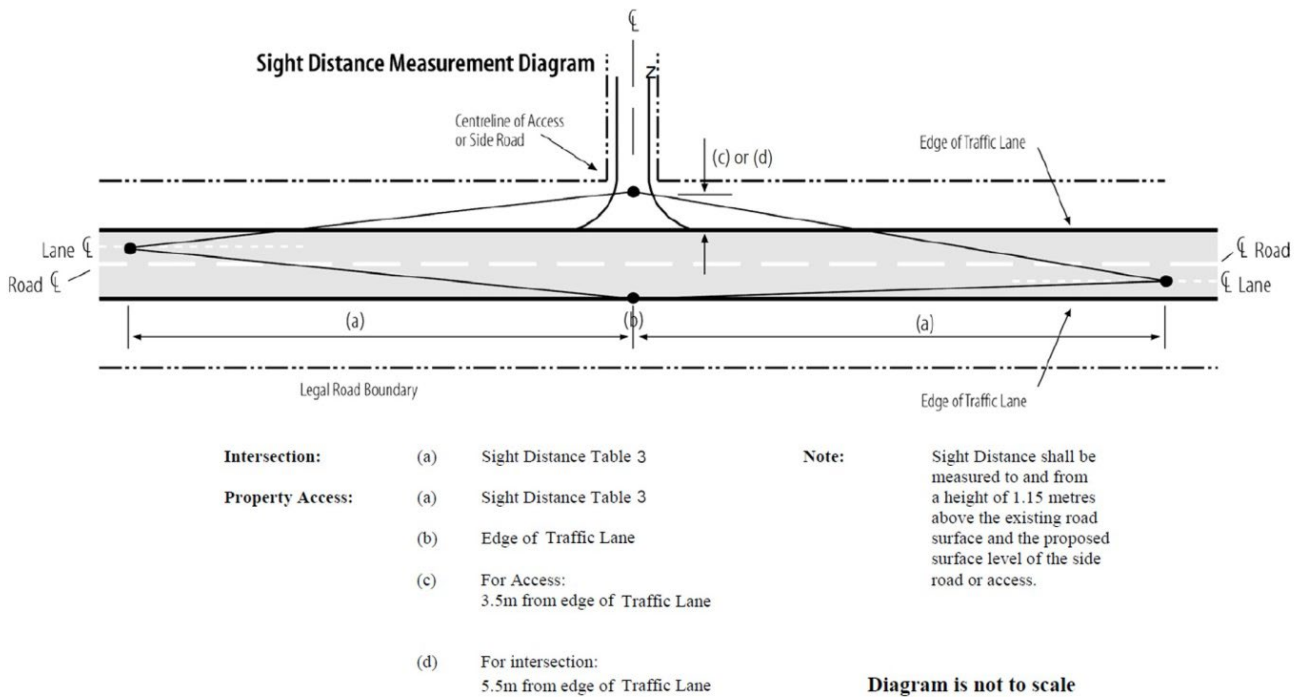
**Turning Path Template - Articulated Vehicle
Minimum Radius Turn (12.5m)**



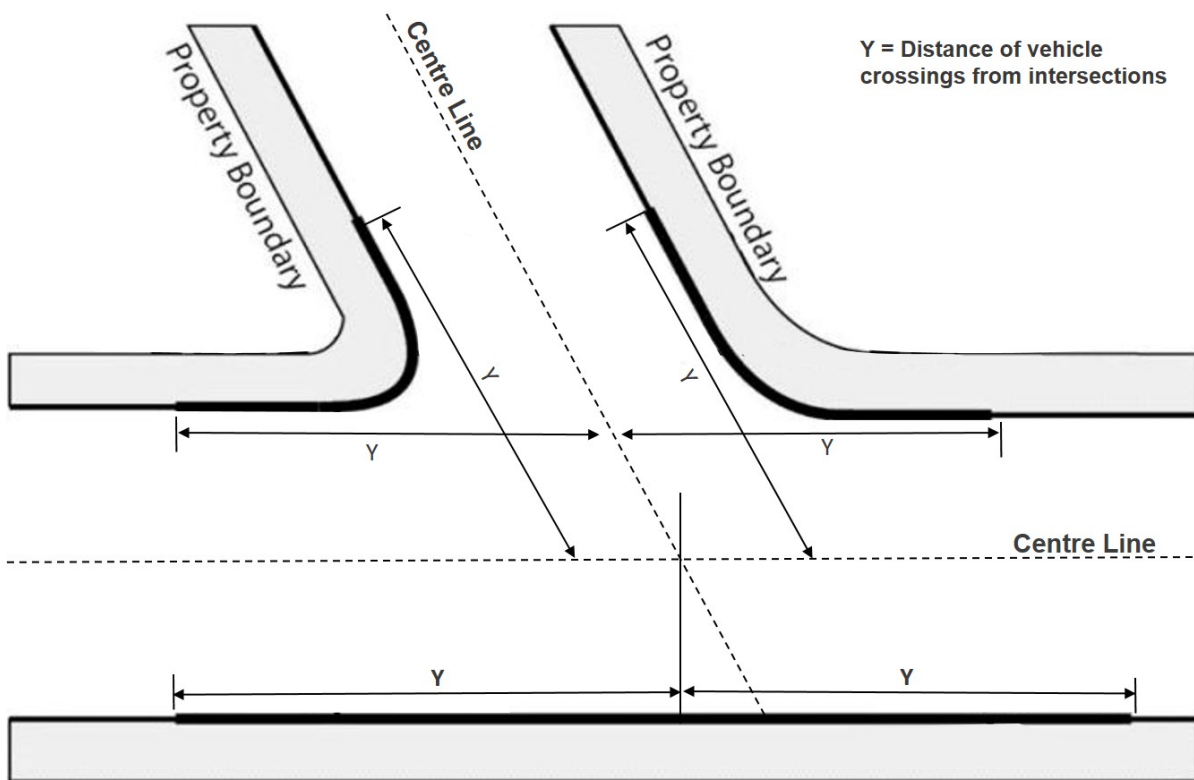
29.14.10 Diagram 10 - Access Design



29.14.11 Diagram 11 – Sight Distance Measurement Diagram



29.14.12 Diagram 12 – Sight Distance Measurement Diagram



Variation to Stage 1 PDP Chapter 2 Definitions:

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

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

New Stage 2 PDP Chapter 2 Definitions

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

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

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

2.2 Acronyms Used in the District Plan

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

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

Variation to Stage 1 PDP Chapter 37 Designations:

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

37.2 Schedule of Designations

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

~~A.1 Stopped Roads~~

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

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

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

Variation to Stage 1 PDP Chapter 21 Rural Zone:

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

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

Variation to Stage 1 PDP Chapter 12 Queenstown Town Centre:

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

12.4.7	12.4.7.4 <u>Public water ferry services (surface of water activity only) within the Queenstown Town Centre Waterfront Sub-Zone as shown on the Planning Maps.</u> <u>In respect of 12.4.7.4, discretion is restricted to:</u> a. <u>Effects on the transport network.</u> b. <u>Effects on navigational safety.</u> c. <u>Location, scale and, intensity of the activity.</u> d. <u>Effects on landscape and amenity values.</u> e. <u>Congestion and safety, including effects on other commercial operators and recreational users.</u> f. <u>Waste disposal.</u> g. <u>Cumulative effects.</u>	<u>RD</u>
---------------	---	-----------

Variation to Stage 1 PDP Chapter 9 High Density Residential:

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

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

Variation to Stage 1 PDP Planning Maps:

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

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

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
48	10	Section 45, SO 342162, 2360m ²	Rural	Sec 36, SO 357952, 186m ²		ROAD	Crown Range Rd	176.8
57	10	Crown Land Block III Crown Survey District, , 1.0208~Ha	Rural	Sec 84, SO 357952, 366m ²		ROAD	Crown Range Rd	368.4
63	10	Section 47, SO 342162, 1170m ²	Rural	Sec 29, SO 357952, 73m ²		ROAD	Crown Range Rd	72.7
65	10	Section 41, SO 342162, 1.4150Ha	Rural	Sec 48, SO 357952, 73m ²		ROAD	Crown Range Rd	73.4
67	10	Pt, RUN 25, 5626.5295~Ha	Rural	Sec 49, SO 357952, 298m ²		ROAD	Crown Range Rd	298.9
79	10	Section 4, SO 342162, 956.2400Ha	Rural	Sec 31, SO 357952, 1812m ²		ROAD	Crown Range Rd	1815.9
90	10	Section 41, SO 342162, 1.4150Ha	Rural	Sec 45, SO 357952, 164m ²		ROAD	Crown Range Rd	164.4
91	10	Crown Land Block III Crown Survey District, , 4852~m ²	Rural	Sec 63, SO 357952, 288m ²		ROAD	Crown Range Rd	126.2
92	10		Rural	Sec 63, SO 357952, 288m ²		ROAD	Crown Range Rd	51.0
98	10	Pt, RUN 340B, 5751.2176~Ha	Rural	Sec 18, SO 467007, 373m ²		ROAD	Cardrona Valley Rd	373.7
101	10	Section 4, SO 342162, 956.2400Ha	Rural	Sec 38, SO 357952, 266m ²		ROAD	Crown Range Rd	258.3
117	10	Pt, RUN 25, Total 7266.1307Ha	Rural			ROAD	Crown Range Rd	1584.9
118	10	Pt, RUN 25, 5626.5295~Ha	Rural			ROAD	Crown Range Rd	823.9

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
121	10		Rural			ROAD	Crown Range Rd	22.4
149	10		WATER	Sec 43, SO 357952, 198m ²		ROAD	Crown Range Rd	189.8
152	10	Section 2 Blk III, Crown SD, 152.3641Ha	Rural	Sec 57, SO 357952, 413m ²		ROAD	Crown Range Rd	411.4
154	10	Pt, RUN 25, 5626.5295~Ha	Rural	Sec 28, SO 357952, 59m ²		ROAD	Crown Range Rd	92.5
168	10	Pt, RUN 25, 5626.5295~Ha	Rural	Sec 26, SO 357952, 143m ²		ROAD	Crown Range Rd	145.0
170	10	Section 4, SO 342162, 956.2400Ha	Rural	Sec 52, SO 357952, 2231m ²		ROAD	Crown Range Rd	2235.3
176	10		WATER	Sec 42, SO 357952, 333m ²		ROAD	Crown Range Rd	227.3
177	10	Section 2 Blk III, Crown SD, 152.3641Ha	Rural	Sec 68, SO 357952, 811m ²		ROAD	Crown Range Rd	700.2
178	10	Crown Land Block III Crown Survey District, , 1.5390~Ha	Rural	Sec 68, SO 357952, 811m ²		ROAD	Crown Range Rd	12.3
181	10	Crown Land Block VII Cardrona Survey District, , 6.4114~Ha	Rural	Sec 7, SO 467007, 1009m ²		ROAD	Cardrona Valley Rd	1001.7
187	10	Section 48, SO 342162, 1300m ²	Rural	Sec 25, SO 357952, 90m ²		ROAD	Crown Range Rd	90.3
188	10	Pt, RUN 25, 5626.5295~Ha	Rural	Sec 24, SO 357952, 1869m ²		ROAD	Crown Range Rd	1542.7
189	10		Rural	Sec 24, SO 357952, 1869m ²		ROAD	Crown Range Rd	255.2

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
191	10	Section 4, SO 342162, 956.2400Ha	Rural	Sec 39, SO 357952, 301m ²		ROAD	Crown Range Rd	302.0
200	10	Section 46, SO 342162, 2520m ²	Rural	Sec 32, SO 357952, 159m ²		ROAD	Crown Range Rd	159.6
201	10	Crown Land Block III Crown Survey District, , 1.0208~Ha	Rural	Sec 80, SO 357952, 257m ²		ROAD	Crown Range Rd	241.4
219	10	Pt, RUN 25, Total 7266.1307Ha	Rural	Sec 50, SO 357952, 107m ²		ROAD	Crown Range Rd	105.8
230	10	Section 4, SO 342162, 956.2400Ha	Rural	Sec 30, SO 357952, 83m ²		ROAD	Crown Range Rd	82.8
237	10		WATER	Sec 66, SO 357952, 5m ²		ROAD	Crown Range Rd	30.7
238	10	Section 27 Blk VII, Cardrona SD, 21.2460Ha	Rural	Sec 6, SO 467007, 2180m ²		ROAD	Cardrona Valley Rd	2183.1
240	10	Pt, RUN 25, Total 7266.1307Ha	Rural	Sec 54, SO 357952, 156m ²		ROAD	Crown Range Rd	156.0
244	10	Section 27 Blk VII, Cardrona SD, 21.2460Ha	Rural	Sec 3, SO 467007, 134m ²		ROAD	Cardrona Valley Rd	134.4
248	10	Pt, RUN 25, Total 7266.1307Ha	Rural	Sec 53, SO 357952, 245m ²		ROAD	Crown Range Rd	246.1
258	10	Pt, RUN 25, 5626.5295~Ha	Rural	Sec 41, SO 357952, 3159m ²		ROAD	Crown Range Rd	3276.8
261	10	Section 2, SO 24173, 71.0000Ha	Rural			ROAD	Cardrona Valley Rd	27.8
268	10	Pt, RUN 25, 5626.5295~Ha	WATER	Sec 23, SO 357952, 1577m ²		ROAD	Crown Range Rd	12.3

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
269	10		WATER	Sec 23, SO 357952, 1577m ²		ROAD	Crown Range Rd	1648.0
270	10	Section 41, SO 342162, 1.4150Ha	Rural	Sec 46, SO 357952, 231m ²		ROAD	Crown Range Rd	231.6
271	10	Section 45, SO 342162, 2360m ²	Rural	Sec 33, SO 357952, 330m ²		ROAD	Crown Range Rd	301.2
277	10	Section 1 Blk III, Crown SD, 132.7369Ha	Rural	Sec 75, SO 357952, 146m ²		ROAD	Crown Range Rd	146.3
280	10	Pt, RUN 25, 5626.5295~Ha	Rural	Sec 19, SO 357952, 15m ²		ROAD	Crown Range Rd	14.9
289	10	Section 27 Blk VII, Cardrona SD, 21.2460Ha	Rural	Sec 5, SO 467007, 1108m ²		ROAD	Cardrona Valley Rd	1109.9
306	10	Pt, RUN 25, 5626.5295~Ha	Rural	Sec 22, SO 357952, 67m ²		ROAD	Crown Range Rd	30.5
310	10	Crown Land Blk I, Knuckle Peak SD, 8604~m ²	Rural	Sec 72, SO 357952, 320m ²		ROAD	Crown Range Rd	351.6
312	10	Section 28 Blk VII, Cardrona SD, 8600m ²	Rural	Sec 8, SO 467007, 29m ²		ROAD	Cardrona Valley Rd	28.9
326	10	Section 4, SO 342162, 956.2400Ha	Rural	Sec 35, SO 357952, 27m ²		ROAD	Crown Range Rd	38.4
1743	10	Section 11, SO 459834, 357.3183Ha	Rural			ROAD	Crown Range Rd	17.7
1915	11	Lot 2, DP 474192, 299.2370Ha	Rural			ROAD	Luggate-Cromwell Rd	11585.4
3646	11	Lot 2, DP 474192, 299.2370Ha	Rural	Lot 100, DP 504734, 2.5094Ha		ROAD	Luggate-Cromwell Rd	17207.1

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
4478	11	Lot 2, DP 474192, 299.2370Ha	Rural			ROAD	Luggate-Cromwell Rd	3316.7
27	12	Section 2 Blk XII, Mid Wakatipu SD, 5.8949Ha	Rural	Sec 2, SO 471631, 126m ²		ROAD	Glenorchy-Queenstown Rd	126.7
51	12	Pt Reserve A Blk XIII, Mid Wakatipu SD, 15.3063~Ha	Rural	Sec 7, SO 471631, 199m ²		ROAD	Glenorchy-Queenstown Rd	199.5
83	12	Section 37 Blk XIII, Mid Wakatipu SD, 4.9150Ha	Rural	Sec 5, SO 471631, 522m ²		ROAD	Glenorchy-Queenstown Rd	524.1
85	12	Pt Reserve A Blk XII, Mid Wakatipu SD, 90.9909~Ha	Rural	Sec 1, SO 471631, 865m ²		ROAD	Glenorchy-Queenstown Rd	867.5
129	12	Section 36 Blk XIII, Mid Wakatipu SD, 98.2000Ha	Rural			ROAD	Glenorchy-Queenstown Rd	43.9
130	12	, RUN 346A, 6.0039~Ha	Rural			ROAD	Glenorchy-Queenstown Rd	150.4
138	12	, RUN 346A, 2679.9486~Ha	Rural			ROAD	Glenorchy-Queenstown Rd	799.8
150	12	Section 36 Blk XIII, Mid Wakatipu SD, 98.2000Ha	Rural	Sec 6, SO 471631, 224m ²		ROAD	Glenorchy-Queenstown Rd	224.9
249	12	Pt, RUN 706, 4332.9595~Ha	Rural	Sec 3, SO 471631, 2679m ²		ROAD	Glenorchy-Queenstown Rd	2686.3
3	13	Pt Section 1, SO 342162, 222.4497Ha	Rural	Sec 4, SO 357952, 260m ²		ROAD	Crown Range Rd	261.0
11	13	Section 8, SO 342162, 365.9500Ha	Rural			ROAD	Crown Range Rd	162.1
86	13	Section 2, SO 342162, 199.8700Ha	Rural	Sec 7, SO 357952, 122m ²		ROAD	Crown Range Rd	122.8

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
235	13	Section 2, SO 342162, 199.8700Ha	Rural	Sec 3, SO 357952, 122m ²		ROAD	Crown Range Rd	122.2
239	13	Pt, RUN 25, 5626.5295~Ha	Rural	Sec 1, SO 476808, 2564m ²		ROAD	Crown Range Rd	2558.8
281	13	Section 4, SO 342162, 956.2400Ha	Rural	Sec 17, SO 357952, 492m ²		ROAD	Crown Range Rd	493.9
325	13	Section 2, SO 342162, 199.8700Ha	Rural	Sec 10, SO 357952, 528m ²		ROAD	Crown Range Rd	526.6
2453	13	Section 5, SO 461463, 7655m ²	Frankton Flats	Lot 100, DP 494556, 1504m ²		ROAD	Hawthorne Dr	1505.7
2456	13	Section 6, SO 461463, 17.4653Ha	Frankton Flats	Lot 101, DP 494556, 4065m ²		ROAD	Hawthorne Dr	4067.9
2602	13	Lot 3, DP 22742, 1.2000Ha	Frankton Flats	Lot 102, DP 495348, 778m ²		ROAD	Hawthorne Dr	779.2
3152	13	Section 26 Blk II, Shotover SD, 2.0234Ha	Medium Density Res	Sec 4, SO 502556, 216m ²		ROAD	Frankton-Ladies Mile Hwy	37.1
3154	13	Section 25 Blk II, Shotover SD, 2.0234Ha	Medium Density Res	Sec 4, SO 502556, 216m ²		ROAD	Frankton-Ladies Mile Hwy	11.0
3159	13	Section 130 Blk I, Shotover SD, 2.0234Ha	Medium Density Res	Sec 1, SO 502556, 4518m ²		ROAD	Frankton-Ladies Mile Hwy	238.0
3160	13	Section 132 Blk I, Shotover SD, 2.0234Ha	Rural	Sec 1, SO 502556, 4518m ²		ROAD	Frankton-Ladies Mile Hwy	2113.2
3161	13	Section 131 Blk I, Shotover SD, 2.0234Ha	Rural	Sec 1, SO 502556, 4518m ²		ROAD	Frankton-Ladies Mile Hwy	371.0
3162	13	Section 133 Blk I, Shotover SD, 2.0234Ha	Medium Density Res	Sec 1, SO 502556, 4518m ²		ROAD	Frankton-Ladies Mile Hwy	970.2

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
3574	13	Section 1, SO 461463, 279m ²	Frankton Flats	Lot 101, DP 505552, 1339m ²		ROAD	Frankton-Ladies Mile Hwy	279.4
3576	13	Section 5, SO 461463, 7655m ²	Frankton Flats	Lot 101, DP 505552, 1339m ²		ROAD	Frankton-Ladies Mile Hwy	1062.8
3191	16	Lot 2, DP 25911, 6.3680Ha	Rural Lifestyle	Sec 1, SO 502159, 109m ²		ROAD	Haast Pass-Makarora Rd	110.0
3708	17	Lot 998, DP 372972, 1.5151Ha	Township	Lot 99, DP 502374, 2492m ²		ROAD	Edna Lane	2494.9
3710	17	Lot 997, DP 372972, 1.8109Ha	Township	Lot 98, DP 502374, 2947m ²		ROAD	Francis Lane	2951.8
702	18	Lot 100, DP 453936, 2.4664Ha	Low Density Res	Lot 997, DP 482460, 2691m ²		ROAD	Nancy Lane	2694.4
932	18	Section 12 Blk VIII, Lower Hawea SD, Total 2.2662Ha	Rural	Sec 2, SO 489559, 2149m ²		ROAD	Church Rd	2130.5
938	18	Pt Section 34 Blk VIII, Lower Hawea SD, 1.7955Ha	Rural	Sec 5, SO 489559, 330m ²		ROAD	Church Rd	315.8
1134	18	Lot 919, DP 479637, 17.9589Ha	Low Density Res	Lot 816, DP 486039, 4637m ²		ROAD	Bull Ridge	4646.4
1159	18	Pt Section 49 Blk VII, Lower Hawea SD, Total 1.7402~Ha	Rural	Marked C, SO 21757, 1310m ²		ROAD	Luggate-Tarras Rd	1310.3
1282	18	Lot 49, DP 346120, 1.9911Ha	Low Density Res	Lot 98, DP 484206, 2102m ²		ROAD	Eden Close	2104.9
1470	18	Lot 500, DP 481348, 3.9087Ha	Low Density Res	Lot 300, DP 491833, 5111m ²		ROAD	Kahu Close	5115.3
1473	18	Lot 500, DP 481348, 3.9087Ha	Low Density Res	Lot 301, DP 491833, 1589m ²		ROAD	Matipo St	1590.7
1617	18	Lot 919, DP 479637, 17.9589Ha	Low Density Res	Lot 815, DP 491676, 5392m ²		ROAD	Avalanche Place	5400.9

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
1683	18	Lot 38, DP 443395, 4091m ²	Low Density Res	Lot 100, DP 489206, 798m ²		ROAD	Pukeko Place	795.9
2505	18	Pt Section 49 Blk VII, Lower Hawea SD, Total 1.7402~Ha	Rural	Sec 1, SO 496286, 788m ²		ROAD	Luggate-Tarras Rd	789.0
3412	18	Lot 5, DP 300734, 4.0183Ha	Low Density Res	Lot 28, DP 502229, 4561m ²		ROAD	Barclay Place	4566.0
3617	18	Lot 1, DP 356941, 2.5001Ha	Low Density Res	Lot 22, DP 500646, 3057m ²		ROAD	Stackbrae Ave	3060.9
3806	18	Lot 301, DP 471213, 4.3729Ha	Rural Residential (Operative)	Lot 100, DP 490923, 1469m ²		ROAD	Mount Linton Ave	1471.0
3807	18	Lot 301, DP 471213, 4.3729Ha	Rural Residential (Operative)	Lot 101, DP 490923, 24m ²		ROAD	Aubrey Rd	25.1
4966	18	Lot 65, DP 371470, 106.8838Ha	Rural General (Operative)	Lot 3000, DP 510104, 1.1679Ha		ROAD	Cluden Cr	11695.3
5121	18	Lot 3, DP 449599, 16.7836Ha	Low Density Res	Lot 900, DP 509001, 1.0417Ha		ROAD	Garnet Grove	10432.3
5147	18	Pt Section 52 Blk XIV, Lower Wanaka SD, 4381m ²	Low Density Res			ROAD	Kidson Lane	155.5
1091	24	Lot 1012, DP 475648, 13.2818Ha	Township	Lot 972, DP 483256, 3249m ²		ROAD	Finch St	3250.8
1637	24	Lot 1012, DP 475648, 13.2818Ha	Township	Lot 971, DP 492801, 3692m ²		ROAD	Kingfisher Cr	3697.8
2315	24	Lot 1012, DP 475648, 13.2818Ha	Large Lot Residential	Lot 971, DP 496259, 9286m ²		ROAD	Kingfisher Cr	9298.0
2857	24	Lot 1012, DP 475648, 13.2818Ha	Township	Lot 972, DP 498916, 7522m ²		ROAD	Kingfisher Cr	7534.1
3832	24	Pt Lot 1, DP 304935, 1.1711Ha	Township	Lot 13, DP 506991, 1563m ²		ROAD	Hebbard Court	1565.6

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
95	25	Crown Land Block XXI Town of Glenorchy, , 3.3471~Ha	Rural	Sec 2, SO 460860, 1240m ²		ROAD	Glenorchy-Queenstown Rd	1243.9
193	25	Section 15, SO 369025, 29.8891Ha	Rural			ROAD	Glenorchy-Queenstown Rd	38.3
194	25	Crown Land Block IV Glenorchy Survey District, , 4.1096~Ha	Rural			ROAD	Glenorchy-Queenstown Rd	23.1
195	25	Section 27 Blk IV, Glenorchy SD, 5893m ²	Rural			ROAD	Glenorchy-Queenstown Rd	293.1
257	25	Crown Land Block XXI Town of Glenorchy, , 3.3471~Ha	Rural	Sec 3, SO 460860, 1651m ²		ROAD	Glenorchy-Queenstown Rd	1583.2
320	25	Crown Land Block IV Glenorchy Survey District, , 4.1096~Ha	Rural	Sec 6, SO 460860, 405m ²		ROAD	Glenorchy-Queenstown Rd	407.1
493	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 800, DP 485096, 5466m ²		ROAD	Myles Way	5476.5
494	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 801, DP 485096, 391m ²		ROAD	Primrose Lane	391.8
495	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 802, DP 485096, 663m ²		ROAD	Primrose Lane	665.0
642	30	Lot 2, DP 479975, 2.0392Ha	Shotover Country SZ	Lot 101, DP 486079, 2034m ²		ROAD	Marston Rd	2038.0
645	30	Lot 2, DP 479975, 2.0392Ha	Shotover Country SZ	Lot 100, DP 486079, 1896m ²		ROAD	Coventry Cr	1900.2
1059	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 801, DP 488075, 1.1835Ha		ROAD	Marsden Place	11859.4
1060	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 802, DP 488075, 255m ²		ROAD	Tudor Lane	255.7

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
1061	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 803, DP 488075, 379m ²		ROAD	Violet Way	379.5
1062	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 804, DP 488075, 1798m ²		ROAD	Violet Way	1802.1
1575	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 800, DP 491188, 3091m ²		ROAD	Ashenhurst Way	2144.8
1576	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 800, DP 491188, 3091m ²		ROAD	Ashenhurst Way	952.6
1577	30	Lot 4, DP 473343, 17.7892Ha	Shotover Country SZ	Lot 801, DP 491188, 6702m ²		ROAD	Toni's Terrace	4309.7
1578	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 801, DP 491188, 6702m ²		ROAD	Toni's Terrace	2404.5
1735	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Sec 3, SO 494244, 411m ²		ROAD	Ashenhurst Way	411.0
2179	30	Lot 601, DP 473621, 4.3188Ha	Shotover Country SZ	Lot 600, DP 496374, 4270m ²		ROAD	Cheltenham Rd	4275.7
2181	30	Lot 601, DP 473621, 4.3188Ha	Shotover Country SZ	Lot 601, DP 496374, 2962m ²		ROAD	Cheltenham Rd	2966.9
2182	30	Lot 1, DP 459652, 6914m ²	Shotover Country SZ	Lot 604, DP 496374, 1303m ²		ROAD	Cheltenham Rd	1306.4
2271	30	Lot 4, DP 479975, 1.7730Ha	Shotover Country SZ	Lot 103, DP 491820, 3036m ²		ROAD	Coventry Cr	3041.6
2273	30	Lot 4, DP 479975, 1.7730Ha	Shotover Country SZ	Lot 104, DP 491820, 1910m ²		ROAD	Stone Walls Terrace	1913.7
2361	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 806, DP 491187, 1438m ²		ROAD	Primrose Lane	1441.1

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
2600	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 805, DP 497934, 2323m ²		ROAD	Tudor Lane	2327.8
2601	30	Lot 600, DP 480834, 18.6264Ha	Shotover Country SZ	Lot 807, DP 497934, 720m ²		ROAD	Tudor Lane	721.5
2942	30	Lot 14, DP 386956, 8.3215Ha	Shotover Country SZ	Lot 2000, DP 501112, 9536m ²		ROAD	Regent St	5465.3
2943	30	Lot 15, DP 386956, 10.4683Ha	Shotover Country SZ	Lot 2000, DP 501112, 9536m ²		ROAD	Nobles Lane	2799.7
2944	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 2000, DP 501112, 9536m ²		ROAD	Regent St	1292.1
2945	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 2001, DP 501112, 1392m ²		ROAD	Ashenhurst Way	1394.8
2946	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 2002, DP 501112, 807m ²		ROAD	Stalker Rd	809.1
3195	30	Lot 2, DP 20797, 4.3946Ha	Rural			ROAD	Herries Lane	19.8
3202	30	Lot 500, DP 470412, 23.6578Ha	Shotover Country SZ			ROAD	Howards Dr	16.3
3279	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 2002, DP 503962, 8452m ²		ROAD	Regent St	1807.7
3280	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 2002, DP 503962, 8452m ²		ROAD	Peterley Rd	6660.2
3964	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 800, DP 506583, 2880m ²		ROAD	Chadlington Way	2494.9
3965	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 800, DP 506583, 2880m ²		ROAD	Stalker Rd	391.4
3966	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 801, DP 506583, 2012m ²		ROAD	Masons Court	1923.3

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
3967	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 801, DP 506583, 2012m ²		ROAD	Peterley Rd	93.4
3968	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 802, DP 506583, 1523m ²		ROAD	Chadlington Way	1526.0
3969	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 803, DP 506583, 919m ²		ROAD	Masons Court	548.0
3970	30	Lot 3, DP 470413, 11.5515Ha	Shotover Country SZ	Lot 803, DP 506583, 919m ²		ROAD	Masons Court	372.6
4275	30	Lot 3, DP 337268, 4013m ²	Low Density Res	Lot 200, DP 505513, 1413m ²		ROAD	Red Cottage Dr	1414.0
4276	30	Lot 1, DP 26719, 3.8393Ha	Low Density Res	Lot 201, DP 505513, 1.1482Ha		ROAD	Bathans Lane	10948.0
4278	30	Lot 3, DP 392823, 6843m ²	Low Density Res	Lot 201, DP 505513, 1.1482Ha		ROAD	Dewar St	521.5
4279	30	Lot 4, DP 447906, 27.3981Ha	Low Density Res	Lot 201, DP 505513, 1.1482Ha		ROAD	Lorne St	30.8
4281	30	Lot 3, DP 392823, 6843m ²	Low Density Res	Lot 202, DP 505513, 7637m ²		ROAD	Lauder St	1412.4
4282	30	Lot 4, DP 447906, 27.3981Ha	Low Density Res	Lot 202, DP 505513, 7637m ²		ROAD	Clover Lane	6239.0
4285	30	Lot 4, DP 447906, 27.3981Ha	Rural	Lot 203, DP 505513, 5820m ²		ROAD	Hayes Creek Rd	5829.3
4288	30	Lot 4, DP 447906, 27.3981Ha	Rural	Lot 204, DP 505513, 2554m ²		ROAD	Huxley Place	2558.4
4293	30	Lot 1, DP 26719, 3.8393Ha	Low Density Res	Lot 300, DP 505513, 1656m ²		ROAD	Red Cottage Dr	1134.1
4294	30	Lot 3, DP 392823, 6843m ²	Low Density Res	Lot 300, DP 505513, 1656m ²		ROAD	Red Cottage Dr	525.4

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
4979	30	Lot 4, DP 473343, 17.7892Ha	Shotover Country SZ	Lot 800, DP 510123, 7046m ²		ROAD	Cherwell Lane	4396.4
4980	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 800, DP 510123, 7046m ²		ROAD	Butler Lane	2664.8
4981	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 801, DP 510123, 7861m ²		ROAD	Peterley Rd	1711.3
4982	30	Lot 4, DP 473343, 17.7892Ha	Shotover Country SZ	Lot 801, DP 510123, 7861m ²		ROAD	Cherwell Lane	2619.3
4983	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 801, DP 510123, 7861m ²		ROAD	Foxwell Way	3545.4
4984	30	Lot 12, DP 386956, 10.1429Ha	Shotover Country SZ	Lot 802, DP 510123, 291m ²		ROAD	Chadlington Way	121.5
4985	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 802, DP 510123, 291m ²		ROAD	Chadlington Way	170.3
4986	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 803, DP 510123, 1826m ²		ROAD	Butler Lane	1829.5
4987	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 804, DP 510123, 900m ²		ROAD	Butler Lane	902.1
4988	30	Lot 11, DP 386956, 7.9264Ha	Shotover Country SZ	Lot 805, DP 510123, 751m ²		ROAD	Headley Dr	752.9
4989	30	Lot 4, DP 473343, 17.7892Ha	Rural	Lot 806, DP 510123, 541m ²		ROAD	Peasmoor Rd	542.8
4990	30	Lot 4, DP 473343, 17.7892Ha	Rural	Lot 807, DP 510123, 2499m ²		ROAD	Hicks Rd	2504.0
4991	30	Lot 4, DP 473343, 17.7892Ha	Rural	Lot 808, DP 510123, 762m ²		ROAD	Cherwell Lane	764.0
2389	32	Lot 2, DP 305273, 3.5103Ha	Low Density Res	Lot 200, DP 490069, 6778m ²		ROAD	Highlands Close	6791.9

GISID	MAP NUMBER	OLD LEGAL DESCRIPTION	STAGE 1 PDP	NEW LEGAL DESCRIPTION	Operative DP Zone	STAGE 2 PDP	ROAD NAME	AREA SqM
502	33	Lot 7, DP 475347, 43.9200Ha	Remarkables Park SZ	Lot 4, DP 485537, 2698m ²		ROAD	Red Oaks Dr	2702.9
1667	33	Lot 4, DP 475347, 11.0935Ha	Remarkables Park SZ	Lot 3, DP 492600, 960m ²		ROAD	Cherry Blossom Ave	962.7
4541	33	Lot 103, DP 411971, 2.2181Ha	Low Density Res	Lot 501, DP 505699, 7578m ²		ROAD	Middleton Rd	226.6
4542	33	Lot 102, DP 411971, 20.3888Ha	Low Density Res	Lot 501, DP 505699, 7578m ²		ROAD	Florence Close	6871.5
4543	33	Lot 104, DP 411971, 661m ²	Low Density Res	Lot 501, DP 505699, 7578m ²		ROAD	Middleton Rd	485.2
4545	33	Lot 102, DP 411971, 20.3888Ha	Low Density Res	Lot 502, DP 505699, 119m ²		ROAD	Middleton Rd	116.5
4547	33	Lot 102, DP 411971, 20.3888Ha	Low Density Res	Lot 510, DP 505699, 1460m ²		ROAD	Middleton Rd	1454.3
1963	39	Lot 104, DP 454410, 7.4031Ha	Low Density Res	Lot 101, DP 495396, 3170m ²		ROAD	Evening Star Rd	3175.0
131	9	Pt Reserve D Blk X, Glenorchy SD, 63.0931~Ha	Rural			ROAD	Glenorchy-Queenstown Rd	14079.4
165	9	Pt Reserve D Blk X, Glenorchy SD, 63.0931~Ha	Rural	Sec 8, SO 471631, 487m ²		ROAD	Glenorchy-Queenstown Rd	488.7
1	10		ROAD	Pt Sec 16 BLK XVIII, Shotover SD, 594m ²		Rural		222.9
2	10		ROAD	Pt Sec 16 BLK XVIII, Shotover SD, 594m ²		Rural		867.4
4	10		ROAD	Sec 12, SO 467007, 58m ²		Rural		59.0
53	10		ROAD	Sec 76, SO 357952, 613m ²		Rural		613.6
94	10		ROAD	Sec 83, SO 357952, 968m ²		Rural		1855.6

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

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

QUEENSTOWN LAKES DISTRICT COUNCIL

Hearing of Submissions on Proposed District Plan

Stream 15 Report

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

Report 19.5 – Chapter 31 Signs

Commissioners

Denis Nugent (Chair)

Sarah Dawson

Calum MacLeod

Robert Nixon

CONTENTS

1. Preliminary	5
1.1 Introduction	5
1.2 Terminology	5
1.3 Background	5
1.4 Higher Order Documents	6
2. General Issues	6
2.1 Major Issue – Hoardings/Billboards	6
2.2 Definitions	12
2.3 General Submissions	15
2.4 31.1 – Purpose	15
3. Section 31.2 – OBJECTIVES AND POLICIES	16
3.1 General Approach to Submissions on Objectives and Policies	16
3.2 Objective 31.2.1	16
3.3 Objective 31.2.2	17
3.4 Objective 31.2.3	17
3.5 Objective 31.2.4	18
3.6 Objective 31.2.5	19
3.7 Objective 31.2.6	19
3.8 New Objective	20
3.9 Summary of Recommendations on Objectives	20
3.10 Policies 31.2.1.1 to 31.2.1.11	21
3.11 Policies 31.2.2.1 to 31.2.2.5	25
3.12 Policies 31.2.3.1 to 31.2.3.5	26
3.13 Policies 31.2.4.1 to 31.2.4.3	28
3.14 Policies 31.2.5.1 to 31.2.5.3	29
3.15 Policies 31.2.6.1 to 31.2.6.4	29
3.16 New Policies Sought	31
3.17 Overall Conclusion Regarding Policies	32
3.18 General Submissions on Objectives and Policies	32
4. Sections 31.3 Other Provisions and Rules, and 31.4 Clarification	32
4.1 Preliminary	32
4.2 Submissions	33
4.3 Recommendation	33
5. Section 31.5 – District Wide – Activities	33

5.1	Preliminary	33
5.2	Table 31.5 – Submissions on Activity Status	34
5.3	Rules 31.5.12 and 31.5.13	35
5.4	Rule 31.5.22.....	35
5.5	Rule 31.5.23.....	37
5.6	Health and Safety Signage	39
5.7	Signage Outside Ski Area Sub-Zones relating to Ski Area Sub-Zones	39
5.8	Signage Related to “TSS Earnslaw”	39
5.9	Network Utility Signage.....	40
5.10	Signage Within Approved “Signage Platforms”	40
5.11	Site Specific Exemption	42
6.	Section 31.6 – District Wide – Standards.....	42
6.1	Table 31.6 and Submissions	42
6.2	Rule 31.6.2 – Temporary Event Signs	43
6.3	Rule 31.6.5 – Temporary Sale Signs.....	43
6.4	Rule 31.6.6 – Temporary Construction Signs	44
6.5	Rule 31.6.7 – Free Standing Signs.....	45
6.6	Rule 31.6.9 – Under Verandah Signs	45
6.7	New Rule Sought	46
7.	Section 31.7 – Standards for Signs in Commercial Areas	47
7.1	Section Title and Division of Rule Table	47
7.2	General Submissions on Table 31.7.....	48
7.3	Rule 31.7.1.....	49
7.4	Rule 31.7.5.....	49
7.5	Rule 31.7.6.....	53
7.6	Overall Recommendation on Table 31.7.....	53
8.	Section 31.8 – Standards for Signs in Residential Areas.....	54
8.1	Recommendation	54
9.	Section 31.9 – Standards for Signs in Other Areas.....	54
9.1	Notified Table	54
9.2	Visitor Accommodation at Millbrook	55
9.3	Signage in Ski Area Sub-Zones.....	55
9.4	Re-Arrangement of Notified Table 31.9	56
10.	Section 31.10 – Non-Notification of Applications	56
11.	Section 31.11 – Matters of Control	56
12.	New Section – Matters of Discretion	57

13. Section 31.12 – Assessment Matters57

14. Section 31.13 – Interpretative Diagrams57

15. Variation to Chapter 1758

16. Recommended Variations58

17. Overall Recommendation59

Appendix 1: Recommended Revised Chapter 21 Signs and Associated Variations

Appendix 2: Recommendations on Submissions and Further Submissions

1. PRELIMINARY

1.1 Introduction

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

1.2 Terminology

2. Throughout this report, we use the abbreviations set out in Section 1.1 of Report 19.1 plus following abbreviations which are specific to submissions dealing with Chapter 31:

Darby Planning LP
et al

Darby Planning LP¹; Henley Downs Farm Holdings Limited and Henley Downs Land Holdings Limited²; Treble Cone Investments Limited³; Soho Ski Area Limited, Blackmans Creek No. 1 LP⁴; Mt Christina Limited⁵; Glencoe Station Limited⁶; Glendhu Bay Trustees Limited⁷

1.3 Background

3. This report deals with the submissions and further submissions lodged in respect of Chapter 31 Signs, the variation to Chapter 2 Definitions notified with Chapter 31, and the variation to Chapter 17 Airport Zone notified with Chapter 31.
4. Ms Amanda Leith, a consultant engaged by the Council, prepared a Section 42A Report, rebuttal evidence and a reply statement and we had the benefit of evidence from several submitters. Ms Leith advised us that she was not the author of Chapter 31 as notified. Ms Leith also advised that while she had lodged submissions on Stage 2 matters on behalf of other clients, none of the firm's clients had submissions on, or any other interest in, the subject matter of Chapter 31. We appreciate Ms Leith's explaining this to us and are satisfied that she approached her task as the Council's reporting officer on this topic professionally.
5. The hearings proceeded as described in Report 19.1.
6. There were 207 submission points lodged against Chapter 31 and associated definitions, and 332 further submission points. Although we may not mention each of these points individually in this report, we have considered all of the relevant submissions and further submissions in preparing this report. We set out in Appendix 2 a list of the submissions and further submissions and our recommendation in respect of each one.

¹ Submission 2376
² Submission 2381
³ Submission 2373
⁴ Submission 2384
⁵ Submission 2383
⁶ Submission 2379
⁷ Submission 2382

1.4 Higher Order Documents

7. In her Section 42A Report, Ms Leith set out the relevant provisions of Part 2 of the Act and provided her opinion as to how those provisions were relevant to this Chapter⁸. Ms Leith also referred us to provisions of the 1998 RPS she considered relevant, and the provisions of the proposed RPS at the time of writing her report.
8. We have discussed in Report 19.1 how we consider the Partially Operative RPS 1998, the Partially Operative RPS 2019 and the Proposed RPS should be approached in formulating our recommendations and also the changes in status of various proposed RPS provisions and the weighting that should be given to them. Overall, we think Ms Leith was correct when she stated that the consideration of signage is complex given that it may be located in a multitude of locations, serving a variety of functions, with a range of different effects⁹. In that sense it is unsurprising that the Partially Operative RPS 1998 and Partially Operative RPS 2019 do not have specific policies related to signage, but it requires of us, in evaluating the proposed provisions and submissions, to take a broad view of both documents and the contents of Part 2 of the Act.
9. Ms Leith attached the Section 32 Evaluation Report to her Section 42A Report. We have considered the content of that evaluation report in our assessment of submissions below and refer to it when necessary.

2. GENERAL ISSUES

2.1 Major Issue – Hoardings/Billboards

10. By the time we reached the end of the hearings, including receipt of the Council's reply, the sole significant issue where there was not some measure of agreement between the submitters and the Council officers was the activity status of hoardings/billboards.
11. As notified, the definition of hoarding was as follows:
Hoarding:
Means any sign that is for purely commercial brand awareness purposes and which does not relate to land use activity conducted on the site.
12. Notified Rule 31.5.14 classified hoardings as a prohibited activity. It appears that this rule gave effect to notified Policy 31.2.1.10 which stated:
31.2.1.10 Avoid adverse effects from the following signs and sign types:
 - a. *flashing, moving or animated signs and signs that create an optical illusion;*
 - b. *roof signs;*
 - c. *hoardings;*
 - d. *signs displaying sexually explicit, lewd or otherwise offensive content;*

⁸ At paragraphs 4.3 to 4.10

⁹ At paragraph 4.26

- e. *stationary sign-written trailers, vehicles or permanently moored vessels or signs attached to stationary trailers, vehicles or permanently moored vessels which are visible from any road or public place for the purpose of advertising; and*
 - f. *signs imitating any traffic direction and safety sign as required by the New Zealand Transport Agency.*
13. Four submissions¹⁰ sought that clause (c) of Policy 31.2.1.10 be deleted. The submission from NZTA¹¹ sought that the words “adverse effects from” be deleted from the introductory line of the policy so that the signs be avoided, not the adverse effects of them.
14. The submissions on Rule 31.5.14 sought:
- a) Support the rule¹²;
 - b) Delete the rule¹³;
 - c) Change the status to Restricted Discretionary¹⁴;
 - d) Change the status so it is not Prohibited¹⁵;
 - e) Consider providing for consent to be granted for hoardings in some zones¹⁶.
15. Four submissions sought the deletion of the definition of “hoarding” with an amendment to the definition of “off-site sign” so that signs purely for brand awareness were considered “off-site signs”¹⁷.
16. In her Section 42A Report¹⁸, Ms Leith set out the background to the provisions for hoardings and off-site signs in the ODP, noting that hoardings were a non-complying activity in the ODP as a result of Plan Change 48. After reviewing the content of the relevant submissions, Ms Leith concluded that “billboard” would be preferable term to “hoarding” and recommended that the definition of “hoarding” be amended by replacing “hoarding” with “billboard”. She also recommended changes to the definition of “off-site sign” which we discuss later in this report.
17. Ms Leith considered carefully whether billboards would be appropriate in the various zones and locations in the district. Although not specified in her analysis, she does allude in several places to the size of billboards being an issue when considering the effects on visual amenity. She concluded that billboards should remain a prohibited activity largely throughout the district with no amendment to Policy 31.2.1.10. We note that she highlighted that billboard signs would be allowed within the Airport Zone: Queenstown¹⁹.
18. Ms Leith confirmed this position in her Rebuttal Evidence²⁰, concluding that to allow billboards in the district’s commercial zone would have the potential to result in increased levels of visual

¹⁰ Submissions 2194, 2195, 2478 and 2557

¹¹ Submission 2538, supported by FS2760

¹² Submission 2538, supported by FS2760, opposed by FS2764

¹³ Submissions 2194 (supported by FS2788, FS2789, FS2790), 2195, 2478 and 2557

¹⁴ Submission 2460, supported by FS2737

¹⁵ Submission 2516

¹⁶ Submissions 2585 (supported by FS2764) and 2593

¹⁷ Submissions 2194, 2195, 2478 and 2557

¹⁸ At Section 7

¹⁹ Ibid, at paragraph 7.21

²⁰ At paragraph 5.2ff

clutter, dominance and adverse amenity effects. She added “... if billboard signs were to be provided with a consenting pathway, a rationalisation of the size requirements for signage within the commercial zones may be required to off-set the potential cumulative adverse proliferation or dominance effects within streetscapes.”

19. Turning first to the NZTA submission on Policy 31.2.1.10, Ms Leith recommended that this submission be accepted and the policy focus purely on the signs. Mr MacColl supported that recommendation but provided no reasoning for that support. We disagree with Ms Leith. We consider the focus of the policies and rules should be on the effects of signs, not signs per se. Also we note that her reasoning was premised on all the sign types listed being prohibited activities. We consider that policies should not be determined by the rules that give effect to them, but rather how they policies implement the objective(s). The objective is directed at maintaining character and amenity values. In our view it is the effects of signs on character and amenity values that the policy should be directed to.
20. Mr Andrew Maclennan provided expert planning evidence in support of the submission lodged by QMS Media Limited²¹. It was his opinion that there was a role for billboard signs in the district’s commercial zones as a discretionary activity²². He suggested such signs up to 18m² should be discretionary, and then non-complying beyond that size²³. Mr Maclennan told us he did not have sufficient experience of the Queenstown Lakes District to be able to advise as to locations where he considered signs of such size could be appropriate.
21. Mr Michael Gray, managing director of Go Media Limited²⁴, provided useful background on the nature of signage, types of signs and their scale. He considered that provisions should be made for small scale advertising on street furniture and small format digital displays in the Town Centre. It was his view that the standards should provide for standard digital advertising signage size, which he said vary between approximately 1.5m² and 2.3m².²⁵
22. At the hearing, Mr Gray told us that changing the content of signage he was proposing did not change the effects. We understood him to be excluding sexually explicit, lewd or otherwise offensive content (as listed in Policy 31.2.1.10-d) when he made that comment. He clarified that the maximum scale sought was 5m² and that he considered a discretionary activity consent was appropriate for such signage²⁶.
23. Ms Leith did not alter her position regarding billboard signs in her reply statement, although she did recommend some modifications to the definition of “off-site sign” to clarify the distinction of such signs and billboard signs.
24. Having considered all the submissions and evidence on this issue, we have concluded that the argument has been distorted by a perception by all those providing evidence (with possibly the exception of Mr Gray) that at issue are large-scale signs. Certainly Mr Maclennan was focused on signs of 18m², and Ms Leith’s concerns regarding “billboard signs” in the District’s commercial zones was in large part a concern about scale²⁷.

²¹ Submission 2557

²² A Maclennan, EIC at paragraph 24

²³ Notes of hearing, 27 September 2018

²⁴ Submission 2516

²⁵ M Gray, EIC at paragraph 13

²⁶ Notes of hearing, 27 September 2018

²⁷ A Leith, Section 42A Report at paragraph 7.19

25. We consider that confusion is understandable to some extent. The common definition of “hoarding” is:
*A temporary fence (of boards) round a building during erection or repair, often used for displaying advertisements or notices, a structure for displaying advertisements.*²⁸
26. That for “billboard” is:
*A large outdoor board or hoarding for advertisements.*²⁹
27. The definition of “hoarding” as notified, or “billboard sign” as recommended, included in the PDP relates purely to the nature of the content of the sign, not its size, nor its location. It is our understanding a defined term in a plan replaces or over-rides any inconsistency with the common usage of that term³⁰.
28. Focussing on “hoarding” as defined in Stage 2, no real reason was provided in Ms Leith’s report or evidence as to why signs for purely brand awareness purposes, as opposed to advertising a place, business, event, or brand sold by a business, should be prohibited in all parts of the District except Queenstown Airport³¹. We infer from Ms Leith’s comment in her rebuttal evidence quoted above³² that she expects that limiting signage to that directly related to the activities located within commercial areas would limit the proliferation of signs. We consider that the cumulative effect of including signs purely for commercial brand awareness in the mix can be dealt with if the activity is classified as discretionary, as Mr Gray sought.
29. We agree with Ms Leith that the term hoarding should be replaced because that could be confused with the temporary structures around construction sites. Given the ordinary meaning of billboard, we are not sure that is the best replacement name, but it was a term accepted by the Council and submitters, with no evidence opposing Ms Leith’s recommended amendment to the definition. We therefore recommend the term “billboard sign” replace hoarding, and that “billboard sign” be defined with the same meaning as the notified definition of “hoarding”.
30. Having concluded that some provision should be made for billboard signs in the district, we need to consider the four submissions³³ that sought the deletion of clause (c) from Policy 31.2.1.10.
31. Our recommendation in respect of billboard signs is aimed at avoiding the adverse effects of those signs. Thus, other than the change to term used in clause (c), the policy can remain unaltered.
32. Before proceeding to consider what provision should be made in Chapter 31 for billboard signs, Mr Gray’s evidence on the digitalisation of signage means we need to consider how Chapter 31 deals with digital signage in parallel with the provisions for billboard signs.

²⁸ The New Shorter Oxford English Dictionary, Clarendon Press, Oxford, 1993

²⁹ *ibid*

³⁰ Interpretation Act 1999

³¹ Signs within the Airport Zone: Queenstown are a permitted activity under Rule 17.4.2, subject to the variation proposed by Stage 2 that signs within 20m of the zone boundary are subject to the rules in Chapter 31.

³² A Leith, Rebuttal Evidence at paragraph 5.2

³³ Submissions 2194, 2195, 2478 and 2557

33. As notified, Chapter 31 made no specific provision for digital signage. However, “*Flashing, moving, animated signs and signs that create an optical illusion*” were listed as a prohibited activity throughout the District³⁴.
34. Two submissions³⁵ sought that provisions should be made for digital signage, and that it should not be prohibited. Ms Leith, in her Section 42A Report, accepted that provisions should be made for digital signs³⁶, and identified that Policy 31.2.1.10 and Rule 31.5.15 could be interpreted as prohibiting digital signs³⁷. She recommended a series of amendments to the rules to provide for digital signage platforms in the Wanaka and Queenstown Town Centre Zones³⁸, subject to specified standards. Ms Leith recommended further finessing of these provisions in her Reply Evidence³⁹.
35. Digital signage is a form of display rather than a physical structure, in the same way that painted signwriting, or paper posters are a form of display. Mr Gray told us that the advantage of digital signage, from a sign provider’s point of view, is that the content of the sign can be changed remotely and as frequently as desired. Ms Leith advised that she had no issue with images alternating after a set period of time via digital signage. We understood her evidence to be that she did not support animated images on digital signage, but accepted that allowance should be made for the time for images to change by excluding such changing from the concept of “moving signs”⁴⁰.
36. We were unsure why the recommended provisions should permit a video screen in a display window showing a series of still shots of a tourist activity offered by the business on the premises, but prohibit the same screen showing a video of the same activity. However, submitters did not seek provision for such signage so we take the matter no further. It is also unclear whether digital signage can be used for some of the signs that are listed as permitted, such as traffic warning signs or signs showing when public transport will arrive/depart from a stop. These are matters the Council may wish to consider in the context of a variation, as there is no scope in the submissions to broaden digital signage beyond advertising.
37. Given that digital signage can only occur within a physical structure to convey the images, we consider the rules should be clear that the only provision made for digital signage be within a digital signage platform. We think that was the intention of Ms Leith, although it was not explicit in her reply version of Chapter 31. For this reason, as well as recommending the amendments proposed by Ms Leith, we recommend an additional rule be included making digital signage outside a digital signage platform a prohibited activity.
38. We also consider that understanding the rules would be assisted by providing definitions of “digital sign”, “static signage platform” and “digital signage platform”. We consider these to consequential amendments within scope of those submissions seeking provision be made for digital signage.

³⁴ Rule 31.5.15

³⁵ Submissions 2516 and 2557

³⁶ At Section 8

³⁷ At paragraph 8.3

³⁸ Ms Leith referred to “the two Town Centre zones”. We presume she was referring to the Wanaka and Queenstown Town Centre Zones, and not the Arrowtown Town Centre Zone which does not have the same focus on enabling commercial activities as the other two.

³⁹ At Section 5

⁴⁰ A Leith, Section 42A Report at paragraphs 8.3 and 8.4

39. We agree with Ms Leith that provision should be made for digital signage, but in our view Ms Leith's recommended amendments to Chapter 31 did not explicitly provide for billboard signs to use digital signage. We consider explicit provision must be made as billboard signs are defined by the content of the sign, not the structure or form of display. Ms Leith's recommendations for "digital signage platforms" appear to relate to something other than billboard signs. We consider this can be overcome by amending the definition of billboard signs to make it clear that those signs can utilise digital signage platforms.
40. Go Media⁴¹ sought an amendment to the definition of "moving sign" so that it did not unintentionally capture the 0.5 second digital dissolve between images on a digital display of static images. Ms Leith's suggested means of resolving this issue was to amend notified Rule 31.5.15 (which classified moving signs as a prohibited activity) to exclude digital signage allowed by the rules she proposed providing for digital signage⁴². We agree with that approach and the rules we recommend reflect that approach.
41. We have concluded that billboard signs should be provided for in the Queenstown and Wanaka Town Centre Zones and accept Mr Gray's position that such signs should be a discretionary activity. We do not agree with Mr MacLennan that such signs could be as large as 18m² given the scale of the two Town Centre Zones. We understood his opinion was based solely on his experience in Christchurch and other large cities, rather than the small, compact town centres in this district. We also consider Mr Gray's suggestion of 5m² to be too large in the context of the two town centres. In our view, signage solely for commercial brand awareness should not be visible from adjacent residential areas and the size of the signs should recognise the compact nature of the town centres. Thus, we have concluded that 2m² is an appropriate maximum size.
42. In discussing digital signage, Ms Leith expressed the view that it could be appropriate in the Airport Zone: Queenstown. We note that the provisions of Chapter 17, as varied by Stage 2, contains a self-contained set of signage standards, except where the sign is within 20m of the zone boundary⁴³. Thus, any provisions in Chapter 31 would only apply in the area within 20m of the zone boundary. As at least part of the zone boundary adjoins residential areas, without evidence as to how effects could be mitigated, we do not consider billboard signs or digital signage provisions of Chapter 31 should be extended to the Airport Zone: Queenstown.
43. For those reasons we recommend the following provisions be included in Chapter 31:
- a. The term Hoarding used in the notified version of the Chapter be changed to Billboard signs;
 - b. The definition Billboard signs be the same as the notified definition of Hoarding with an amendment to include reference to digital signage platforms;
 - c. Billboard signs be a discretionary activity in the Queenstown and Wanaka Town Centre Zones;
 - d. Billboard signs in the Queenstown and Wanaka Town Centre Zones be limited to 2m² in area and not be visible from any Residential Zone;
 - e. Provision for digital signage platforms at ground floor level and above ground floor, as recommended by Ms Leith;
 - f. A rule be included explicitly prohibiting digital signage outside of digital signage platforms within the commercial zones;

⁴¹ Submission 2516

⁴² A Leith, Reply Evidence, paragraph 5.3

⁴³ We note that no submissions were lodged in respect of this amendment to Chapter 17, which should form a note to Rule 17.4.2 given the renumbering of rules in the Decisions Version.

- g. The rule prohibiting moving signs contain an exclusion for digital signs specifically provided for.
44. We also recommend definitions of Digital Sign, Static Signage Platform and Digital Signage Platform be included in Chapter 2 in the list of Sign Types reading as follows:

Digital Sign:

means an internally lit sign that displays electronic messages (text) and/or images.

Digital Signage Platform:

means a physical structure and area specifically for the purpose of displaying digital signage.

Static Signage Platform:

means a signage platform for the purpose of displaying any sign type other than a digital sign.

2.2 Definitions

45. In conjunction with notifying Chapter 31 the Council notified a variation to Chapter 2 of the PDP to delete certain definitions, modify others and to insert additional definitions.
46. The following definitions were deleted:
- Flatboard
 - Free Standing Sign
 - Under Verandah Sign
 - Wall Sign
 - Ground Floor Area (For Signs)
47. We note that “Flat Board Sign”, “Free Standing Sign” and “Under Verandah Sign” were also defined under the term “Sign Types” and those definitions were retained in the variation, albeit with a minor modification to the definition of “Free Standing Sign”.
48. The following definitions were modified:
- Sign and Signage
 - Sign Area
 - Free Standing Sign (within the term “Sign Types”)
 - Off-Site Sign (within the term “Sign Types”)
 - Roof Sign (within the term “Sign Types”)
 - Temporary Event Sign (within the term “Sign Types”)
49. New definitions were inserted within the term “Sign Types” for:
- Temporary Construction Sign
 - Temporary Land Development Sign
50. The Council lodged a submission on Stage 1 of the PDP⁴⁴ seeking that all definitions relating to signage be deleted and replaced with only those made operative under Plan Change 48. This submission became a submission on the variation through the operation of clause 16B(1) of the First Schedule to the Act. The variation did not simply include the definitions in Plan Change 48 and we heard no evidence from the Council other than that from Ms Leith. We take from that that the Council’s position was different in 2018 from that in 2015 when the

⁴⁴ Submission 383

original submission was lodged. We therefore recommend this submission be accepted in part to reflect that some of the definitions mirror those in Change 48.

51. Other submissions were received in respect of four definitions:
- Hoarding⁴⁵;
 - Moving Sign⁴⁶;
 - Off-Site Sign⁴⁷; and
 - Sign and Signage⁴⁸.
52. In addition, there were several submissions that sought that Chapter 31 be amended to make signs a permitted activity in circumstances where they could not be seen by the public⁴⁹. Ms Leith noted that the definition of Sign and Signage specified that to come within the definition a sign must be visible from a road or public place⁵⁰. Thus we treat those submissions as being on the definition of Sign and Signage and recommend they be accepted.
53. We have dealt with the submissions relating to the definition of Hoarding above in our discussion regarding Billboard Signs. The submission relating to Moving Sign has also been dealt with in that discussion.
54. As notified in Stage 2, the definition of “Off-Site Sign” read:
Off-Site Sign:
means a sign which does not relate to goods or services available at the site where the sign is located and excludes Hoardings and Temporary Event Signs.
55. Four submissions⁵¹ sought that “Hoardings” be deleted from this definition. We have dealt with the issue of hoardings in our discussion on billboard signs above.
56. Ms Leith recommended changes to this definition to properly distinguish off-site signs from billboard signs⁵². We accept that the notified definition is ambiguous as to the contents of the sign. Ms Leith’s amendments aimed to ensure that off-site signs were for businesses or activities that were located within the vicinity but were unable to reasonably advertise their business or activity on-site. By the time of her Reply Evidence she arrived at the following formulation:
Off-Site Sign:
means a sign which does not relate to the use or activities at the site where the sign is located but relates to a use or activity occurring on a site within 150m of the sign and excludes Billboard Signs and Temporary Event Signs.
57. We consider that the amendments Ms Leith has made to limit an off-site sign to being located within 150m of the use or activity it relates to is beyond the scope of the submissions as it is an outcome that could not be reasonably foreseen by a person reading the submissions seeking to amend the definition. We also consider the notified definition allowed for off-site

⁴⁵ Submissions 2194, 2195, 2478 and 2557

⁴⁶ Submission 2516

⁴⁷ Submissions 2194, 2195, 2478 and 2557

⁴⁸ Submission 2543, supported by FS2737

⁴⁹ Submission 2466 (supported by FS2737, FS2753, FS2764, FS2788, FS2789, FS2790), 2492 (supported by FS2737, FS2789, FS2760, FS2790), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

⁵⁰ A Leith, Section 42A Report at paragraphs 17.8 and 27.2

⁵¹ Submissions 2194, 2195, 2478 and 2557

⁵² A Leith, Section 42A Report at Section 7

signs to contain the public information material referred to in notified Policy 31.2.6.2 as it provided for any material that was not goods or services available on the site, commercial branding (billboard sign definition) or in relation to a temporary event. Ms Leith's proposal removes the possibility of such signage. If the Council wishes to include such imitations, either in the definition or a standard, then the Council will need to initiate a variation to impose such a limitation.

58. While we consider Ms Leith's suggestions to be beyond scope, we do think some improvement can be made which would not change the intended application of the definition but remove potential ambiguities. In our view a more appropriate wording is:

Off-Site Sign:

means a sign which:

- a. does not relate to goods or services available at the site where the sign is located;
- b. is not a Billboard Sign; and
- c. is not a Temporary Event Sign.

59. We recommend that the definition of Off-Site Sign be as set out in the previous paragraph as a minor grammatical amendment under Clause 16(2).

60. The remaining submission on the definition of Sign and Signage opposed the inclusion of corporate colours within the definition⁵³.

61. Ms Leith initially recommended this submission could be satisfied by amending the definition to exclude neutral and recessive colours⁵⁴. Following questioning by the Panel as to the subjectivity of the term proposed, Ms Leith resiled from that position in her Reply Evidence⁵⁵. She did recommend, however, that if we considered clarification of the term "corporate colours" was required, there was scope in Submission 2543 to include a definition of the term, and suggested wording of such a definition.

62. We heard no evidence from the submitter on this issue.

63. Ms Leith's further analysis of the issue in her Reply Evidence is helpful and we consider it would be useful to include a definition of the term "corporate colours" based on her analysis of how colours are used as part of the signage of several business chains. We note that the term used in the various definition is "corporate colour scheme".

64. For those reasons we recommend the inclusion of a new definition as follows:

Corporate Colour Scheme

Means the colour or colours which a business or organisation adopts as a key visual element of its corporate identity.

65. Ms Leith recommended an amendment to the definition of sign and signage in response to the submission from Wanaka Flooring Xtra⁵⁶. This submission noted that as notified, the definition included merchandise seen through a window within the allowed signage. Ms Leith advised that she shared the concerns of the submitter on this issue⁵⁷. She recommended the

⁵³ Submission 2543, supported by FS2737

⁵⁴ A Leith, Section 42A Report, Section 13

⁵⁵ At Section 9

⁵⁶ Submission 2128, supported by FS2737

⁵⁷ A Leith, Section 42A Report, paragraph 12.6ff

definition include the phrase “excluding a display of physical goods or products available for sale on the premises” after the word “display”. Ms Quin, in giving evidence for Books & Toys (Wanaka) Ltd⁵⁸, supported this amendment, although she also sought that posters be included in the exclusion.

66. We agree with Ms Leith for the reasons she gave in her evidence. We deal with the issue of posters raised by Ms Quin below. We therefore recommend that the definition of sign and signage read as follows:

Sign and Signage

Means:

- a. any external name, figure, character, outline, display (excluding a display of physical goods or products available for sale on the premises), delineation, announcement, design, logo, mural or other artwork, poster, handbill, banner, captive balloon, flag, flashing sign, flatboard, free-standing sign, illuminated sign, moving signs, roof sign, sandwich board, streamer, billboard sign or any other thing of a similar nature which is:
 - i) intended to attract attention; and
 - ii) visible from a road or any public place;
- b. all material and components comprising the sign, its frame, background, structure, any support and any means by which the sign is attached to any other thing;
- c. corporate colour schemes;
- d. any sign written vehicle/trailer or any advertising media attached to a vehicle/trailer.

2.3 General Submissions

67. Several other submissions require consideration before discussing the provisions in the chapter and the submissions on those provisions. Three submissions supported the chapter and sought it be confirmed⁵⁹. In addition, one submission sought a full rework of the chapter “removing ludicrous terms, and making things easier to understand”⁶⁰. As we are recommending changes to the chapter, we recommend these submissions be accepted in part.
68. Mr Clarke⁶¹ also sought that sign writing companies advise their clients of their responsibilities, and that the Council enforce the sign rules. Those two matters are beyond what we can recommend be included in the PDP but we bring them to the Council’s attention.

2.4 31.1 – Purpose

69. This section contains a broad outline of the benefits of signs, and the potential adverse effects signs can have on visual amenity and traffic and pedestrian safety. It then briefly summarises the regulatory approach taken in this chapter.

⁵⁸ Submitter 2510 and Further Submitter 2737

⁵⁹ Submissions 2019, 2235 and 2495

⁶⁰ Submission 2128, supported by FS2737

⁶¹ Submission 2235

70. The only submissions on this section sought that it be amended to better provide for interpretative signs⁶². Ms Black provided evidence on the issue of signs for interpretation on behalf of the Real Journeys Group, and Mr Farrell supported her evidence. However, neither Ms Black nor Mr Farrell suggested how Section 31.1 should be altered to give effect to this submission.
71. We consider the first sentence of this section covers the issues raised in terms of the Purpose statement. That reads (as notified):
Signs provide information to the general public and can assist with creating a sustainable and vibrant community.
72. We recommend that Section 31.1 be adopted as notified.

3. SECTION 31.2 – OBJECTIVES AND POLICIES

3.1 General Approach to Submissions on Objectives and Policies

73. We will consider submissions on the six notified objectives in Chapter 31 first, and then consider any submissions seeking additional objectives. Once we have a set of objectives to recommend, we will consider the policies to achieve those objectives, starting with the policies as notified and then considering any submissions suggesting new policies.

3.2 Objective 31.2.1

74. As notified this read:

31.2.1 Objective - The location, size, design and appearance of signs are managed to assist with maintaining appropriate levels of amenity.

75. One submission⁶³ supported Objective 31.2.1. Two submissions⁶⁴ sought that the objective be amended by including references to enhancement of access.
76. Ms Leith agreed with the intent of these latter two submissions but recommended slightly altered wording⁶⁵. At the hearing we questioned Ms Leith as to whether, as notified or including her proposed amendment, Objective 31.2.1 was expressed as an objective. Ms Leith reviewed the objectives and policies before preparing her reply evidence⁶⁶ and, as a consequence, recommended this objective be reworded as follows:

Signage which is of a scale and extent which maintains the character and amenity of the District and enhances access.

77. We agree that this wording is more appropriate for an objective than that notified, and that the amendments proposed are either grammatical or within the relief sought by the submitters. We also agree that including the reference to enhancing access better achieves the purpose of the Act in relation to signage. We do consider, however, that two minor

⁶² Submissions 2466 (supported by FS2737 and FS2753), 2492 (supported by FS2737 and FS2760), 2494 (supported by FS2737 and FS2760) and 2581 (supported by FS2737 and FS2753)

⁶³ Submission 2446

⁶⁴ Submissions 2242 (supported by FS2788, FS2789 and FS2790, opposed by FS2760) and 2455 (supported by FS2760) and 2455 (supported by FS2760)

⁶⁵ A Leith, Section 42A Report, at paragraph 14.1ff

⁶⁶ A Leith, Reply Evidence at Section 3

changes should be made under Clause 16(2) to further improve the grammar and to use wording consistent with that used by the Act.

78. For those reasons, we recommend that Objective 3.2.1 be reworded as follows:

Signage which is of a scale and extent that maintains the character and amenity values of the District and enhances access.

3.3 Objective 31.2.2

79. As notified this read:

31.2.2 Objective – The adverse effects of signs are managed to limit the impact on public safety, including the safety of pedestrians and users of the roading network.

80. One submission⁶⁷ supported this objective and the Real Journeys Group⁶⁸ sought that it be amended so that it referred to the “roading and water transport network”.

81. Ms Leith did not recommend any change to this objective in her Section 42A Report, and we received no specific evidence from Real Journeys Group on its proposed amendment. However, following our request of Ms Leith to consider whether this was expressed as an objective, she recommended in her Reply Evidence that it be reworded as:

Signs are managed to limit the impact on public safety, including the safety of pedestrians and users of the transport network.

82. We consider this wording still fails to express a desired environmental outcome. We consider it should be expressed as:

Signs have limited adverse effects on public safety, including the safety of pedestrians and users of the transport network.

83. We are satisfied that this conveys the meaning intended by the notified wording, but in a way that properly expresses the outcome desired, and recommend this wording be adopted. We consider this to be in large part a grammatical change with no change in meaning under Clause 16(2). The replacement of “roading” with “transport” is within scope of the change sought by the Real Journeys Group.

3.4 Objective 31.2.3

84. As notified this read:

31.2.3 Objective - Signs are complementary to, and do not detract from, the design values of the building they are attached to and are sympathetic to the design values of nearby developments and public places.

⁶⁷ Submission 2538, supported by FS2760

⁶⁸ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

85. The only submissions on this objective were from the Real Journeys Group⁶⁹. They sought that the words “and do not detract from” and “developments and” be deleted.
86. In her Section 42A Report, Ms Leith noted that no reasons were given by the submitters for the amendments sought⁷⁰. She recommended no change be made to it, both in that report and in her Reply Evidence. No evidence was presented by Real Journeys Group in respect of this objective.
87. In the absence of reasons or evidence as to why it should be amended we recommend it be adopted as notified.

3.5 Objective 31.2.4

88. As notified this read:

31.2.4 Objective - Signs located on waterfronts, wharves and jetties (including signs on buildings on wharves and jetties) convey necessary information while preserving a high standard of amenity and public views.

89. The only submissions on this objective were from the Real Journeys Group⁷¹. These submissions sought the inclusion of “and interpretative” before “information”.
90. Ms Leith did not recommend any amendments to this objective. Ms Black provided evidence on behalf of the Real Journeys Group as to how and where it saw value in the provision of interpretative signs. However, her evidence referred to locations that were not on waterfronts, wharves and jetties. Mr Farrell asserted that there were no significance resource management issues or reasons why interpretative signage should not be included alongside information and directional signage⁷², and supported the amendment sought by Real Journeys Group based on that assertion. He provided no analysis or factual evidence that would enable us to evaluate his assertion.
91. This objective applies on the edges of, and within, lakes and rivers in the District. At the higher level, Chapter 3 contains the following objective and policy:
- 3.2.4.3 The natural character of the beds and margins of the District’s lakes, rivers and wetlands is preserved or enhanced.
- 3.3.19 Manage subdivision and/or development that may have adverse effects on the natural character and nature conservation values of the District’s lakes, rivers, wetlands and their beds and margins so that their life-supporting capacity and natural character is maintained or enhanced.
92. In our view, this objective is consistent with the higher level objective and policy which are, at least in part, giving effect to section 6(a) of the Act. It perhaps would be more explicit if it stated that signs in such locations only convey necessary information but in the absence of evidence we are not prepared to recommend such an amendment.

⁶⁹ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

⁷⁰ At paragraph 27.8

⁷¹ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

⁷² B Farrell, EiC at paragraph 25(a)

93. Mr Farrell did not consider the provisions from Chapter 3 or those of section 6(a) of the Act when advising us of his support for the amendment sought by the submitters. We consider when the objective is read in the context of those provisions, it is the most appropriate way to achieve the purpose of the Act, and we recommend it be adopted as notified.

3.6 Objective 31.2.5

94. As notified this read:

31.2.5 Objective – Signs promoting temporary events for a limited duration are enabled so long as they are managed to minimise adverse effects on traffic, pedestrian and public safety and visual amenity.

95. The only submission⁷³ on this objective supported it. Ms Leith concluded that as drafted this was not an objective and recommended the removal of the words “for a limited duration are enabled so long as they are managed to” to make it outcome focused⁷⁴. We agree with Ms Leith both that, as notified, this was not worded as an objective, and that her amendment turns it into an objective. We are satisfied that this is a minor grammatical change that can be made under Clause 16(2). Consequently, we recommend this objective be adopted with the following wording:

Signs promoting temporary events minimise adverse effects on traffic, pedestrian and public safety and visual amenity.

3.7 Objective 31.2.6

96. As notified this read:

31.2.6 Objective –Off-site signs are provided for in limited circumstances.

97. The sole submission⁷⁵ on this objective sought that it be amended to read “Discourage off-site signs”. Ms Leith did not recommend any change to it.

98. Mr MacColl, appearing for the submitter, supported Ms Leith’s recommendation that the objective remain unchanged. Mr Ferguson, appearing for the further submitters in opposition, did not refer to this objective.

99. We consider this to be unsatisfactory as an objective as it fails to identify an environmental outcome. It is so deficient that we are unable to discern from it what outcome it is sought. We do not consider limited frequency of off-site signs to be an outcome in itself. The objective should convey the reason why it is desirable for such signs to only be provided for in limited circumstances. We consider the version sought by NZTA fails the same test.

100. If we had scope we would recommend deletion of objective 31.2.6. Given that it is worded as a policy, we consider the better solution is to move it to be a policy under Objective 31.2.1. We therefore recommend it be renumbered as Policy 31.2.1.4 and the subsequent renumbering of other policies.

⁷³ Submission 2181

⁷⁴ A Leith, Reply Evidence, Appendix 1

⁷⁵ Submission 2538, supported by FS2760, opposed by FS2783, FS2788, FS2789, FS2790

3.8 New Objective

101. Two submissions⁷⁶ sought the formulation of a new objective and associated policies “*seeking to enable signs associated with ski area activities located within SASZs*”. No specific wording was proposed in the submissions.

102. Ms Leith agreed with the submitters that provision should be made for signage in SASZs and recommended a new Objective 31.2.7 worded as follows⁷⁷:

Signs located within Ski Area Sub-Zones convey necessary operational, directional and safety information and limited commercial signage while preserving a high standard of amenity and public views.

103. Mr Ferguson, appearing for the submitters, supported Ms Leith’s recommendation without discussing the wording of the objective⁷⁸. Mr Farrell, appearing for the further submitters, also supported Ms Leith’s recommendation⁷⁹.

104. We agree with Ms Leith that some signage is required in SASZs, and other signage in those Sub-Zones is not unexpected. However, the objective as drafted is a combination of environmental outcome (“*preserving a high standard of amenity and public views*”) and methods of achieving the outcome (only limited commercial signage or necessary other signage). We also note that Ms Leith discussed the PDP provisions which exclude the SASZs from the ONL of the Rural Zone, but acknowledges that nonetheless activities in SASZs could have potential effects on landscape and visual amenity values⁸⁰. We have difficulty reconciling that conclusion with use of the phrase “*preserving a high standard of amenity and public views*”. We are unsure what is meant by a high standard of amenity, and consider it unlikely that SASZ signage would block public views.

105. Ms Leith also noted that the definition of sign requires that it be visible from a road or public place. We note that the definition of road restricts it to public roads⁸¹. Thus views from public places into the SASZ are what are at issue, and the landscape and visual amenity values enjoyed by people when viewing the SASZs from those public places. Having said that, we note that some SASZs are on reserve or conservation land so are technically public places in any event.

106. Consequently, we recommend that a new Objective 31.2.6 be inserted which reads:

Signs located within Ski Area Sub-Zones do not compromise the landscape and visual amenity values of the area as viewed from public places (including public roads).

3.9 Summary of Recommendations on Objectives

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

⁷⁶ Submissions 2373 (supported by FS2760, FS2800) and 2384 (supported by FS2760, FS2800)

⁷⁷ A Leith, Section 42A Report, Section 17

⁷⁸ C Ferguson, EiC at paragraph 135

⁷⁹ B Farrell, EiC at paragraph 25(c)

⁸⁰ A Leith, Section 42A Report, at paragraph 17.7

⁸¹ See section 315 Local Government Act 1974

3.10 Policies 31.2.1.1 to 31.2.1.11

108. As notified these read:

- 31.2.1.1 *Ensure the number, size, location, design and appearance of signs maintain the character and amenity values anticipated for the site, street scene and surrounding environment.*
- 31.2.1.2 *When considering the character and amenity values that apply to the site and surrounding environment, consider the character and amenity values anticipated by any relevant District Plan Zone, or in the case of signs proposed within the road, apply the nearest adjoining Zone.*
- 31.2.1.3 *Encourage signs to be located on the site of the related activity.*
- 31.2.1.4 *Ensure that any lighting in conjunction with signs will not lead to adverse effects on the receiving environment.*
- 31.2.1.5 *Support the establishment of information and direction signs that:*
 - a. *assist with improving the legibility of public spaces; and*
 - b. *assist with achieving Crime Prevention Through Environmental Design (CPTED) principles.*
- 31.2.1.6 *In District Plan Zones that are primarily for commercial or mixed use activities:*
 - a. *provide for a diverse range of sign types that facilitate effective communication of business information and commercial individuality within the context of the wider commercial area;*
 - b. *limit the number and size of signs enabled per commercial tenancy, and cumulatively on buildings that have multiple tenancies, to avoid, remedy or mitigate adverse effects on the visual amenity values of the site and the surrounding environment; and*
 - c. *encourage the incorporation of freestanding signs into the overall design of the site to achieve good integration with any pedestrian or vehicle access arrangements, car parking and/or landscaping layout.*
- 31.2.1.7 *Ensure signs in public places or attached to utilities or buildings for community activities are generally limited to signs necessary for direction, public information or public safety, and provide for signs for other purposes in limited circumstances.*
- 31.2.1.8 *Avoid, remedy or mitigate the adverse effects of signs located on an Outstanding Natural Feature or within an Outstanding Natural Landscape apply the relevant assessment matters in part 21.7 of the District Plan.*
- 31.2.1.9 *Encourage efficient management of signs through the establishment of signage platforms to reduce the need for a new resource consent each time the sign content is altered and ensure that any resource consent conditions that apply to the signage platform also apply to any subsequent changes to the sign content.*
- 31.2.1.10 *Avoid adverse effects from the following signs and sign types:*

- a. *flashing, moving or animated signs and signs that create an optical illusion;*
- b. *roof signs;*
- c. *hoardings;*
- d. *signs displaying sexually explicit, lewd or otherwise offensive content;*
- e. *stationary sign-written trailers, vehicles or permanently moored vessels or signs attached to stationary trailers, vehicles or permanently moored vessels which are visible from any road or public place for the purpose of advertising; and*
- f. *signs imitating any traffic direction and safety sign as required by the New Zealand Transport Agency.*

31.2.1.11 *Manage the effects of signs on heritage values having particular regard to:*

- a. *the design, location and size of signs and the method of attachment; and*
- b. *any Council design guideline, being either the Queenstown Town Centre Special Character Area Design Guidelines 2015, Wanaka Town Centre Character Guideline 2011, or the Arrowtown Design Guidelines 2016.*

Advice Note: any relevant objectives and provisions of Chapter 26 – Historic Heritage will also apply.

109. There were no submissions lodged in respect of Policies 31.2.1.1, 31.2.1.2, 31.2.1.6 or 31.2.1.9. The only submissions lodged in respect of Policies 31.2.1.3⁸² and 31.2.1.4⁸³ supported those policies.
110. In her reply evidence, after reviewing the objectives and policies as discussed above, Ms Leith recommended some minor grammatical changes to Policies 31.2.1.2 and 31.2.1.4. In Policy 31.2.1.2 she recommended that rather than “applying” the nearest Zone when considering effects of signs located on roads, the policy should require that the nearest Zone be taken into consideration.
111. We agree that as notified the policy did not properly express how the impacts of signs located on roads on character and amenity values would be considered, but are not satisfied that Ms Leith’s amendment assists either. In our view, although it makes the policy rather repetitive internally, we consider the policy should state that it is the character and amenity values anticipated in the adjoining Zone which are to be considered when a sign is proposed within a road.
112. We note that we consider this policy may be too narrow in referencing the nearest adjoining zone. If two or more zones are in the immediate vicinity, which can occur where a zone boundary follows a road, the most sensitive zone will not necessarily be the nearest. We consider the policy would be better phrased so as to consider the character and amenity values

⁸² Submission 2538, supported by FS2760

⁸³ Submission 2538, supported by FS2760

of the adjoining zones, but there is no scope provided by the submissions to make such a change. We recommend the Council consider a variation to improve the scope of this policy.

113. Accordingly, given the limited scope to amend the policy, we recommend, as a minor grammatical amendment under Clause 16(2), that Policy 31.2.1.2 read:
When considering the character and amenity values that apply to the site and surrounding environment, consider the character and amenity values anticipated by any relevant District Plan Zone, or in the case of signs proposed within the road, consider the character and amenity values anticipated by the nearest adjoining Zone.
114. Ms Leith recommended that Policy 31.2.1.4 be amended by changing “will” to “does”. We agree that this minor amendment can be made under Clause 16(2) and that it improves the grammar of the policy. We recommend the policy be adopted with that amendment and renumbered as 31.2.1.7.
115. Ms Leith did not recommend any amendments to Policies 31.2.1.1, 31.2.1.3, 31.2.1.6 or 31.2.1.9. We recommend those policies be adopted as notified, subject to 31.2.1.6 being renumbered as 31.2.1.9, and 31.2.19 being renumbered as 31.2.1.12.
116. Submissions on Policy 31.2.1.5 sought:
a) Amend clause (a) by including reference to public access rights to public spaces⁸⁴;
b) Include reference to interpretation signs and change “public spaces” in clause (a) to “open spaces”⁸⁵.
117. Ms Leith agreed with the Department of Conservation and Fish & Game that clause (a) should include reference to knowledge of access to public spaces and recommended an amendment slightly different from, but to similar effect to, that sought by the submitters. With respect to the amendments sought by the Real Journeys Group, she considered the provision made for information signs covered their concerns⁸⁶. In responding to the Panel’s question regarding interpretative signs in her reply evidence, Ms Leith did not refer to this policy but her explanation was that such signs fell to be considered as information boards or free-standing signs, and that she considered adequate provision had been made for those types of signs in the chapter⁸⁷.
118. We agree with Ms Leith that, in terms of this policy, interpretative signs as sought by the Real Journeys Group are captured within the term information signs. Ms Black provided evidence of the type of interpretative sign she considered should be provided for, and that consisted of a sign displaying information⁸⁸. No evidence was presented as to why “public spaces” should be changed to “open spaces”.
119. We are satisfied that the amendment recommended by Ms Leith, subject to a minor grammatical change, is the most appropriate means to give effect to the objective in the form we are recommending. For those reasons we recommend that Policy 31.2.1.5 be renumbered as 31.2.1.8 and worded as follows:

⁸⁴ Submissions 2242 (supported by FS2788, FS2789, FS2790, opposed by FS2760) and

⁸⁵ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

⁸⁶ A Leith, Section 42A Report at paragraph 27.4

⁸⁷ A Leith, Reply Evidence at Section 10

⁸⁸ F Black, EiC, Figures 14 and 15

Support the establishment of information and direction signs that:

- a) assist with improving the legibility of, and knowledge of access to, public spaces; and
- b) assist with achieving Crime Prevention Through Environmental Design (CPTED) principles.

120. The submissions on Policy 31.2.1.7, similar to those by the Real Journeys Group on Policy 31.2.1.5, sought the replacement of “public places” with “open places” and the inclusion of reference to interpretation signs⁸⁹. Ms Leith did not recommend any change to this policy, and for the same reasons we gave in respect of Policy 31.2.1.5, we recommend these submissions be rejected and the policy be adopted as notified, albeit renumbered as 31.2.1.10.

121. The only submissions on Policy 31.2.1.8 sought to limit its application to permanent signs⁹⁰. We apprehended from Ms Black’s evidence that this amendment was sought due to a concern that the placement of temporary signs in the Ski Area Sub-Zones in conjunction with events such as the Winter Games would be hindered by this policy. It was Ms Leith’s opinion that such signage would not be captured by the provisions of Chapter 31 as the definition of “sign or signage” was limited to signs visible from a road or any public place⁹¹. At the hearing Mr Farrell accepted that the only amendment required to this policy was that recommended by Ms Leith that we discuss below⁹².

122. Ms Leith did recommend a minor amendment to this policy to make it clear that the avoidance, remediation or mitigation of adverse effects of signs in the locations referenced was achieved by application of the Chapter 21 assessment matters. We agree that her recommended wording improves the understanding of the policy but we recommend the reference to the Chapter 21 provisions be amended to refer to the Decisions Version of the Chapter (Section 21.21). These amendments are minor non-substantive amendments that can be made under Clause 16(2).

123. For those reasons, we recommend that Policy 31.2.1.8 be adopted with the following wording, renumbered as 31.2.1.9:

Avoid, remedy or mitigate the adverse effects of signs located on an Outstanding Natural Feature or within an Outstanding Natural Landscape through applying the relevant assessment matters in part 21.21 of the District Plan.

124. We have dealt with the submissions on notified Policy 31.2.1.10 in Section 3.10 above and concluded there that the policy could remain unaltered, subject to renumbering and the replacement of “hoardings” in clause (c) with “billboard signs”. Consequently we recommend Policy 31.2.1.10 be renumbered 31.2.1.13, with “hoardings” in clause (c) replaced with “billboard signs”, and otherwise be adopted as notified.

125. Four submissions⁹³ sought that Policy 31.2.1.11 have two new clauses added:

⁸⁹ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

⁹⁰ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

⁹¹ A Leith, Rebuttal Evidence at paragraph 8.1

⁹² B Farrell, Summary of Evidence at paragraph 6

⁹³ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

The benefits of the sign;

The function of the sign.

126. Ms Leith agreed with this and recommended the policy be so amended⁹⁴. We accept Ms Leith's reasoning and recommend this policy be renumbered as 31.2.1.14 and adopted with the following wording:

Manage the effects of signs on heritage values having particular regard to:

- a. the design, location and size of signs and the method of attachment;
- b. any Council design guideline, being either the Queenstown Town Centre Special Character Area Design Guidelines 2015, Wanaka Town Centre Character Guideline 2011, or the Arrowtown Design Guidelines 2016;
- c. the benefits of the sign; and
- d. the function of the sign.

3.11 Policies 31.2.2.1 to 31.2.2.5

127. As notified these read:

31.2.2.1 Avoid adverse effects of signs that obstruct access to or through a pedestrian thoroughfare or the roading network.

31.2.2.2 Ensure the design and location of signs does not adversely affect traffic safety by causing confusion or distraction, or obstructing the sight lines of road users.

31.2.2.3 Support the establishment of information signs and lay-bys at the entrance to the District's settlements and at sites of natural, historical or tangata whenua interest.

31.2.2.4 Support the use of traditional Ngāi Tahu (tangata whenua) place names on signs within the District.

31.2.2.5 Ensure that any lighting in conjunction with signs does not adversely affect pedestrian and traffic safety.

128. No submissions were received in respect of Policies 31.2.2.3 and 31.2.2.4, and the sole submission⁹⁵ on Policy 31.2.2.1 supported the policy. Ms Leith recommended a minor grammatical change to Policy 31.2.2.1 such that it referred to the transport network rather than the roading network. This would give the policy wording consistent with Objective 31.2.2. We agree with that minor amendment, which can be made under Clause 16(2). Subject to that amendment to Policy 31.2.2.1, we recommend that Policies 31.2.2.1, 31.2.2.3 and 31.2.2.4 be adopted as notified.

129. NZTA supported Policy 31.2.2.2⁹⁶. Real Journeys Group sought that this policy be amended to apply to users of lakes and rivers as well as road users⁹⁷.

⁹⁴ A Leith, Section 42A Report at paragraph 27.7

⁹⁵ Submission 2538, supported by FS2760

⁹⁶ Submission 2538, supported by FS2760

⁹⁷ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

130. Ms Leith did not consider that a situation would arise where signage may affect the safety of users of the water transport network, and consequently did not recommend any change to the wording of this policy. No evidence was presented by either Ms Black or Mr Farrell in support of the Real Journeys Group’s submission.
131. In the absence of evidence as to why the policy should apply to water transport we are not prepared to recommend any changes. We recommend this policy be adopted as notified.
132. NZTA supported Policy 31.2.2.5⁹⁸. Real Journeys Group⁹⁹ sought that it be amended to ensure that lighting associated with signs did not adversely affect navigation safety.
133. Ms Leith opined that the term “traffic safety” incorporated “navigation safety” and on that basis no amendment to the policy was necessary. No evidence was presented by either Ms Black or Mr Farrell in support of the Real Journeys Group’s submission.
134. We are not sure that Ms Leith’s opinion regarding the meaning of traffic safety is correct. The common use of the word traffic means road traffic. Where other types of traffic is intended, then that type usually prefaces the word, for example air traffic, foot traffic. Navigation has a common meaning applying to the use of the surface of waterbodies. If we had evidence about whether lighting in conjunction with signs had potential adverse effects on navigation safety we would have been prepared to consider the amendment requested. However, we received no evidence on this and the summary of reasons in relation to signs in the submissions provided no assistance. Rather, those reasons suggested that the signs provisions should enable more prominent signage.
135. On that basis we are not prepared to recommend any change to this policy and recommend it be adopted as notified.

3.12 Policies 31.2.3.1 to 31.2.3.5

136. As notified these read:

- 31.2.3.1 *Ensure the design and display of signs is consistent with and complementary to the overall design of the building through attention to:*
- a. *the number, size, height and elevation of signs;*
 - b. *lettering design;*
 - c. *colours and materials;*
 - d. *location of the sign on the building;*
 - e. *relationship of the sign to any architectural features of the building and any adjacent buildings or development; and*
 - f. *the effect of illumination of the sign on the host site, adjoining sites and public places (including roads).*

⁹⁸ Submission 2538, supported by FS2760

⁹⁹ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

- 31.2.3.2 *Ensure the design of signs attached to buildings is compatible with and sympathetic to the amenity, visual, heritage, landscape and streetscape values of the site and surrounding environment.*
- 31.2.3.3 *For signs attached to buildings that exceed the sign size or dimension limits specified in this chapter, only provide approval when the sign:*
- a. *is well integrated into the building design;*
 - b. *is compatible with the character of surrounding development;*
 - c. *is consistent with the relevant Council design guidelines, being either the Queenstown Town Centre Special Character Area Design Guidelines 2015, Wanaka Town Centre Character Guideline 2011, or the Arrowtown Design Guidelines 2016;*
 - d. *does not create adverse effects on the quality of a streetscape or a public place, including creating visual dominance; and*
 - e. *is visually compatible with the wider surrounding environment.*
- 31.2.3.4 *Manage the extent of signage on windows to promote passive surveillance of streets and public places, and to encourage visual interest for pedestrians.*
- 31.2.3.5 *In instances when a new or altered building will have accompanying signage, encourage the identification of signage platforms so that signs are integrated into building design.*

137. There were no submissions on Policy 31.2.3.4 or Policy 31.2.3.5. Ms Leith did recommend a clarifying amendment to Policy 31.2.3.4 to replace “passive surveillance of [streets and public places]” with “interaction between buildings, [streets and public places]”. We agree that wording better describes the function of windows in a commercial area, which is the only location where signs in windows are likely to occur. We consider this to be a minor change which does not alter the fundamental meaning of the policy that can be made under Clause 16(2). We therefore recommend that Policy 31.2.3.5 be adopted as notified, and Policy 31.2.3.4 be adopted with the following wording:

Manage the extent of signage on windows to promote interaction between buildings, streets and public places, and to encourage visual interest for pedestrians.

138. The only submissions on Policies 31.2.3.1, 31.2.3.2 and 31.2.3.3 were lodged by Real Journeys Group¹⁰⁰. Those submissions sought that:
- a) “consistent with and” be deleted from the first line of Policy 31.2.3.1;
 - b) “and sympathetic to” be deleted from Policy 31.2.3.2; and
 - c) clauses d. and e. be deleted from Policy 31.2.3.3.

¹⁰⁰ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

139. As with the amendments sought by the same submitters to Objective 31.2.3, no reasons were given in the submissions for the changes sought, and no evidence was presented in support of the amendments¹⁰¹.

140. In the absence of evidence we are not prepared to recommend the changes sought. Ms Leith did recommend some minor grammatical improvements to Policies 31.2.3.1 and 31.2.3.3. We agree that those are minor changes that can be made under Clause 16(2) and they improve the readability of the two policies. Subject to those changes, which are shown in Appendix 1, we recommend that Policies 31.2.3.1, 31.2.3.2 and 31.2.3.3 be adopted as notified.

3.13 Policies 31.2.4.1 to 31.2.4.3

141. As notified these read:

31.2.4.1 Provide for signs that convey information regarding commercial activities and services that operate from or adjacent to the wharf, jetty or waterfront on which the sign is located.

31.2.4.2 Ensure that waterfront signs provide only essential information directly associated with activities based on the surface of lakes and rivers or undertaken within buildings located on wharves and jetties and/or the waterfront.

31.2.4.3 Ensure that signs on wharves, jetties and waterfronts do not detract from the views and amenity of the foreshore and of the lakes and rivers through inappropriate placement, size and colour.

142. The only submissions on these policies were those lodged by Real Journeys Group on Policy 31.2.4.2 seeking to amend it such that signs were not limited to only essential information and could relate to activities taken within spaces located on wharves and jetties and/or the waterfront¹⁰².

143. Mr Farrell told us he supported the relief sought based on Ms Black's evidence¹⁰³. Mr Farrell's summary evidence suggests this is related to the evidence Ms Black provided on the need for interpretative signage (dealt with in Section 3.5 above)¹⁰⁴.

144. As we noted in Section 3.5 above, Ms Black's evidence did not relate to waterfront signs and, in any event, we have difficulty seeing how the amendments sought by the submitters to Policy 31.2.4.2 assists in enabling interpretative signs. We also noted in Section 3.5 the higher order objective and policy giving effect to section 6(a) of the Act and suggested that Objective 31.2.4 would be more clearly consistent with those higher order provisions if it stated signs were only to convey necessary information.

145. We are satisfied on the evidence before us that Policy 31.2.4.2 is the most appropriate means of achieving Objective 31.2.4 and that it should be adopted as notified.

¹⁰¹ See Section 3.4 above

¹⁰² Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

¹⁰³ B Farrell, EiC, at paragraph 25(a)

¹⁰⁴ B Farrell, Summary Statement of Planning Evidence on behalf of the Real Journeys Group, dated 25 September 2018, at paragraph 6

146. As there were no submissions on the other two policies we recommend they be adopted as notified also.

3.14 Policies 31.2.5.1 to 31.2.5.3

147. As notified these read:

31.2.5.1 Recognise the contribution that temporary events make to the social, economic and cultural wellbeing of the District by:

- a. enabling temporary event signs to be erected on the event site, but limit the size of signs and the duration of time that they are displayed; and*
- b. enabling temporary event signs to be erected outside the event site, but limit the number and size of signs and the duration of time they are displayed.*

31.2.5.2 When considering temporary event signs, have particular regard to the effects on traffic, pedestrian and public safety and visual amenity.

31.2.5.3 Limit the number of temporary event signs that are designed and located to attract the attention of users of the roading network.

148. The only submissions on these policies supported Policy 31.2.5.2¹⁰⁵, or sought that “roading network” in Policy 31.2.5.3 be changed to “transport network”¹⁰⁶.

149. Ms Leith recommended all these submissions be accepted. We agree that transport network is a preferable term to roading network.

150. Ms Leith also recommended that, as a grammatical change, the term “have particular regard to” in Policy 31.2.5.2 be replaced with “avoid or mitigate”. We do not consider that to be a minor grammatical change. While the amended wording may give better effect to Objective 31.2.5 which seeks to minimise adverse effects on the relevant matters, there is no submission providing scope for such wording.

151. Consequently, other than the replacement of “roading” with “transport” in Policy 31.2.5.3, we recommend the policies be adopted as notified.

3.15 Policies 31.2.6.1 to 31.2.6.4

152. As notified these read:

31.2.6.1 Restrict the establishment of off-site signs, having particular regard to:

- a. whether it is not practical to display the information on the site where the activity and/or use of land or buildings occurs;*
- b. visual amenity values;*
- c. any cumulative adverse visual effects, including visual clutter; and*

¹⁰⁵ Submission 2538, supported by FS2760

¹⁰⁶ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

d. any adverse effects on the safety of the roading network.

31.2.6.2 *Acknowledge that off-site signs that convey information to assist the public or to convey public notices, rather than being for the purpose of commercial advertising, can have social and cultural benefits.*

31.2.6.3 *Limit the number of off-site signs that are designed and located to attract the attention of users of the roading network, however enable off-site signs erected by a road controlling authority that are for the purpose of assisting road users and promoting traffic safety.*

31.2.6.4 *Limit the duration of off-site signs when future landuse and/or transport network changes are likely to result in the off-site sign being inappropriate from a site development and/or traffic safety perspective.*

153. NZTA supported Policy 31.2.6.1¹⁰⁷. Real Journeys Group¹⁰⁸ sought that the list of matters in this policy have “the benefits of the signage” appended at the end of the list. No reasons or evidence were provided in respect of this specific change. We discussed in Section 3.1 of Report 19.1, the issue of including consideration of benefits of the proposal as a matter of discretion. We concluded there that the broad and indeterminable nature of benefits make it difficult to consider them as expressed as a matter of discretion for a restricted discretionary activity. A similar problem arises with this policy. For example, is it the private or public benefits that particular regard is to be had to?
154. Ms Leith recommended that “roading” in clause d be changed to “transport” for consistency with other policies. We agree with that change and otherwise recommend that Policy 31.2.6.1 be adopted as notified. We also consider it should be moved to sit under Objective 31.2.1 as we have recommended that notified Objective 31.2.6 become a policy. We consider under Objective 31.2.1 to be most appropriate location for this policy and recommend it become Policy 31.2.1.5.
155. Real Journeys Group¹⁰⁹ sought to amend Policy 31.2.6.2 so that it read:
Acknowledge that off-site signs convey information to assist the public, convey public notices, or promote community sponsorship can have social and cultural benefits.
156. Ms Leith noted that community sponsorship signage did not fit well within the definition of off-site signage. She considered it should be considered as temporary or event signage¹¹⁰.
157. The reasons Mr Farrell gave in his evidence for supporting the amendments sought by Real Journeys Group related to the appropriateness of temporary event and sponsorship signage being permitted. In our view he overlooked the definition of “off-site sign”.
158. When the Real Journey Group’s submissions and evidence on Policy 31.2.6.2 are considered in the light of the definition of Off-Site Sign, it appears to us that what they are seeking policy support for is not off-site signage. It is probably temporary event signage, but may be billboard signage.

¹⁰⁷ Submission 2538, supported by FS2760

¹⁰⁸ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

¹⁰⁹ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

¹¹⁰ A Leith, Section 42A Report at paragraph 27.9

159. Ms Leith recommended deletion of “to” from the policy for grammatical purposes. We agree with that recommendation as it removes repetitive use of the word. That change can be made under Clause 16(2) of the Act. Other than that change we recommend the policy be adopted as notified, but moved to sit under Objective 31.2.1 and be renumbered as 31.2.1.6.
160. Turning to Policy 31.2.6.3, Real Journeys Group¹¹¹ sought amendments such that the policy apply to users of lakes and rivers as well as roads. NZTA supported the policy¹¹².
161. Ms Leith supported the Real Journeys Group submission and recommended the policy be amended consistent with that submission in her Section 42A Report¹¹³. In her Reply Evidence, Ms Leith further refined the wording to improve the grammar¹¹⁴.
162. We accept Ms Leith’s recommended wording in large part, but, consistent with our earlier discussion of the term “traffic” not applying to surface of water activities, we consider the policy should be further amended to refer to navigation safety. We also consider this policy would be better located under Objective 31.2.2. Therefore, we recommend that this policy be numbered and worded as follows:

31.2.2.6 Limit the number of off-site signs that are designed and located to attract the attention of users of the transport network, with the exception of off-site signs installed by a road controlling authority or the harbourmaster that are for the purpose of assisting users of roads, lakes or rivers and promoting traffic or navigation safety.

163. No submissions were lodged in respect of Policy 31.2.6.4. We recommend it be adopted with the wording as notified, but that it be moved to be under Objective 31.2.2 as Policy 31.2.2.7.

3.16 New Policies Sought

164. In Section 3.8 above we discussed the submissions seeking the inclusion of objectives and policies for signage in Ski Area Sub-Zones. Ms Leith agreed that policies should be provided to enable operational, safety and directional signage on ski fields, and also to allow some advertising and branding signage within limits¹¹⁵.
165. Mr Ferguson, appearing for Darby Planning LP et al¹¹⁶, supported Ms Leith’s recommended policies¹¹⁷. Mr Farrell, appearing for Real Journeys Group¹¹⁸, generally agreed with Ms Leith’s recommended policies, but considered they should refer to sponsorship signs and should be directed to maintaining views and amenity from surrounding public places¹¹⁹.

¹¹¹ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

¹¹² Submission 2538, supported by FS2760

¹¹³ At paragraph 26.6

¹¹⁴ A Leith, Reply Evidence, Appendix 1

¹¹⁵ A Leith, Section 42A Report, at paragraph 17.12

¹¹⁶ Submissions 2376, 2381, 2383, 2382, 2379, 2384 and 2373

¹¹⁷ C Ferguson, EiC, paragraph 135

¹¹⁸ Submissions 2466, 2581, 2594, 2494 and 2492, and Further Submissions FS2760, FS2752, FS2753, FS2800

¹¹⁹ B Farrell, EiC, paragraph 25(c)

166. In her Reply Evidence, Ms Leith recommended amended policies without any further discussion, worded as follows¹²⁰:

31.2.7.1 *Provide for signage within Ski Area Sub-Zones that convey operational, directional and safety information regarding ski field activities.*

31.2.7.2 *Manage signs advertising commercial activities within Ski Area Sub-Zones so that views and amenity values of surrounding public places can be maintained.*

167. We agree that suggested Policy 31.2.7.1 is appropriate to achieve the objective, subject to a minor grammatical correction. However, we consider that the second policy needs amendment to give effect to the objective we are recommending. In Section 3.8 we concluded that it was the landscape and visual amenity values of the area when viewed from public places that was at issue, not surrounding areas. The second policy should have similar wording to appropriately give effect to the objective. We also consider the second policy is the appropriate place to identify sponsorship signage.

168. For those reasons, we recommend that the following two policies be inserted under Objective 31.2.6:

31.2.6.1 Provide for signage within Ski Area Sub-Zones that conveys operational, directional and safety information regarding ski field activities.

31.2.6.2 Manage signs advertising commercial activities and sponsorship signs within Ski Area Sub-Zones so that the landscape and visual amenity values of the area, when viewed from public places (including public roads), can be maintained.

3.17 Overall Conclusion Regarding Policies

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

3.18 General Submissions on Objectives and Policies

170. Real Journeys Group sought that the objectives and policies recognise that signs are intended to be conspicuous¹²¹. We consider the objectives and policies we are recommending take into account the intention of signage, but balances that with the need to maintain amenity values and landscape values in the District. We therefore recommend these submissions be accepted in part.

4. SECTIONS 31.3 OTHER PROVISIONS AND RULES, AND 31.4 CLARIFICATION

4.1 Preliminary

171. As notified Section 31.3 merely contained a table of other relevant District Wide Chapters. Section 31.4 contained Advice Notes, split into General and Rule Structure.

172. In the reports on Stage 1 of the PDP, the Hearing Panel recommended a common approach in respect of the matters notified in Sections 31.3 and 31.4. This included all the material in a single section under the headings: District Wide; Interpreting and Applying the Rules; and

¹²⁰ A Leith, Reply Evidence, Appendix 1

¹²¹ Submissions 2466 (supported by FGS2737, FS2753, FS2788, FS2789, FS2790), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2760)

Advice Notes. We will take the same approach with this Chapter for consistency. This will entail renumbering of all the subsequent section and rules.

4.2 Submissions

173. No submissions were received in relation to Section 31.3. Two submissions were received in relation to Section 31.4:
- a. QAC sought an advice note to clarify the relationship between sign rules in Chapter 17 and Chapter 31¹²²;
 - b. DoC sought an advice note clarified the land use exemption the department enjoys under section 4(3) of the Act¹²³.
174. Ms Leith agreed with QAC that it would be helpful for there to be a provision clarifying the relationship between Chapters 17 and 31¹²⁴. She did not consider the DoC note was necessary as she considered that notified Rule 31.5.20 covered the matter¹²⁵. We did not hear from the department in support of this submission.
175. We accept Ms Leith's recommendation regarding clarifying the relationship between Chapters 17 and 31 and have incorporated a provision into our re-arranged Section 31.3. As to the DoC submission, we consider Ms Leith missed the point of the submission. Section 4(3) exempts the department from any district plan provision in certain circumstances. Those may include the erection of signs on the conservation estate. Given it is a statutory provision, however, we do not think it need be repeated in the District Plan.

4.3 Recommendation

176. We recommend that notified Sections 31.3 and 31.4 be combined into a revised Section 31.3 as set out in Appendix 1 to this report. This will entail subsequent renumbering of all rules and other provisions.

5. SECTION 31.5 – DISTRICT WIDE – ACTIVITIES

5.1 Preliminary

177. As notified the rules in Sections 31.5 to 31.9 inclusive comprised tables which, apart from Tables 31.5 and 31.6, mixed activities and standards. In addition, the relationship between the five tables was ambiguous at best. Ms Leith attempted to create a coherent structure for these rules throughout the hearing process and we thank her for that work. We have taken Ms Leith's recommended structure and added clarification notes in an attempt to remove potential ambiguity. We have also found it necessary to break notified Table 31.9 into six tables. This is explained in detail, and the reasons for it, in Section 9.4 below.
178. The new table structure we are recommending is as follows:
- Table 31.4: District Wide Rules – Activity Status
 - Table 31.5: District Wide Rules – Standards
 - Table 31.6: Activity Status of Signs in Commercial Areas
 - Table 31.7: Standards for Signs in Commercial Areas
 - Table 31.8: Activity Status of Signs in Residential Areas
 - Table 31.9: Standards for Signs in Residential Areas
 - Table 31.10: Activity Status of Signs in Rural Areas

¹²² Submission 2618, opposed by FS2754, FS2755

¹²³ Submission 2242, opposed by FS2788, FS2789, FS2790, FS2760

¹²⁴ A Leith, Section 42A Report, Section 20

¹²⁵ Ibid, at paragraph 14.7

Table 31.11: Standards for Signs in Rural Areas

Table 31.12: Activity Status of Signs in Open Space and Recreation Zones

Table 31.13: Standards for Signs in Open Space and Recreation Zones

Table 31.14: Activity Status of Signs in Special Zones

Table 31.15: Standards for Signs in Special Zones

179. We also have re-arranged the activity tables to list the activities in the order permitted, controlled, restricted discretionary, discretionary, non-complying and prohibited. This is consistent with the approach taken by the Hearing Panel on the Stage 1 chapters.
180. We will consider the submissions against the notified provisions and our recommendations will identify where the recommended rules fit into the new structure. We have already discussed some submissions in our discussion of billboard signs and digital signs. We will not repeat that but will include our recommendations as we go through the relevant tables.

5.2 Table 31.5 – Submissions on Activity Status

181. No submissions were lodged in relation to Rules 31.5.1, 31.5.2, 31.5.3, 31.5.4, 31.5.5, 31.5.6, 31.5.7, 31.5.8, 31.5.10, 31.5.16, 31.5.17 or 31.5.21, and the only submissions on the following rules supported the relevant rule: Rules 31.5.9¹²⁶, 31.5.15¹²⁷, 31.5.18¹²⁸, 31.5.19¹²⁹ and 31.5.20¹³⁰. Other than consequential amendments and renumbering, we discuss these rules no further.
182. Other submissions sought:
- a. Amend 31.5.12 to provide an exclusion for signs permitted under 31.5.20¹³¹;
 - b. Amend 31.5.13 to provide an exclusion for signs permitted under 31.5.20¹³²;
 - c. Amend 31.5.13 to provide an advice note regarding approvals required on State Highways¹³³;
 - d. Amend 31.5.22 to include where within setting of Category 1, 2 or 3 heritage item or archaeological site¹³⁴;
 - e. Amend 31.5.23 to include "education activities" in clause (a)¹³⁵;
 - f. Amend 31.5.23 to include "pedestrian and cycle trails" in clause (a)¹³⁶;
 - g. Enable health and safety signage¹³⁷;
 - h. Provide for signage in relation to Ski Area Sub-Zones located outside of the Ski Area Sub-Zone as permitted activity (including with standards)¹³⁸;
 - i. Provide for signage relating to the operation and management of the "TSS Earnslaw" and associated infrastructure as a permitted activity (including with standards)¹³⁹;

¹²⁶ Submission 2373, supported by FS2800, FS2760

¹²⁷ Submission 2538, supported by FS2760, opposed by FS2764

¹²⁸ Submission 2538, supported by FS2760

¹²⁹ Submission 2538, supported by FS2760

¹³⁰ Submissions 2455 (note this incorrectly referenced 31.5.2) and 2484

¹³¹ Submission 2455

¹³² Submission 2455

¹³³ Submission 2538, supported by FS2760

¹³⁴ Submission 2446, opposed by FS2760

¹³⁵ Submission 2151

¹³⁶ Submission 2575

¹³⁷ Submissions 2466 (supported by FS2737, FS2753), 2494 (supported by FS2737, 2760) and 2581 (supported by FS2737, FS2753)

¹³⁸ Submission 2492, supported by FS2737, FS2789, FS2790, FS2760

¹³⁹ Submission 2494, supported by FS2737, FS2760

- j. Provide for network utility signage as a permitted activity¹⁴⁰;
- k. Make provision for changes to signage within approved “signage platforms” as a permitted activity subject to complying with conditions of approval of the signage platform¹⁴¹;
- l. Exempt the submitter’s site from Rule 35.5.14¹⁴².

5.3 Rules 31.5.12 and 31.5.13

183. As notified, Rule 31.5.12 classified signs on wharves and jetties (including on buildings established on wharves and jetties) as discretionary activities. Rule 31.5.13 classified off-site signs, including those within or above roads, as discretionary activities. Exclusions in Rule 31.5.13 excluded under verandah signs above a footpath where related to any overhanging building, and the part of a freestanding sign located above a footpath.
184. Fish & Game Otago¹⁴³ sought that each rule contain an specific exception for signs required by legislation (permitted under Rule 31.5.20). Ms Leith’s view was that the issue was that notified Rule 31.5.20 was ambiguous in that it was not clear the signs permitted under that rule were allowed notwithstanding any other provision in the chapter¹⁴⁴. She recommended an amendment to Rule 31.5.20 stating that signs permitted by this rule are not subject to any other requirements in Chapter 31¹⁴⁵.
185. We agree with Ms Leith that removing the ambiguity from Rule 31.5.20 is the most appropriate course of action. We recommend slightly modified wording from that recommended by Ms Leith in an attempt to make the rule quite clear. Consequently, we recommend Rule 31.5.12 be adopted as notified, renumbered as 31.4.18, and Rule 31.5.20 be renumbered 31.4.12 and be worded as follows:

Signs required by acts of Parliament, legislation or statutory requirements. Signs permitted by this rule are not subject to any other rules in Chapter 31.

186. As a consequential amendment, clause (e) can be deleted from notified Rule 31.5.23.
187. NZTA¹⁴⁶ sought the inclusion of an advice note in Rule 31.5.13 stating that any off-sign site located on or over a State Highway would require the approval of NZTA. Ms Leith considered this to be an informative addition more properly located in section 31.4.1. We agree with that recommendation and recommend the advice note be included in renumbered Section 31.3.3 as shown in Appendix 1. Consequently, we recommend that Rule 31.5.13 be renumbered as 31.4.19 and adopted as notified.

5.4 Rule 31.5.22

188. As notified this rule classified as a discretionary activity any sign on any Category 1, 2 or 3 item in the Inventory of Protected Features in Chapter 26 Historic Heritage. Heritage New Zealand

¹⁴⁰ Submission 2508

¹⁴¹ Submission 2510, supported by FS2764

¹⁴² Submission 2585

¹⁴³ Submission 2455

¹⁴⁴ A Leith, Section 42A Report, paragraph 14.8

¹⁴⁵ Ms Leith recommended this be an advice note in her Section 42A Report, but amended that to become an addition to the text of the rule itself in her Reply Evidence.

¹⁴⁶ Submission 2538, supported by FS2760

Pouhere Taonga¹⁴⁷ sought that this be extended to apply also to within the setting or extent of place of listed items, and archaeological sites.

189. Ms Leith supported the change in respect of the setting and extent of place, but not in relation to archaeological sites¹⁴⁸.
190. Ms Anderson, the Otago/Southland planner for Heritage New Zealand, lodged evidence disagreeing with Ms Leith's recommendation in respect of archaeological sites. In this evidence she clarified that it was signage within the setting or extent of place of a scheduled archaeological site that the submission was concerned with¹⁴⁹. As a consequence of reviewing this evidence, Ms Leith reconsidered her position in her Rebuttal Evidence¹⁵⁰ and recommended the rule read:

Signs on any Category 1, 2 or 3 item or within the setting or extent of place of any Category 1, 2 or 3 item in the Inventory of Protected Features in Chapter 26 Historic Heritage or archaeological site.

191. In the Decisions Version of the Plan, the setting or extent of place of any item contained in the Inventory of Listed Heritage Features (listed in Section 26.8) is defined as being shown on plans included in Section 26.8.1. Rule 26.5.8 requires that consent be obtained for all structures within the setting or extent of place. Thus, the amendment in respect of setting or extent of place is consistent with the approach in Chapter 26, although the terminology needs to be modified for consistency.
192. With respect to archaeological sites, if it is the setting or extent of place that Heritage New Zealand is concerned about protecting from signage, then no extra mention need be made of archaeological sites. If the extent of place is defined in Section 26.8.1, then regardless of whether the item is a building or an archaeological site, reference to setting or extent of place will achieve the outcome desired. We note that at least two areas of archaeological sites do have extent of place defined in Section 26.8.1: Pleasant Terrace Workings and Bullendale.
193. We consider the wording proposed by Ms Leith would have the effect of capturing all archaeological sites. We consider that would create practical difficulties given that not all archaeological sites are listed or mapped in the PDP, and also take from Ms Leith's evidence that it was not her intention to capture all archaeological sites.
194. For those reasons we recommend that Rule 31.5.22 be renumbered 31.4.18 and be modified to read:

Signs on any Category 1, 2 or 3 item listed in the Inventory of Listed Heritage Features in Chapter 26 Historic Heritage or within a setting or extent of place shown in Section 26.8.1.

195. Finally, we note that it may also be appropriate for this rule to apply to signs with heritage overlay areas as defined in Section 26.10. We recommend the Council investigate whether a variation should be initiated to include such a provision.

¹⁴⁷ Submission 2446, opposed by FS2760

¹⁴⁸ A Leith, Section 42A Report, Section 24

¹⁴⁹ D Anderson, EiC, paragraph 4.3

¹⁵⁰ In Section 6

5.5 Rule 31.5.23

196. As notified this classified the following signs as permitted:

The following signs on or above roads:

a. *Any sign associated with a road network activity or public amenities, including:*

traffic and direction signs;

road name signs;

interactive warning signs;

speed limit signs;

parking restriction signs; and

public information boards and associated directional signs.

b. *Under verandah signs;*

c. *The part of a freestanding sign located above a footpath in a road and complying with Rule 31.6.7;*

d. *Signs for temporary events and temporary filming;*

e. *Signs required by acts of Parliament, legislation or statutory requirements; and*

f. *Electioneering signs.*

Advice Note: *Any sign located on or over Council land will require the approval of the Council as landowner.*

197. The Queenstown Trails Trust¹⁵¹ sought that the rule be amended so that:

- a. It applied to signs on or above pedestrian and cycle trails; and
- b. Public amenities (in clause (a)) include public pedestrian and cycle trails.

198. The Ministry of Education¹⁵² sought that it apply to any sign associated with education activities by amending clause (a).

199. Ms Leith saw merit in both of these submissions. She recommended that the Ministry's submission be adopted¹⁵³, but considered a separate rule should be inserted to cover pedestrian and cycle trails¹⁵⁴. Ms Leith modified this latter rule (Ms Leith's Rule 31.5.24) during the course of the hearing. She originally recommended it contain an advice note stating the such signs were subject to the size standards for the zone the trail was located in. In her Rebuttal Evidence she modified the rule to include this requirement as to standards within the rule itself¹⁵⁵.

¹⁵¹ Submission 2575, supported by FS2788, FS2789, FS2790

¹⁵² Submission 2151

¹⁵³ A Leith, Section 42A Report, paragraph 21.1

¹⁵⁴ Ibid at paragraphs 14.9 and 14.10

¹⁵⁵ A Leith, Rebuttal Evidence, paragraph 9.2

200. Ms Leith also, as a result of considering the submission on NZTA in relation to Rule 31.5.13 discussed above, concluded the advice note notified in this rule, along with those in notified Rules 31.6.2, 31.6.7, 31.6.9 and 31.9.3-31.9.5 relating to signage located over Council land could be moved to 31.4.1 to avoid repetition. We agree with Ms Leith and recommend that the advice note 31.3.3.1 shown in Appendix X be adopted. This is an amendment of no substantive effect that can be made under Clause 16(2).

201. For the reasons set out by Ms Leith as discussed above, we recommend that this rule be renumber 31.4.14 and read as follows:

The following signs on or above roads:

31.4.14.1 Any sign associated with a road network activity, education activity or public amenities, including:

- a. traffic and direction signs;
- b. road name signs;
- c. interactive warning signs;
- d. speed limit signs;
- e. parking restriction signs; and
- f. public information boards and associated directional signs.

31.4.14.2 Under verandah signs;

31.4.14.3 The part of a freestanding sign located above a footpath in a road and complying with Rule 31.5.7;

31.4.14.4 Signs for temporary events and temporary filming;

31.4.14.5 Electioneering signs.

202. We agree with Ms Leith's reasoning in respect of signs in or above public pedestrian or cycle trails. However, given the specific meaning given to the term "trail" in Chapter 2 we consider the term "pedestrian path and cycleway" should be used. We also consider some minor adjustments to the references to size requirements are necessary to make explicit what is required.

203. For those reasons we recommend a new Rule 31.4.15 be adopted which makes the activity described below a permitted activity:

Subject to compliance with the Standards as to size specified for the zone the sign is located in, as defined in Tables 31.7, 31.9, 31.11, 31.13 and 31.15, the following signs in or above public pedestrian paths and cycleways:

31.4.15.1 traffic and direction signs;

31.4.15.2 road, path or cycleway name signs;

31.4.15.3 interactive warning signs;

- 31.4.15.4 speed limit signs;
- 31.4.15.5 parking restriction signs; and
- 31.4.15.6 public information boards and associated directional signs.

5.6 Health and Safety Signage

204. Ms Leith reviewed an number of submissions that commented on the provision for health and safety signage¹⁵⁶. It was her conclusion that such signage fell within our recommended Rule 31.4.12 as such signage was required by, at a minimum, the Health and Safety at Work Act 2015. We agree with Ms Leith and note that the amendment we are recommending will remove any uncertainty as to whether other rules limit the placement of such signs.
205. As the relief sought by the submitters is provided for, although not perhaps as the submitters envisaged, we recommend the relevant submissions be accepted in part.

5.7 Signage Outside Ski Area Sub-Zones relating to Ski Area Sub-Zones

206. Although the Real Journeys Group sought provision for this type of signage, their submissions suggested no specific amendments to the rules to give effect to the submission.
207. As Ms Leith noted¹⁵⁷, signage of this type would be located in locations and zones other than Ski Area Sub-Zones. Neither Ms Black nor Mr Farrell presented any evidence in support of this submission. Their evidence focussed on signs within SASZs, as did that of Mr Ferguson, appearing for Darby Partners LP et al who lodged further submissions in support of the submissions.
208. In our view, ski area activities are not so unique or special that they need additional provision for signage outside their specifically identified sub-zones beyond those which every other business or activity needs to comply with. No evidence was provided that contradicted that conclusion. Thus, we recommend the relevant submissions be rejected.

5.8 Signage Related to “TSS Earnslaw”

209. Te Anau Developments Limited¹⁵⁸ sought that Chapter be amended to ensure that *“signage (in particular directional, interpretative, sponsorship, temporary) relating to the operation and management of the “TSS Earnslaw” and her associated infrastructure to be permitted subject to standards and managed as controlled or restricted discretionary activities if those standards are breached”*. No specific amendments were suggested, nor were specific reasons provided in the submission.
210. Ms Leith considered that adequate provision was already made via notified Rule 31.5.12¹⁵⁹. Neither Ms Black nor Mr Farrell addressed this submission in their evidence on behalf Real Journeys Group.
211. Given the absence of proposed amendments, reasons or evidence, we agree with Ms Leith’s position and recommend that the submission be rejected.

¹⁵⁶ A Leith, Section 42A Report, Section 16

¹⁵⁷ Ibid, paragraph 17.5

¹⁵⁸ Submission 2494

¹⁵⁹ A Leith, Section 42A Report, paragraph 27.12

5.9 Network Utility Signage

212. Aurora Energy Limited¹⁶⁰ was concerned that no specific provision was made in Table 31.5 for network utility signage, and consequently it may fall to be considered as a discretionary activity.
213. Ms Leith considered that such signage would fall within that covered by acts of Parliament, regulations and other statutory instruments¹⁶¹. We received no evidence from Aurora on this matter.
214. In the absence of evidence contradicting Ms Leith’s understanding, we recommend that no changes be made and the submission be rejected.

5.10 Signage Within Approved “Signage Platforms”

215. Books & Toys (Wanaka) Limited¹⁶² noted an issue with the provisions relating to approved signage platforms and the rules applying to new and replacement signs placed within those signage platforms. This resulted in part from the application of notified Rule 31.5.2 and lack of reference to the use of signage platforms within Table 31.5.
216. Ms Leith accepted that this submission had identified a drafting error within Chapter 31¹⁶³. Her recommendation in her Section 42A Report was to amend Rule 31.5.1 to exclude those signage types listed in Tables 31.7-31.9.
217. Ms Quin, presenting evidence for the submitter, suggested that Ms Leith’s proposed amendment was equally ambiguous. Ms Quin recommended a new rule be included in Table 31.5 to classify as a permitted activity new and replacement signs located within an approved signage platform¹⁶⁴.
218. While Ms Leith disagreed with this suggestion in her Rebuttal Evidence¹⁶⁵, in her Reply Evidence she recommended that notified Rules 31.7.2 and 31.9.10 be replaced with an equivalent rule in Table 31.5¹⁶⁶.
219. In our view this submission identified a fundamental drafting problem in the notified provisions. As notified Rules 31.5.1 and 31.5.2 read as follows:

31.5.1	Signs which are not listed in this table	D
31.5.2	Signs which are listed in this table as permitted (P) and comply with all relevant standards in Standards Tables 31.6 to 31.9 in this Chapter	P

220. While on the face of it that appears straightforward, examination of Tables 31.7 – 31.9 discloses a number of activities listed which refer to other standards or contain standards. In addition, Tables 31.7 – 31.9 contain the following rules:

¹⁶⁰ Submission 2508

¹⁶¹ A Leith, Section 42A Report, paragraph 16.4

¹⁶² Submission 2510

¹⁶³ A Leith, Section 42A Report, Section 10

¹⁶⁴ E Quin, EiC, paragraph 2.5

¹⁶⁵ At paragraph 4.1

¹⁶⁶ A Leith, Reply Evidence, paragraph 2.5

31.7.7	Any sign or sign platform that does not comply with any of Rules 31.7.1 to 31.7.6 above.	D	D	D	D
31.8.3	Any sign that does not comply with Rules 31.8.1 and 31.8.2 above.		D	D	D
31.9.11	Any sign or signage platform that does not comply with any standard in Rules 31.9.1 to 31.9.10.	D	D	D	D

221. As we read the notified rules, the effect of Rule 31.5.1 is to make any activity listed in Tables 31.7, 31.8 or 31.9 a discretionary activity. Equally, within each of the zones that Tables 31.7, 31.8 or 31.9 applies to, any of the signs listed in Table 31.5 is a discretionary activity, unless, in the case of Table 31.9, it complies with standards in that table.
222. While both Ms Leith and Ms Quin have proffered suggestions which go some way to deal with the circularity and ambiguity of these rules, we have concluded that a more fundamental change is required, and we consider that the Books & Toys (Wanaka) Ltd submission provides scope for this change. We recommend that:
- a. Notified Rules 31.5.1 and 31.5.2 are deleted;
 - b. A new Rule 31.6.9 is inserted in renumbered Table 31.6 classifying “Any sign activity which is not listed in Table 31.4 or Rules 31.6.1 to 31.6.8 inclusive” as a discretionary activity in each of the relevant zones;
 - c. Notified Rule 31.7.7 is deleted;
 - d. A new Rule 31.8.4 is inserted in renumbered Table 31.8 classifying “Any sign activity which is not listed in Table 31.4 or Rules 31.8.1 to 31.8.3 inclusive” as a discretionary activity in each of the relevant zones or areas;
 - e. Notified Rule 31.8.3 is deleted;
 - f. A new Rule 31.10.4 is inserted in Table 31.10 classifying “Any sign activity which is not listed in Table 31.4 or Rules 31.10.1 to 31.10.3 inclusive” as a discretionary activity in each of the relevant zones or areas;
 - g. Notified Rule 31.9.11 is deleted;
 - h. A new Rule 31.12.5 is inserted in Table 31.12 classifying “Any sign activity which is not listed in Table 31.4 or Rules 31.12.1 to 31.12.4 inclusive” as a discretionary activity in each of the relevant zones;
 - i. A new Rule 31.14.5 is inserted in Table 31.14 classifying “Any sign activity which is not listed in Table 31.4 or Rules 31.14.1 to 31.14.4 inclusive” as a discretionary activity in each of the relevant zones; and
 - j. A list of provisions is included in Section 31.3.2 Interpreting and Applying the Rules (31.3.2.1 to 31.3.2.6) setting out the relationship between Tables 31.4 to 31.15.
223. With these new provisions in place, we can then address the concern of the submitter regarding the status of new and replacement signs in approved signage platforms. We agree with Ms Leith’s recommendation that this be a district-wide rule and that it be subject to continued compliance with the conditions of the signage platform consent. We also note Ms Leith’s distinction between static signage platforms and digital signage platforms.
224. For those reasons, we recommend a new Rule 31.4.10 classify as a permitted activity “New and replacement signs located within an approved static signage platform, subject to ongoing compliance with all conditions of consent applying to the signage platform”.

225. We also recommend as new Rule 31.4.11 an equivalent permitted activity provision for signs displayed in a digital signage platform, subject also to ongoing compliance with the signage platform consent conditions.

5.11 Site Specific Exemption

226. The B Giddens Trust¹⁶⁷ sought an exemption from notified Rule 31.5.14 such that would allow a billboard sign to be incorporated in future development of the site the submitter owned at 18 McBride Street and adjoining properties.

227. No evidence was presented in support of this submission. Ms Leith noted that this submitter had lodged submissions on Stage 1 of the PDP seeking a commercial zoning for this land. The Council rejected the Stage 1 submissions¹⁶⁸.

228. Given the relevant sites are zoned residential and our conclusions above that billboard signs should not be visible from residential areas, combined with the lack of evidence as to why these sites would be appropriate for such signs, we recommend the submission be rejected.

6. SECTION 31.6 – DISTRICT WIDE – STANDARDS

6.1 Table 31.6 and Submissions

229. As notified Table 31.6 contained standards in the following rules:

- Rule 31.6.1 – Flags
- Rule 31.6.2 – Temporary Event Signs
- Rule 31.6.3 – Real Estate Signs
- Rule 31.6.4 – Temporary Land Development Signs
- Rule 31.6.5 – Temporary Sale Signs
- Rule 31.6.6 – Temporary Construction Signs
- Rule 31.6.7 – Free Standing Signs
- Rule 31.6.8 – Sandwich Boards and Flat Board Signs
- Rule 31.6.9 – Under Verandah Signs
- Rule 31.6.10 – Electioneering Signs
- Rule 31.6.11 – Illumination of Signs

230. No submissions were received in respect of Rules 31.6.1, 31.6.3, 31.6.4, 31.6.8, 31.6.9, 31.6.10, 31.6.11. Other than deleting the advice notes relating signs located over Council land (discussed above in Section 5.5 above) and renumbering the rules as being in Table 31.5, we recommend Rules 31.6.1, 31.6.3, 31.6.4, 31.6.8, 31.6.9, 31.6.10, 31.6.11 be adopted as notified.

231. Submissions sought the following:

- a. In Rule 31.6.2 change the limit of two signs in each instance in clause d to four¹⁶⁹;
- b. In Rule 31.6.5 delete the restriction on the number of signs¹⁷⁰;
- c. In Rule 31.6.5 delete the limitation on the number of occurrences¹⁷¹;
- d. Exempt safety and hazard signs from the application of Rule 31.6.6¹⁷²;

¹⁶⁷ Submission 2585

¹⁶⁸ See Report 17.6 Part M

¹⁶⁹ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

¹⁷⁰ Submission 2510

¹⁷¹ Submission 2128

¹⁷² Submission 2460

- e. Apply Rule 31.6.6 to Health and Safety signs also¹⁷³;
- f. Change the area limitation in Rule 31.6.6(b) to 2 square metres¹⁷⁴;
- g. Clarify whether Rule 31.6.7 applies to the Millbrook Resort Zone¹⁷⁵;
- h. Provide that Rule 31.6.7 not apply in Ski Area Sub-Zones¹⁷⁶;
- i. Clarify that Rule 31.6.9 only applies over council roads¹⁷⁷;
- j. Insert new rule applying standards for signs on or adjacent to State Highways¹⁷⁸.

6.2 Rule 31.6.2 – Temporary Event Signs

232. Real Journeys Group sought that this rule be amended so that it would allow four signs to be visible from a State Highway and an additional four signs to be visible from other roads. No reasoning was provided in the submission for this change, and no evidence was presented in respect of it.
233. In the absence of reasons and evidence we recommend these submissions be rejected.
234. We recommend that the advice note relating to signs located on Council land be deleted as that is now covered by Advice Note 31.3.3.1. Other than that change, we recommend that Rule 31.6.2 be renumbered 31.5.2 with sub-numbers and adopted as notified.

6.3 Rule 31.6.5 – Temporary Sale Signs

235. As notified, this rule required that temporary sale signs meet the following standards:
- a. The sign be located on the site of the temporary sale;
 - b. There be a limit of one sign per sale;
 - c. The sign shall only be erected or displayed for a maximum of four occurrences per site per year, and each occurrence shall not exceed 14 days.
236. Books & Toys (Wanaka) Ltd¹⁷⁹ sought deletion of the limitation on the number of signs. Wanaka Flooring Xtra¹⁸⁰ queried the limitation on the number of occurrences of sales and sought its removal.
237. In her Section 42A Report Ms Leith accepted that there should be no limitation on the number of occurrences temporary sale signs were displayed and recommended an amendment to limit the display of such signs to 14 day periods separated by at least 14 days¹⁸¹.
238. In her legal submissions on behalf of Books & Toys (Wanaka) Ltd, Ms Robb noted that it appeared that the submission seeking the deletion of the limitation on the number of signs had been overlooked. Ms Leith addressed this in her Reply Statement¹⁸². She supported the relief sought by the submitter noting that a limitation on the number of signs is unnecessary as they will be limited to a temporary period. She also noted that the limitation took no

¹⁷³ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

¹⁷⁴ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

¹⁷⁵ Submission 2295, supported by FS2710, opposed by FS2745

¹⁷⁶ Submissions 2737 (supported by FS2800, FS2760) and 2384 (supported by FS2800, FS2760)

¹⁷⁷ Submission 2295, supported by FS2710, opposed by FS2745 – the submission referred to Rule 31.6.6 but also specified that it related to under verandah signs, which are regulated by notified Rule 31.6.9

¹⁷⁸ Submission 2538, supported by FS2764, FS2760, opposed by FS2788, FS2789, FS2790, FS2783

¹⁷⁹ Submission 2510

¹⁸⁰ Submission 2128

¹⁸¹ A Leith, Section 42A Report, Section 11

¹⁸² A Leith, Reply Evidence, Section 7

account of tenancies with multiple frontages, such as that occupied by the submitter. She recommended clause (b) be deleted.

239. We agree with the comments in Submission 2128 that the rule as notified was excessively restrictive. We are satisfied that the amendments proposed by Ms Leith will provide a satisfactory standard consistent with the objectives and policies. We consider some minor grammatical changes can be made to avoid repetitiveness in the rule. We therefore recommend this rule be renumbered 31.5.5 and read as follows:

31.5.5	Temporary Sale Signs	D
	Temporary sale signs shall:	
	31.5.5.1 be located on the site of the temporary sale; and	
	31.5.5.2 be erected or displayed for a maximum of 14 days at a time and there shall be a minimum of 14 days between the display of temporary sale signage at the tenancy.	

6.4 Rule 31.6.6 – Temporary Construction Signs

240. As notified this rule allowed 4 temporary construction signs per site, each having an area of 1.62m². Limits on the time period over which they could be erected were included.
241. Queenstown Central Ltd¹⁸³ sought that safety and hazard signs be excluded from these limitation. Real Journeys Group¹⁸⁴ sought that the heading for the standard be amended so that it read: “Temporary Construction or Health & Safety Signs”. Real Journeys Group also sought that the maximum sign size be increased to 2m².
242. Ms Leith noted that health and safety signage would be provided for by the rule enabling signs required by statute and other legislation¹⁸⁵ (recommended Rule 31.4.12). She also recommended that the minimum sign size be increased to 2 square metres¹⁸⁶. No other evidence was received on this rule.
243. We agree with Ms Leith that Rule 31.4.12, particularly as we are recommending it be wording, should alleviate the submitters’ concerns with this rule. We also accept her reasoning in respect of the maximum sign size.
244. For those reasons, we recommend this rule be renumbered as 31.5.6 and read:

¹⁸³ Submission 2460

¹⁸⁴ Submissions 2466 (supported by FS2737, FS2753), 2492 (supported by FS2737, FS2760), 2494 (supported by FS2737, FS2760) and 2581 (supported by FS2737, FS2753)

¹⁸⁵ A Leith, Section 42A Report, paragraph 16.5

¹⁸⁶ Ibid, paragraph 27.11

31.5.6	Temporary Construction Signs	D
	<p>Temporary construction signs shall comply with the following standards:</p> <p>31.5.6.1 maximum of 4 per site;</p> <p>31.5.6.2 each sign shall have an area no greater than 2m²; and</p> <p>31.5.6.3 the signs may be erected for no more than 30 days prior to works commencing and shall be removed within 14 days of completion of the works.</p>	

6.5 Rule 31.6.7 – Free Standing Signs

245. As notified this rule set this the maximum height (3.5m) and maximum area (2m²) of a free-standing sign. In addition, it required that, if over a footpath, a free-standing sign needed to provide 2.5m clearance of the footpath, and not extend more than 1m over a footpath.
246. Two submissions sought that Ski Area Sub-Zones be exempt from this rule in respect of ski area activities¹⁸⁷, and one sought clarification as to whether the rule applied in the Millbrook Resort Zone¹⁸⁸.
247. As we discussed above in when considering the submissions on objectives and policies, Ms Leith accepted that separate provision be made for signs in Ski Area Sub-Zones. We agreed with that conclusion and will discuss the relevant rule provisions below. In our view the provisions we are recommending are in addition to this rule, so an exemption is not required.
248. No evidence was lodged in support of Submission 2295. We agree with Ms Leith’s advice that this rule does apply in the Millbrook Resort Zone¹⁸⁹ and the changes to the headings to the rules we are recommending will make that explicit.
249. For those reasons we recommend the rule be renumbered as 31.5.7 and adopted as notified. We note that the second Advice Note can be deleted and the first requires an amendment to the section it refers to. Those amendments can be made under Clause 16(2).

6.6 Rule 31.6.9 – Under Verandah Signs

250. As notified this rule required that such signs be set a minimum of 2.5m above the footpath.
251. The only submission on this rule sought clarification as to whether it applied in the Millbrook Resort Zone¹⁹⁰.
252. Ms Leith was of the view that it did apply¹⁹¹. In his evidence on behalf of the submitter, Mr Edmonds suggested that as there were no public footpaths in Millbrook there was little point in it applying to the Millbrook Resort Zone¹⁹².

¹⁸⁷ Submissions 2737 (supported by FS2800, FS2760) and 2384 (supported by FS2800, FS2760)

¹⁸⁸ Submission 2295

¹⁸⁹ A Leith, Section 42A Report, paragraph 18.7

¹⁹⁰ Submission 2295

¹⁹¹ A Leith, Section 42A Report, paragraph 18.8

¹⁹² J Edmonds, EiC, paragraph 31

253. While Mr Edmonds can see little point in the rule applying to the Millbrook Resort Zone, we can see little harm if there are no public roads or public footpaths. We consider the District Plan would become unnecessarily wordy and complex if every District-Wide rule contained an exemption for all those places where it could not possibly apply. We do note from a practical point of view that any signs under any verandah would probably need to have a clearance of 2.5m for the safety of those walking under it, irrespective of this rule.
254. Other than deletion of the advice note, we recommend the rule be renumbered 31.5.9 and adopted as notified.

6.7 New Rule Sought

255. NZTA sought the inclusion of a new standard to apply to signs adjacent to State Highways¹⁹³. The standard was based on NZTA's technical requirements for signs adjacent to its highways.
256. Ms Leith noted that such a provision would give effect to the objectives and policies of Chapter 31 and avoid the possibility that a sign allowed as a controlled activity would not be subject to notification to NZTA¹⁹⁴. Ms Leith recommended a rule slightly amended from that set out in the NZTA submission.
257. Mr MacColl, providing evidence on behalf of NZTA, supported Ms Leith's proposed rule subject to correction of a minor drafting error in the original submission. Although Mr Ferguson's clients submitted in opposition to this rule, he did not discuss it in his evidence.
258. We accept the evidence and reasoning of Ms Leith and Mr MacColl but consider an additional amendment is required to the rule proposed by Ms Leith. She proposed the inclusion of the following as the final line in the rule: "This rule does not apply to Event Signage permitted under Rule 31.6.2". We consider if the rule does not apply in a specific circumstance it should say that clearly as part of the standard rather than as an adjunct, as if it were an advice note.
259. For those reasons we recommend a new Rule 31.5.12 be inserted reading as follows:

¹⁹³ Submission 2538 supported by FS2764, FS2760, opposed by FS2788, FS2789, FS2790, FS2783

¹⁹⁴ A Leith, Section 42A Report, paragraph 15.6ff

31.5.12	Signs on land adjoining State Highways	RD
	Signs on land adjoining State Highways, other than signs permitted by Rule 31.4.2, shall comply with the following standards:	
	31.5.12.1 Signs shall have a minimum lettering height of 120mm where the speed limit is less than 70km/h, or 160mm where the speed limit is 70km/h or higher.	
	31.5.12.2 Signs shall have a maximum of 6 words and/or symbols, with a maximum of 40 characters.	
	31.5.12.3 Shall be located so that there is unrestricted view to the motorist for at least 180m where the speed limit is 70km/h or higher.	
	31.5.12.4 Shall be located at least 200m from an official sign or traffic signal in rural areas.	
	Discretion is restricted to safety and efficiency of the State Highway network.	

7. SECTION 31.7 – STANDARDS FOR SIGNS IN COMMERCIAL AREAS

7.1 Section Title and Division of Rule Table

260. As we noted in Section 5.1 above, Ms Leith restructured these tables to separate the activity status of signs from the standards that apply to those signs. We have recommended further minor changes under Clause 16(2) to clarify how the rules in this table relate to those in other tables.

261. Thus, we recommend there be two tables:

- Table 31.6 – Rules – Activity Status of Signs in Commercial Areas
- Table 31.7 – Rules – Standards for Signs in Commercial Areas

262. In addition, immediately under the heading of Section 31.6 and above Table 31.6 we recommend the following text be inserted:

The rules relating to signs in Table 31.6 are additional to those in Table 31.4 and are subject to the standards in Table 31.7. If there is a conflict between the rules in Table 31.4 and the rules in Table 31.6, the rules in Table 31.6 apply.

263. Finally, to accommodate our recommendations in relation to how signs are classified within individual commercial zones, we recommend changes to the columns relating to zones so as to:

- a. Separate the Arrowtown Town Centre Zone from the Queenstown and Wanaka Town Centre Zones;
- b. Distinguishing between the Airport Zone: Queenstown and the Airport Zone: Wanaka; and
- c. Including Jacks Point Village Activity Areas.

264. The Airport Zone: Wanaka was created by the Council’s decisions on Stage 1. At the time submissions were lodged on Stage 2 those decisions were not available. However, QAC lodged a submission¹⁹⁵ based on the possibility that such a decision may be made which provides scope to provide tailored signs rules for that zone. No evidence was provided on this issue by Ms Leith or Mr Kyle, who provided planning evidence for QAC. The only change Ms Leith recommended was changing the title of the zone from the notified “Airport Mixed Use Zone” to “Airport Zone”. There is no evidence she considered whether the rules notified for the Airport Mixed Use Zone (which at that time only applied to Queenstown Airport) would be appropriate in the Airport Zone: Wanaka which was developed from the Rural Zone and has significantly more onerous standards than the Airport Zone: Queenstown.
265. While we consider there is a good argument that signage in the Airport Zone: Wanaka should be controlled in the same way as signage in the Rural Zone, given the amendment proposed by Ms Leith in her Section 42A Report we do not feel able to recommend such an outcome. While we recommend that the Airport Zone: Wanaka be subject to the same rules as the part of the Airport Zone: Queenstown that is within 20m of the zone boundary, we recommend the Council consider a variation to provide a signage regime for Wanaka Airport more appropriate for its rural location.

7.2 General Submissions on Table 31.7

266. One general submission was lodged on Table 31.7 seeking that commercial area rules apply to the Jacks Point Village Activity Areas¹⁹⁶.
267. Initially Ms Leith opposed this submission¹⁹⁷. However, after considering Mr Ferguson’s evidence, she concluded that a differentiation should be made between the rules applying to the Jacks Point Residential Activity Areas and those applying to the Village Activity Areas¹⁹⁸. She did not, however, consider that the Village Activity Areas should have rules similar to the Local Shopping Centre Zone. She considered landscape and amenity issues required more consideration at Jacks Point.
268. As identified by legal counsel for Darby Planning LP et al, the essential difference between Ms Leith and Mr Ferguson was that Ms Leith considered signage in the Village areas should require a restricted discretionary consent, while Mr Ferguson considered a controlled activity consent was appropriate.
269. Our understanding, having considered Chapter 41 Jacks Point Zone, is that the Village Activity Areas are designed to enable, following a structure planning process, the development of commercial areas along with high density residential development and visitor accommodation. We note and agree with the comment of the Hearing Panel (differently constituted) which heard the submissions on Chapter 41 that Jacks Point is “evolving as a substantial urban settlement in its own right, containing a range of quite different ‘Activity Areas’ that otherwise could reasonably be considered as zones in their own right”¹⁹⁹. We do not agree with Ms Leith’s view that a higher standard of amenity values, or greater consideration of landscape values, is required in the Jacks Point Village Areas than would be the case in the Local Shopping Centre Zone. We consider that Mr Ferguson’s proposal of

¹⁹⁵ Submission 2618

¹⁹⁶ Submission 2381

¹⁹⁷ A Leith, Section 42A Report, paragraph 19.4ff

¹⁹⁸ A Leith, Rebuttal Evidence, Section 3

¹⁹⁹ Hearing Panel Report 12, at paragraph 57

controlled activity consent requirements and general consistency with the Local Shopping Centre Zone rules is appropriate.

270. For those reasons we recommend that a column be provided in Table 31.6 for the Jacks Point Village Activity Areas and that for each of the activities listed in that table the activity status be the same as the Local Shopping Centre Zone.

7.3 Rule 31.7.1

271. As notified, this rule required a controlled activity consent for signage platforms that complied with the size requirements set out for arcade directory signs, upstairs entrance signs, ground floor signs and above ground floor signs.

272. In recommending a reconfiguration of this table into two so as to separate the activity status from the applicable standards, Ms Leith proposed this rule simply state "Identification of static signage platforms". To make this change would have left signage platform not subject to any standards as to size or location. We recommend that the rule, renumbered as 31.6.1, be amended to read as follows so as to retain the notified intention of this rule:

Static signage platforms that is one of the sign types listed in Rules 31.6.2 to 31.6.5 below and complies with the standards applying to that sign type.

7.4 Rule 31.7.5

273. As notified this rule provided that the activity set out below was a controlled activity in all business zones other than the Airport Mixed Use Zone, where it was a permitted activity.

All signs located within the ground floor area of a building, provided that:

- a. *each tenancy shall not display signs within the ground floor area of the building that exceed a maximum area of 5m² per tenancy or are larger than 15% of the Ground Floor Area that the tenancy occupies (whichever is lesser). Arcade directory and upstairs entrance signs are not included within the ground floor area signage allowance; and*
- b. *signs shall not exceed 50% coverage of glazing. This applies to individual or partitioned glazed areas located within the ground floor area. Signs not attached to glazing that are sited within the enclosed interior of a building and are not directly visible from a public place, are not subject to part (b) of this rule.*

Control is reserved to the matters set out in Rule 31.11.

Advice Note: *Part 31.13 of this Chapter illustrates the application of this rule.*

274. Due to the operation of notified Rule 31.7.7, non-compliance with standards included in this rule required consent as a discretionary activity in each of the zones.

275. The following submissions were lodged concerning this rule:
- a. Make commercial signs smaller²⁰⁰;
 - b. Enable signage for supermarkets²⁰¹;
 - c. Clarify the application of this rule as to the area of signage permitted²⁰²;

²⁰⁰ Submission 2184, opposed by FS2788, FS2789, FS2790

²⁰¹ Submission 2543, supported by FS2737

²⁰² Submission 2131, supported by FS2737

- d. Remove “whichever is the lesser” from (a)²⁰³;
 - e. Amend such that signs within enclosed interior of a building visible from a public place are not subject to rule²⁰⁴.
276. We commence by stating we found the terminology used in this rule confusing. The rule refers repeatedly to “ground floor area”, however, when one considers Section 31.13.7 that provides guidance²⁰⁵ on how to apply the rule, it is apparent that what is actually to be measured is the area of the ground floor façade of the building or tenancy. Section 13.13.7 is an explanation, not a rule, so its effectiveness is uncertain. We note that Ms Leith identified that, in her experience, resource management professionals have had difficulty understanding the diagram in notified section 31.13.7.2²⁰⁶, suggesting there is a need to clarify this rule and the explanation of how it applies.
277. We recommend, under Clause 16(2), that references to “ground floor area” be changed to “ground floor façade” and that the way to measure the area of a ground floor façade be included in Section 31.3.2.
278. Turning to the submissions, Ms Leith considered that the proposed standards, which cap the area of signage allowed at ground floor level to 5m², to be less than the ODP provisions, thereby satisfying Submission 2184²⁰⁷. We did not hear from that submitter.
279. Although the Foodstuffs submission²⁰⁸ sought that supermarket signage be enabled, the thrust of the submission was that the permitted signage sizes were too small and the discretionary activity status for non-compliance was too restrictive and not justified by the effects.
280. The only substantive change Ms Leith recommended was to provide for non-compliance with the 5m² maximum area when the 15% of the ground floor façade area was not exceeded, to be treated as a restricted discretionary activity. No evidence was received in support of the Foodstuffs submission.
281. Ms Quin provided helpful evidence on this issue, particularly in respect of the issue of signs on glazing²⁰⁹. It is apparent that there are two issues in respect of signs in relation to glazing:
- a. Whether a person outside the building can see through the building into the interior and see signs in the interior; and
 - b. Whether, in creating a product display, posters or such-like are counted as signs when they are an integral part of the product display.
282. Ms Quin helpfully attached photographs to her evidence which provided examples of the latter.
283. We are unsure of the formulation of the exemption provided in clause (b). The definition of sign and signage only applies to those displays etc which are intended to attract attention and are visible from a public place. Thus if it cannot be seen from a public place, it is not a sign. If

²⁰³ Submission 2460

²⁰⁴ Submission 2510

²⁰⁵ This appears to be in substitution for the definition “Ground Floor Area (for Signs)” notified in Stage 1 in Chapter 2 but deleted by the Stage 2 variation.

²⁰⁶ A Leith, Section 42A Report, paragraph 9.9

²⁰⁷ A Leith, Section 42A Report, paragraph 9.7

²⁰⁸ Submission 2543

²⁰⁹ E Quin, EiC, paragraph 2.8ff

it is not directly visible, does that mean it is indirectly visible, by reflection for example? If that was the case, it would be unlikely to be intended to attract attention from the public place.

284. We accept that there may be signs within a building that are not intended to attract attention from outside, but may be seen from outside through a window display. If there are such signs, we cannot understand why they should only be excluded from the calculation of the 50% limitation of glazing coverage, and not the entire façade area limitation.
285. Ms Leith advised that in her observation shop window displays are normally around 1m depth from the shop front²¹⁰. She recommended that the sentence quoted above be amended by clarifying that it applied to signs sited more than 1m within the interior of the building.
286. We agree that assists, but we consider that all signs more than 1m inside any glazing on the ground floor façade should not be caught by this rule.
287. Turning to the second issue raised by Ms Quin, Ms Leith recommended an amendment to the definition of signs and signage to exclude the display of physical goods or products sold on the premises of the sign. We have recommended that amendment be accepted. However, the examples attached to Ms Quin’s evidence identified that display of books sold in a shop can also usefully be accompanied by posters or explanatory material which would fall within the definition of sign or signage. Her examples included a glazed display which appeared to show various handbills describing events. Again these would be classed as signs or signage.
288. To avoid having these items being treated as signs or signage, Ms Quin proposed that Rule 31.7.5(b) be amended to include the words “Window product and temporary poster displays not attached to glazing” in the exemption.
289. Ms Leith’s proposed re-organisation of Table 31.7 involved the creation of a standard that contained clauses (a) and (b) from notified Rule 31.7.5 and applied this standard to all signs and static and digital signage platforms within the ground floor façade of a building. We agree that separation into a separate standard is appropriate. However, we consider the issues raised by Ms Quin require that this standard be amended.
290. It is apparent to us that the window displays Ms Quin has illustrated in her evidence are actually signage platforms and whether any signage is attached to the glazing or not makes no difference in terms of recommended Policy 31.2.3.4 as the interior of the building is closed off by the signage platform, although they do create visual interest for pedestrians. Thus, clause notified Rule 31.7.5(b) should not apply in such circumstances.
291. Where glazing enables the interior of the building to be seen, then we agree with Ms Leith that signs exceeding 1m from the inside of the glazing should be excluded from consideration whether they are able to be seen from the street or not. As Ms Leith noted²¹¹, signs at such a distance from any glazing are clearly for the attention of people already inside the building. However, we consider such signs should also be excluded from the area limitation imposed by clause (a).
292. Finally, we consider that digital signage platforms should have a standard distinct from that applying to signs and static signage platforms. As digital signage platforms are a discretionary

²¹⁰ A Leith, Section 42A Report, paragraph 12.5

²¹¹ A Leith, Section 42A Report, paragraph 12.4

activity, the standard applying to such activities should have a non-compliance status of non-complying, otherwise the standard is meaningless.

293. For those reasons, we recommend notified Rule 31.7.5 by split into Rules 31.6.4 and Rule 31.7.3. We recommend that Rule 31.6.4 read as follows:

All signs located within the ground floor facade of a building.

In those zones where this is a controlled activity, control is reserved to the matters set out in Rule 31.14.

Advice Note: Parts 31.3.2 and 31.16 of this Chapter explain and illustrate the application of this rule.

294. We recommend the activity status of such signs remain as notified in the relevant zones. As discussed above, we have included the Jacks Point Village Activity Areas in this rule. We recommend this activity be a controlled activity in those areas.

295. We recommend that Rule 31.7.3 read as follows:

31.7.3	<p>Signs and static signage platforms within the ground floor facade of a building</p> <p>31.7.3.1 Each tenancy shall not display signs within the ground floor facade of the building that exceed (i) or (ii) whichever is lesser:</p> <ul style="list-style-type: none"> a. a maximum area of 5m² per tenancy; or b. 15% of the Ground Floor Facade that the tenancy occupies. <p>Arcade directory and upstairs entrance signs are not included within the ground floor facade signage allowance;</p> <p>31.7.3.2 Signs shall not exceed 50% coverage of glazing. This applies to individual or partitioned glazed areas located within the ground floor facade. Signage platforms with a glazed front and sealed rear such that the interior of the building cannot be seen, are not subject to this clause.</p> <p>31.7.3.3 Signs not attached to glazing that are sited more than 1 metre inside the enclosed interior of a building are not subject to this rule.</p>	<p>D, unless consent is sought for (i) but complies with (ii) – RD</p> <p>When RD, discretion is restricted to the matters set out in Rule 31.18.</p> <p>D</p>
--------	---	--

296. We recommend that a new Rule 31.7.4 be inserted providing the same standards as Rule 13.7.3 for digital signage platforms within the ground floor façade of a building, with a non-compliance status of non-complying.

7.5 Rule 31.7.6

297. As notified this rule, which read as set out below, was a controlled activity in all business zones other than the Airport Mixed Use Zone, where it was a permitted activity:

Above ground floor signs that cumulatively do not exceed 3m² in area per building or 1m² per tenancy up to a maximum of 3m² per floor.

Control is reserved to the matters set out in Rule 31.11.

Advice Note: Part 31.13.7 of this Chapter has a diagram which illustrates the application of this rule.

298. The only submission²¹² on the rule sought that as the rule allowed more area than the equivalent ODP rule, provision be made for those who had signs consented at 2m² be given retrospective consent to increase them to 3m².

299. Ms Leith noted that District Plan rules cannot be retrospective, but noted that once this rule becomes operative, applicants can seek consent for the larger area²¹³.

300. We agree with Ms Leith and recommend this submission be rejected. We recommend the notified rule be divided into the two rules set out below:

Rule 31.6.5

Above ground floor signs.

In those zones where this is a controlled activity, control is reserved to the matters set out in Rule 31.14.

Advice Note: Part 31.20.7 of this Chapter has a diagram which illustrates the application of this rule.

31.7.5	Above ground floor signs and static signage platforms Are not to cumulatively exceed 3m ² in area per building or 1m ² per tenancy up to a maximum of 3m ² per floor.	D
---------------	--	---

7.6 Overall Recommendation on Table 31.7

301. We have set out in Appendix 1 our recommended version of Tables 31.6 and 31.7. Table 31.6 lists the activity status of various signs specifically provided for in the business zones, and Table 31.7 contains the standards applying to the activities listed in Table 31.6. These tables include our recommendations on billboard signs and digital signage discussed in Section 2.1 above, as well as those recommendations set out immediately above in respect of notified Rule 31.7.5. These tables also reflect our recommendations under Clause 16(2) to re-arrange them so as

²¹² Submission 2131, supported by FS2737

²¹³ A Leith, Section 42A Report, paragraph 9.10

to separate the activities from the standards applying to the activities and minor grammatical amendments to remove unnecessary wording.

302. Within the scope provided by the submissions, we are satisfied that these recommended provisions are the most appropriate rules to give effect to the objectives of the PDP.

8. SECTION 31.8 – STANDARDS FOR SIGNS IN RESIDENTIAL AREAS

8.1 Recommendation

303. The only submission lodged specifically on this table was that seeking that the Jacks Point Village Activity Areas be subject to different rules to the Residential Activity Areas, which should be subject to the same rules as residential zones²¹⁴. We have dealt with the Village Activity Areas in the previous section. For the same reasons, and having heard Mr Ferguson’s evidence on the matter, we agree that the Jacks Point Residential Activity Areas should be subject to the same sign rules as other residential zones. We therefore recommend that reference to Jacks Point Residential Activity Areas be included in Table 31.8 with the same activity status and standards as other residential zones.
304. Submission 2026 requested that provision be made for signage for visitor accommodation. Ms Leith responded that adequate provision was made in the commercial areas for such signage²¹⁵. We suspect that the submitter may be concerned with the provisions applying to the High Density Residential Zone, but as we did not hear from him we cannot be sure. Without any evidence we are not prepared to amend this table based on Submission 2026.
305. Our remaining recommendations on this table are for a re-arrangement of provisions that can be made under Clause 16(2). These involve the separation of the sign activities in Table 31.8 from the standards in Table 31.9. In addition, we recommend that the provisions relating to Visitor Accommodation Sub-Zones (which only apply to Lower Density Suburban Residential and Medium Density Residential Zones) be moved from notified Table 31.9 to recommended Tables 31.8 and 31.9, without any alteration to the activity status or standards, although we do recommend a minor rewording under Clause 16(2) to make it clear that the standards apply only in the Visitor Accommodation Sub-Zone. These amendments, which can be made under Clause 16(2), are shown in Appendix 1.
306. Within the scope provided by the submissions, we are satisfied that these recommended provisions are the most appropriate rules to give effect to the objectives of the PDP.

9. SECTION 31.9 – STANDARDS FOR SIGNS IN OTHER AREAS

9.1 Notified Table

307. As notified, this table contained a series of sign provisions that applied only in specific zones, with grey shading in the columns where the provisions did not apply. This was a result of the table covering the following groups of zones:
- Rural Zone, Gibbston Character Zone, Wakatipu Basin Amenity Zone and Lifestyle Precinct;
 - Rural Lifestyle and Rural Residential Zones;
 - Open Space and Recreation Zones;
 - Jacks Point Zone, Waterfall Park Zone, Millbrook Resort Zone;

²¹⁴ Submission 2381

²¹⁵ A Leith, Section 42A Report, Section 22

- Visitor Accommodation Sub-Zone.

308. The submissions on this table sought:
- Include in notified Rule 31.9.3 provisions for activities carried out under notified Rule 31.5.20²¹⁶;
 - Amend notified Rule 31.9.5(a) to refer to building rather than business²¹⁷;
 - Enable signage for visitor accommodation activities at Millbrook in notified Rules 31.9.8 and 31.9.9²¹⁸;
 - Make provision in the table for signage in Ski Area Sub-Zones²¹⁹.
309. We are satisfied that our recommended Rule 31.4.12 answers the concern raised by Submission 2455 regarding Rule 31.9.3 so we discuss it no further.
310. Ms Leith recommended Millbrook Country Club Limited's submission on notified Rule 31.9.5 be accepted as being the most practical wording. We agree with her and recommend that change. Our recommended rule is now Rule 31.15.1.

9.2 Visitor Accommodation at Millbrook

311. While initially recommending rejection of Millbrook Country Club Limited's submission on notified Rules 31.9.8. and 31.9.9, after considering Mr Edmonds evidence she concluded there was justification for some amendments to the rules²²⁰.
312. After comparing the standards in the various rules in Table 31.9, Ms Leith considered that notified Rule 31.9.5 was the most appropriate to amend to provide for visitor accommodation activities at Millbrook. In doing so she considered the potential effects of such signage from public places outside the Millbrook Resort Zone, and between properties within the zone. She was satisfied that the permitted level of signage could be greater than that permitted by notified Rule 31.9.6. When Mr Edmonds appeared he supported Ms Leith's recommendations.
313. We agree with the reasoning provided in Mr Edmond's evidence and Ms Leith's Rebuttal Evidence. We also agree with Ms Leith that there is no scope for this change to apply to any other zone. Our recommended version of this rule is consistent with Ms Leith's recommendation.

9.3 Signage in Ski Area Sub-Zones

314. In Sections 3.8 and 3.16 above we discussed the submissions seeking the inclusion of objectives and policies regarding signage in Ski Area Sub-Zones and recommended a new objective and two new policies be included in the Chapter. In making those recommendations we accepted that there was need for specific provision for signage in SASZs.
315. Ms Leith proposed additional rules in notified Table 31.9 to:
- Providing for operational, directional and safety signage in SASZs to be permitted;
 - All other signage in SASZs to be no greater than 4m² and not illuminated;
 - All other signage would require consent as a discretionary activity²²¹.

²¹⁶ Submission 2455

²¹⁷ Submission 2295, supported by FS2788

²¹⁸ Submission 2295, supported by FS2788

²¹⁹ Submissions 2373 (supported by FS27800, FS2760) and 2384 (supported by FS2800, FS2760)

²²⁰ A Leith, Rebuttal Evidence, Section 10

²²¹ A Leith, Section 42A Report, paragraphs 17.15 and 17.16

316. Mr Ferguson, appearing for Darby Planning LP et al, supported the provisions recommended by Ms Leith²²². Mr Farrell, appearing for Real Journeys Group, did not comment on the recommended rules.

317. We accept Ms Leith's reasoning and recommend that the provisions she recommended be included in our recommended provisions in relation to this table.

9.4 Re-Arrangement of Notified Table 31.9

318. In her Reply Evidence, Ms Leith recommended a re-arrangement of this table so as to separate the activity status for signage in the various zones and areas from the standards applicable to those signs.

319. Notwithstanding Ms Leith's re-organisation of this table, we still found it confusing and internally inconsistent. We concluded that, rather than include "NA" throughout the table for activities that didn't apply to groups of zones as Mr Ferguson suggested²²³, dividing the table up into three pairs of tables (one for activity status and one for standards in each pair) for groups of zones as follows provided the clearest outcome:

- a. Rural zones – Rural Zone, Gibbston Character Zone, Wakatipu Basin Amenity Zone, Wakatipu Basin Lifestyle Precinct, Rural Lifestyle Zone and Rural Residential Zone (Tables 31.10 and 31.11);
- b. Open Space and Recreation Zones (Tables 31.12 and 31.13); and
- c. Special Zones (Jacks Point Zone outside of the Village and Residential Activity Areas, Millbrook Resort Zone and Waterfall Park Zone (Tables 31.14 and 31.15).

320. While there is a slight degree of repetition between some tables, we consider this format will be more easily understood by plan users.

321. For those reasons we recommend that the amendments described above be incorporated into the rules notified in Table 31.9 and the amended provisions be re-organised into the six tables 31.10 to 31.15 inclusive as set out in Appendix 1.

322. Within the scope provided by the submissions, we are satisfied that these recommended provisions are the most appropriate rules to give effect to the objectives of the PDP.

10. SECTION 31.10 – NON-NOTIFICATION OF APPLICATIONS

323. No submissions were received on this section and Ms Leith did not suggest any amendments were needed to it as consequential changes. We therefore discuss it no further and recommend it be adopted as notified but renumbered 31.16.

11. SECTION 31.11 – MATTERS OF CONTROL

324. The only submission on this section supported it²²⁴. We therefore discuss it no further and recommend it be adopted as notified but renumbered 31.17.

²²² C Ferguson, EiC, paragraph 136

²²³ Ibid, paragraph 137

²²⁴ Submission 2538, supported by FS2760

12. NEW SECTION – MATTERS OF DISCRETION

325. As a consequence of Ms Leith’s recommendation to provide for a restricted discretionary consent process under notified Rule 31.7.5 (our recommended Rule 31.7.3), Ms Leith recommended the inclusion of a new section listing the matters of discretion that restricted discretionary activity applications would be restricted to²²⁵.
326. We agree with Ms Leith’s list of matters and recommend the following be included as Section 31.18 as a consequential amendment:

31.18 Matters of Discretion

31.18.1 Council’s discretion shall be restricted to:

- a. colour and materials;
- b. design and content;
- c. location;
- d. access and safety; and
- e. landscape and visual amenity values. and
- f. dominance effects.

13. SECTION 31.12 – ASSESSMENT MATTERS

327. Two submissions sought that all the assessment matters be deleted²²⁶, while one submission supported Assessment Matter 31.12.2.3²²⁷. No evidence was received from the submitters on this section.
328. Ms Leith considered that the retention of the assessment matters would assist plan users, particularly lay persons using the PDP²²⁸. She recommended that they be retained, but recommended some minor amendments to improve grammar, locate matters in more appropriate locations, and delete repetition²²⁹.
329. We agree with Ms Leith’s recommendations for the reasons she gave and recommend this section be renumbered as 31.19 and is worded as set out in Appendix 1.

14. SECTION 31.13 – INTERPRETATIVE DIAGRAMS

330. There were no submissions on this section. We discussed above in Section 7.3 the deletion of the explanatory material in Section 13.13.7. In addition to that amendment, as a consequential amendment we recommend that diagram in notified 31.13.7 be amended by replacing references to “ground floor area” with “ground floor façade”.

²²⁵ A Leith, Rebuttal Evidence, paragraph 3.6

²²⁶ Submissions 2492 (supported by FS2737, FS2760) and 2581 (Supported by FS2737, FS2753)

²²⁷ Submission 2538, supported by FS2760

²²⁸ A Leith, Section 42A Report, Section 25

²²⁹ A Leith, Reply Evidence, Appendix 1

331. Other than those changes, we recommend this section be renumbered as 31.20 and adopted as notified.

15. VARIATION TO CHAPTER 17

332. Associated with the notification of Chapter 31, the Council notified a variation to Chapter 17 in Stage 1. The amendment was phrased in relation to the notified version of Chapter 17. No submissions were lodged on this variation.

333. The Decisions Version of the PDP amended both the relevant rule number and the phraseology of the signage provisions in Chapter 17. The Decisions Version of the rule provides that the following activities are permitted:

Signage

17.4.2.1 Advertising or promotional signage located greater than 20m from the zone boundary.

17.4.2.2 Signage to be viewed by persons within the zone and not directed at persons outside the zone.

17.4.2.3 Instruction or directional signage.

334. We understand these rules have not been appealed.

335. As we understand the purpose of the variation, it is to make it clear that advertising and promotional signage within 20m of the zone boundary is subject to the rules in Chapter 31. We consider this can be achieved by an advice note under the rules and therefore recommend the following be inserted after Rule 17.4.2.3:

Note: For advertising or promotional signage located within 20m of the zone boundary Chapter 31 applies.

16. RECOMMENDED VARIATIONS

336. In the course of this report we recommended the Council consider initiating variations on three matters. To assist we list those here:

- a. Provision be made for digital signage for information purposes such as signage associated with public transport;
- b. Make provision for Rule 31.5.22 to apply to Heritage Overlay Areas scheduled in Chapter 26; and
- c. Specific signage provisions for Wanaka Airport that take into account its rural location.

17. **OVERALL RECOMMENDATION**

337. For the reasons we have set out above, we recommend the Council adopt Chapter 31 and the associated variations to Chapters 2 and 17 with the wording as set out in Appendix 1, and accept, accept in part, or reject the submissions on these provisions as set out in Appendix 2.

For the Hearing Panel



Denis Nugent, Chair
Dated: 11 January 2019

Appendix 1: Recommended Revised Chapter 31 Signs and Associated Variations

31 Signs

31.1 Purpose

Signs provide information to the general public and can assist with creating a sustainable and vibrant community. There are significant benefits associated with enabling signage to achieve these outcomes. However, signs can have adverse environmental effects particularly on visual amenity, and could conflict with traffic and pedestrian safety. Managing the number, type, location, appearance and design of signs helps to minimise these adverse effects and maintain a quality environment.

Visual amenity values vary across the District, and are influenced by the nature of land use, including land use and associated development anticipated by the various District Plan Zones. In commercial areas signs can improve the flow of people and traffic, helping people get where they want to go and directing them to amenities. In residential and rural areas, signs have greater potential to create adverse effects on visual amenity due to the more sensitive nature of these areas.

Because of these variations, it is appropriate that different standards for signage apply to different areas. Signs are managed in relation to their suitability for different areas, and the sign types are defined in Chapter 2 - Definitions.

There is flexibility for temporary event signs, recognising the community benefits of events, the importance of signs for way-finding within event sites, and the limited duration of the adverse effects of such signs. Off-site signs have more restrictive rules, acknowledging that these can cause significant adverse effects if they are not appropriately managed.

31.2 Objectives and Policies

31.2.1 Objective - Signage which is of a scale and extent that maintains the character and amenity values of the District and enhances access.

Policies

31.2.1.1 Ensure the number, size, location, design and appearance of signs maintain the character and amenity values anticipated for the site, street scene and surrounding environment.

31.2.1.2 When considering the character and amenity values that apply to the site and surrounding environment, consider the character and amenity values anticipated by any relevant District Plan Zone, or in the case of signs proposed within the road, consider the character and amenity values anticipated by the nearest adjoining Zone.

31.2.1.3 Encourage signs to be located on the site of the related activity.

31.2.1.4 Off-site signs are provided for in limited circumstances.

- 31.2.1.5 Restrict the establishment of off-site signs, having particular regard to:
- a. whether it is not practical to display the information on the site where the activity and/or use of land or buildings occurs;
 - b. visual amenity values;
 - c. any cumulative adverse visual effects, including visual clutter; and
 - d. any adverse effects on the safety of the transport network.
- 31.2.1.6 Acknowledge that off-site signs that convey information to assist the public or convey public notices, rather than being for the purpose of commercial advertising, can have social and cultural benefits.
- 31.2.1.7 Ensure that any lighting in conjunction with signs does not lead to adverse effects on the receiving environment.
- 31.2.1.8 Support the establishment of information and direction signs that:
- a. assist with improving the legibility of, and knowledge of access to, public spaces; and
 - b. assist with achieving Crime Prevention Through Environmental Design (CPTED) principles.
- 31.2.1.9 In District Plan Zones that are primarily for commercial or mixed use activities:
- a. provide for a diverse range of sign types that facilitate effective communication of business information and commercial individuality within the context of the wider commercial area;
 - b. limit the number and size of signs enabled per commercial tenancy, and cumulatively on buildings that have multiple tenancies, to avoid, remedy or mitigate adverse effects on the visual amenity values of the site and the surrounding environment; and
 - c. encourage the incorporation of freestanding signs into the overall design of the site to achieve good integration with any pedestrian or vehicle access arrangements, car parking and/or landscaping layout.
- 31.2.1.10 Ensure signs in public places or attached to utilities or buildings for community activities are generally limited to signs necessary for direction, public information or public safety, and provide for signs for other purposes in limited circumstances.

- 31.2.1.11 Avoid, remedy or mitigate the adverse effects of signs located on an Outstanding Natural Feature or within an Outstanding Natural Landscape through applying the relevant assessment matters in part 21.21 of the District Plan.
- 31.2.1.12 Encourage efficient management of signs through the establishment of signage platforms to reduce the need for a new resource consent each time the sign content is altered and ensure that any resource consent conditions that apply to the signage platform also apply to any subsequent changes to the sign content.
- 31.2.1.13 Avoid adverse effects from the following signs and sign types:
- a. flashing, moving or animated signs and signs that create an optical illusion;
 - b. roof signs;
 - c. billboard signs;
 - d. signs displaying sexually explicit, lewd or otherwise offensive content;
 - e. stationary sign-written trailers, vehicles or permanently moored vessels or signs attached to stationary trailers, vehicles or permanently moored vessels which are visible from any road or public place for the purpose of advertising; and
 - f. signs imitating any traffic direction and safety sign as required by the New Zealand Transport Agency.
- 31.2.1.14 Manage the effects of signs on heritage values having particular regard to:
- a. the design, location and size of signs and the method of attachment;
 - b. any Council design guideline, being either the Queenstown Town Centre Special Character Area Design Guidelines 2015, Wanaka Town Centre Character Guideline 2011, or the Arrowtown Design Guidelines 2016;
 - c. the benefits of the sign; and
 - d. the function of the sign.

Note: any relevant objectives and provisions of Chapter 26 – Historic Heritage will also apply.

31.2.2 Objective –Signs have limited adverse effects on public safety, including the safety of pedestrians and users of the transport network.

Policies

- 31.2.2.1 Avoid adverse effects of signs that obstruct access to or through a pedestrian thoroughfare or the transport network.

- 31.2.2.2 Ensure the design and location of signs does not adversely affect traffic safety by causing confusion or distraction, or obstructing the sight lines of road users.
- 31.2.2.3 Support the establishment of information signs and lay-bys at the entrance to the District's settlements and at sites of natural, historical or tangata whenua interest.
- 31.2.2.4 Support the use of traditional Ngāi Tahu (tangata whenua) place names on signs within the District.
- 31.2.2.5 Ensure that any lighting in conjunction with signs does not adversely affect pedestrian and traffic safety.
- 31.2.2.6 Limit the number of off-site signs that are designed and located to attract the attention of users of the transport network, with the exception of off-site signs installed by a road controlling authority or the harbourmaster that are for the purpose of assisting users of roads, lakes or rivers and promoting traffic or navigation safety.
- 31.2.2.7 Limit the duration of off-site signs when future landuse and/or transport network changes are likely to result in the off-site sign being inappropriate from a site development and/or traffic safety perspective.

31.2.3 Objective - Signs are complementary to, and do not detract from, the design values of the building they are attached to and are sympathetic to the design values of nearby developments and public places.

Policies

- 31.2.3.1 Ensure the design and display of signs is consistent with and complementary to the overall design of the building through attention to:
 - a. the number, size, height and elevation of signs;
 - b. lettering design;
 - c. colours and materials;
 - d. the location of the sign on the building;
 - e. the relationship of the sign to any architectural features of the building and any adjacent buildings or development; and
 - f. the effect of illumination of the sign on the host site, adjoining sites and public places (including roads).

- 31.2.3.2 Ensure the design of signs attached to buildings is compatible with and sympathetic to the amenity, visual, heritage, landscape and streetscape values of the site and surrounding environment.
- 31.2.3.3 For signs attached to buildings that exceed the sign size or dimension limits specified in this chapter, only provide approval where the sign:
- a. is well integrated with the building design;
 - b. is compatible with the character of surrounding development;
 - c. is consistent with the relevant Council design guidelines, being either the Queenstown Town Centre Special Character Area Design Guidelines 2015, Wanaka Town Centre Character Guideline 2011, or the Arrowtown Design Guidelines 2016;
 - d. does not create adverse effects on the quality of a streetscape or a public place, including creating visual dominance; and
 - e. is visually compatible with the wider surrounding environment.
- 31.2.3.4 Manage the extent of signage on windows to promote interaction between buildings, streets and public places, and to encourage visual interest for pedestrians.
- 31.2.3.5 In instances when a new or altered building will have accompanying signage, encourage the identification of signage platforms so that signs are integrated into building design.
- 31.2.4 Objective - Signs located on waterfronts, wharves and jetties (including signs on buildings on wharves and jetties) convey necessary information while preserving a high standard of amenity and public views.**

Policies

- 31.2.4.1 Provide for signs that convey information regarding commercial activities and services that operate from or adjacent to the wharf, jetty or waterfront on which the sign is located.
- 31.2.4.2 Ensure that waterfront signs provide only essential information directly associated with activities based on the surface of lakes and rivers or undertaken within buildings located on wharves and jetties and/or the waterfront.
- 31.2.4.3 Ensure that signs on wharves, jetties and waterfronts do not detract from the views and amenity of the foreshore and of the lakes and rivers through inappropriate placement, size and colour.

31.2.5 Objective – Signs promoting temporary events minimise adverse effects on traffic, pedestrian and public safety and visual amenity.

Policies

31.2.5.1 Recognise the contribution that temporary events make to the social, economic and cultural wellbeing of the District by:

- a. enabling temporary event signs to be erected on the event site, but limit the size of signs and the duration of time that they are displayed; and
- b. enabling temporary event signs to be erected outside the event site, but limit the number and size of signs and the duration of time they are displayed.

31.2.5.2 When considering temporary event signs, have particular regard to the effects on traffic, pedestrian and public safety and visual amenity.

31.2.5.3 Limit the number of temporary event signs that are designed and located to attract the attention of users of the transport network.

31.2.6 Objective – Signs located within Ski Area Sub-Zones do not compromise the landscape and visual amenity values of the area when viewed from public places (including public roads).

Policies

31.2.6.1 Provide for signage within Ski Area Sub-Zones that conveys operational, directional and safety information regarding ski field activities.

31.2.6.2 Manage signs advertising commercial activities and sponsorship signs within Ski Area Sub-Zones so that the landscape and visual amenity values of the area, when viewed from public places (including public roads), can be maintained.

31.3 Other Provisions and Rules

31.3.1 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 and Development
28 Natural Hazards	29 Transport	30 Energy and Utilities
32 Protected Trees	33 Indigenous Vegetation and Biodiversity	34 Wilding Exotic Trees
35 Temporary Activities and Relocated Buildings	36 Noise	37 Designations
		Planning Maps

31.3.2 Interpreting and Applying the Rules

- 31.3.2.1 Table 31.4 sets out the District wide activity status for specific types of signs. These apply in all zones and on roads. These sign types must comply with the standards in Table 31.5.
- 31.3.2.2 Table 31.6 sets out the activity status for specific sign types in commercial areas. The activities listed in Table 31.6 must comply with the standards in Table 31.7.
- 31.3.2.3 Table 31.8 sets out the activity status for specific sign types in in specified residential zones. These activities must comply with the standards in Table 31.9.
- 31.3.2.4 Table 31.10 sets out the activity status for sign types in rural areas. These activities must comply with the standards in Table 31.11.
- 31.3.2.5 Table 31.12 sets out the activity status for sign types in the Open Space and Recreation Zones. These activities must comply with the standards in Table 31.13.
- 31.3.2.6 Table 31.14 sets out the activity status for sign types in the Special Zones. These activities must comply with the standards in Table 31.15.
- 31.3.2.7 Where an activity does not comply with a standard listed in a Standards table, the activity status identified by the 'Non-Compliance Status' column shall apply.
- 31.3.2.8 If there is a conflict between a rule in Table 31.4 and a rule in a table applying to a specific area (Tables 31.6, 31.8 and 31.10), then the rule in the specific area table shall apply.

31.3.2.9 Freestanding signs, sandwich boards, flat board signs, under verandah signs, flags and banners may be double sided, with only one side being counted towards the sign area. All other signs will be assessed on a single sided basis.

31.3.2.10 To measure the area of the ground floor façade for applying Rules 31.7.3 and 31.7.4:

- a. measure horizontally by the length of the building along the road, footpath, access way or service lane to which it has frontage; and
- b. measure vertically the height from the surface of the road, footpath, access way or service lane to the point at which either:
 - (i) the verandah meets the wall of the building; or
 - (ii) when there is no verandah, a height of 3m above the surface of the road, footpath, access way or service lane;

whichever is the lesser.

31.3.2.11 The Diagrams in section 31.20 of this Chapter illustrate how some standards are to be applied and illustrate some sign types.

31.3.2.12 The rules in this chapter do not apply to signage located in the Airport Zone that complies with Rule 17.4.2, or has been granted a consent under Rule 17.4.5 or 17.6.4.

31.3.2.13 The following abbreviations are used within this Chapter.

P	Permitted	C	Controlled
RD	Restricted Discretionary	D	Discretionary
NC	Non Complying	PR	Prohibited

Advice Notes

31.3.2.14 Any sign located on or over Council land will require the approval of the Council as landowner.

31.3.2.15 Any sign located on or over a State Highway will require the approval of the New Zealand Transport Agency as landowner.

31.4 District Wide Rules - Activities

These rules apply in all Zones and on roads and, other than Rule 31.4.12, are subject to the standards in Table 31.5. In addition, specific rules apply in each Zone.

	Table 31.4 – District Wide Rules - Activity Status	Activity status
31.4.1	Flags	P
31.4.2	Temporary event signs	P
31.4.3	Real estate signs (including auction signs)	P
31.4.4	Temporary land development signs	P
31.4.5	Temporary sale signs	P
31.4.6	Temporary construction signs	P
31.4.7	Free standing signs	P
31.4.8	Sandwich or flat board signs	P
31.4.9	Under verandah signs, including under verandah signs within the road where these are related to any overhanging building	P
31.4.10	New and replacement signs located within a static signage platform approved by resource consent subject to compliance with all conditions of the resource consent	P
31.4.11	Signs displayed within a digital signage platform approved by resource consent subject to compliance with all conditions of the resource consent	P
31.4.12	Signs required by acts of Parliament, legislation or statutory requirements. Signs permitted by this rule are not subject to any other rules in Chapter 31.	P
31.4.13	Electioneering signs	P
31.4.14	<p>The following signs on or above roads:</p> <p>31.4.14.1 Any sign associated with a road network activity, education activity or public amenities, including:</p> <ul style="list-style-type: none"> a. traffic and direction signs; b. road name signs; c. interactive warning signs; d. speed limit signs; e. parking restriction signs; and f. public information boards and associated directional signs. <p>31.4.14.2 Under verandah signs;</p> <p>31.4.14.3 The part of a freestanding sign located above a footpath in a road and complying with Rule 31.5.7;</p>	P

	31.4.14.4 Signs for temporary events and temporary filming; 31.4.14.5 Electioneering signs.	
31.4.15	Subject to compliance with the Standards as to size specified for the zone the sign is located in, as defined in Tables 31.7, 31.9, 31.11, 31.13 and 31.15, the following signs in or above public pedestrian paths and cycleways: 31.4.15.1 traffic and direction signs; 31.4.15.2 road, path or cycleway name signs; 31.4.15.3 interactive warning signs; 31.4.15.4 speed limit signs; 31.4.15.5 parking restriction signs; and 31.4.15.6 public information boards and associated directional signs.	P
31.4.16	Signs on wharves and jetties (including on buildings established on wharves and jetties)	D
31.4.17	Off-site signs, including off-site signs located within or above roads, but excluding: 31.4.17.1 under verandah signs above a footpath where these are related to any overhanging building; and 31.4.17.2 the part of a freestanding sign located above a footpath.	D
31.4.18	Signs on any Category 1, 2 or 3 item listed in the Inventory of Listed Heritage Features in Chapter 26 Historic Heritage or within a setting or extent of place shown in Section 26.8.1.	D
31.4.19	Billboards, including billboards located within or above roads, except where specifically provided for in Table 31.7	PR
31.4.20	Flashing, moving, animated signs and signs that create an optical illusion excluding digital signage provided for in Table 31.7.	PR
31.4.21	Roof signs	PR
31.4.22	Signs displaying sexually explicit, lewd or otherwise offensive content	PR
31.4.23	Any of the following signs which are located so as to be visible from any road or public place for the purpose of advertising:	PR

	<p>31.4.23.1 any stationary sign-written trailer or vehicle;</p> <p>31.4.23.2 any sign attached to any stationary trailer or vehicle;</p> <p>31.4.23.3 any permanently moored vessel; and</p> <p>31.4.23.4 any sign attached to a permanently moored vessel.</p>	
31.4.24	Signs imitating any traffic direction and safety sign as required by the New Zealand Transport Agency	PR

31.5 District Wide Rules –Standards

	Table 31.5 – District Wide Rules - Standards	Non-compliance status
31.5.1	<p>Flags</p> <p>All flags are able to contain sign content on both sides of the flag and shall comply with the following standards:</p> <p>31.5.1.1 maximum of 1 flag per site depicting corporate colours or the logo of a business, with a maximum area of 1.8m x 0.9m in size; and</p> <p>31.5.1.2 any number of flags depicting national colours of a state or country provided that each flag does not exceed 1.8m x 0.9m in dimension, that are not for commercial purposes, and only 1 flag of each nationality is erected per site.</p>	D
31.5.2	<p>Temporary Event Signs</p> <p>Temporary event signs shall comply with the following standards:</p> <p>31.5.2.1 signs shall not be erected more than two months prior to the date of the temporary event;</p> <p>31.5.2.2 signs shall have an area no greater than 2m², or no greater than 3m² if the sign is a banner (both faces of the banner may be sign-written);</p> <p>31.5.2.3 signs shall be removed within 24 hours of completion of the event; and</p> <p>31.5.2.4 signs are able to be erected off the site of the event, however the number of signs erected off the event site must not exceed a maximum of two signs visible from any State Highway and a maximum of two signs visible from any</p>	D

	Table 31.5 – District Wide Rules - Standards	Non-compliance status
	<p>other road. The maximum sign areas prescribed in Rule 31.6.2(b) apply.</p> <p>Note: Chapter 35: Temporary Activities and Relocated Buildings also applies to temporary events.</p>	
31.5.3	<p>Real Estate Signs (including Auction signs)</p> <p>Real estate signs (including auction signs) shall comply with the following standards:</p> <p>31.5.3.1 signs shall be located on the site to which they relate;</p> <p>31.5.3.2 signs shall have an area no greater than 1.62m²;</p> <p>31.5.3.3 maximum limit of 1 sign per agency;</p> <p>31.5.3.4 real estate signs shall be removed within 14 days of an unconditional agreement for sale and purchase being made; and</p> <p>31.5.3.5 auction signs shall be removed within 7 days of the auction irrespective of whether the site or development is sold.</p>	D
31.5.4	<p>Temporary Land Development Signs</p> <p>Temporary land development signs shall comply with the following standards:</p> <p>31.5.4.1 maximum limit of 1 sign per development;</p> <p>31.5.4.2 the sign shall relate to a land development that involves a minimum of 6 allotments or units;</p> <p>31.5.4.3 the sign shall be located on the site of the development to which it relates;</p> <p>31.5.4.4 the sign shall have a maximum area of 8.64m²; and</p> <p>31.5.4.5 the sign shall be removed within 7 days of unconditional agreements for sale and purchase being made with respect to all allotments or units in the development.</p>	D

	Table 31.5 – District Wide Rules - Standards	Non-compliance status
31.5.5	<p>Temporary Sale Signs</p> <p>Temporary sale signs shall:</p> <p>31.5.5.1 be located on the site of the temporary sale; and</p> <p>31.5.5.2 be erected or displayed for a maximum of 14 days at a time and there shall be a minimum of 14 days between the display of temporary sale signage at the tenancy.</p>	D
31.5.6	<p>Temporary Construction Signs</p> <p>Temporary construction signs shall comply with the following standards:</p> <p>31.5.6.1 maximum of 4 per site;</p> <p>31.5.6.2 each sign shall have an area no greater than 2m²; and</p> <p>31.5.6.3 the signs may be erected for no more than 30 days prior to works commencing and shall be removed within 14 days of completion of the works.</p>	D
31.5.7	<p>Free Standing Signs</p> <p>Freestanding signs shall comply with the following standards:</p> <p>31.5.7.1 shall have a maximum height of 3.5m;</p> <p>31.5.7.2 if located above a footpath, shall be elevated a minimum height of 2.5m above the footpath;</p> <p>31.5.7.3 shall not extend more than 1 metre over any footpath; and</p> <p>31.5.7.4 shall have a maximum area of 2m² (both faces of the sign can be sign-written).</p> <p>Note: Part 31.20 of this Chapter has a diagram which illustrates the application of this rule.</p>	D
31.5.8	<p>Sandwich Boards and Flat Board Signs</p> <p>Sandwich boards and flat board signs shall comply with the following standards:</p>	D

	Table 31.5 – District Wide Rules - Standards	Non-compliance status
	<p>31.5.8.1 the maximum area of a sandwich board or flat board sign shall not exceed 1m² (both faces of the sign may be sign-written);</p> <p>31.5.8.2 maximum of 2 flat board signs or 1 sandwich board per site; and</p> <p>31.5.8.3 sandwich boards and flat board signs must be located wholly within the site where the goods and services advertised are available.</p> <p>Note: Part 31.20 of this Chapter has a diagram which illustrates the application of this rule.</p>	
31.5.9	<p>Under Verandah Signs</p> <p>Under verandah signs shall be elevated a minimum distance of 2.5m above the footpath, and both sides of the sign can be sign-written.</p>	D
31.5.10	<p>Electioneering Signs</p> <p>Electioneering signs shall comply with the following standards:</p> <p>31.5.10.1 shall have an area no greater than 3m² (both faces of the sign may be sign-written);</p> <p>31.5.10.2 shall be displayed no more than 2 months prior to the election/referendum date; and</p> <p>31.5.10.3 shall be removed before the election/referendum day.</p>	D
31.5.11	<p>Illumination of Signs</p> <p>Illumination of signs shall not exceed 150 candelas per square metre (cd/m²) of illumination.</p>	D
31.5.12	<p>Signs on land adjoining State Highways</p> <p>Signs on land adjoining State Highways, other than signs permitted by Rule 31.4.2, shall comply with the following standards:</p> <p>31.5.12.1 Signs shall have a minimum lettering height of 120mm where the speed limit is less than 70km/h, or 160mm where the speed limit is 70km/h or higher.</p>	RD

Table 31.5 – District Wide Rules - Standards		Non-compliance status
31.5.12.2	Signs shall have a maximum of 6 words and/or symbols, with a maximum of 40 characters.	
31.5.12.3	Shall be located so that there is unrestricted view to the motorist for at least 180m where the speed limit is 70km/h or higher.	
31.5.12.4	Shall be located at least 200m from an official sign or traffic signal in rural areas.	
Discretion is restricted to safety and efficiency of the State Highway network		

31.6 Rules – Activity Status of Signs in Commercial Areas

The rules relating to signs in Table 31.6 are additional to those in Table 31.4 and are subject to the standards in Table 31.7. If there is a conflict between the rules in Table 31.4 and the rules in Table 31.6, the rules in Table 31.6 apply.

Table 31.6 – Activity Status of Signs in Commercial Areas		Queenstown and Wanaka Town Centre Zones (including commercial activities in a Town Centre Transition Sub-Zone or overlay)	Arrowtown Town Centre Zone	Jacks Point Village Activity Areas	Airport Zone-Queenstown	Airport Zone - Wanaka	Local Shopping Centre Zone	Business Mixed Use Zone
31.6.1	Static signage platforms that is one of the sign types listed in Rules 31.6.2 to 31.6.5 below and complies with the standards applying to that sign type. Control is reserved to the matters set out in Rule 31.14.	C	C	C	C	C	C	C
31.6.2	Arcade directory signs.	P	P	P	P	P	P	P

Table 31.6 – Activity Status of Signs in Commercial Areas		Queenstown and Wanaka Town Centre Zones (including commercial activities in a Town Centre Transition Sub-Zone or overlay)	Arrowtown Town Centre Zone	Jacks Point Village Activity Areas	Airport Zone-Queenstown	Airport Zone - Wanaka	Local Shopping Centre Zone	Business Mixed Use Zone
31.6.3	Upstairs entrance signs.	P	P	P	P	P	P	P
31.6.4	<p>All signs located within the ground floor facade of a building</p> <p>In those zones where this is a controlled activity, control is reserved to the matters set out in Rule 31.14.</p> <p>Note: Parts 31.3.2 and 31.16 of this Chapter explain and illustrate the application of this rule.</p>	C	C	C	P	P	C	C
31.6.5	<p>Above ground floor signs.</p> <p>In those zones where this is a controlled activity, control is reserved to the matters set out in Rule 31.14.</p> <p>Note: Part 31.16.7 of this Chapter has a diagram which illustrates the application of this rule.</p>	C	C	C	P	P	C	C
31.6.6	Digital signage platforms within the ground floor facade of a building	D	NC	PR	PR	PR	PR	PR

Table 31.6 – Activity Status of Signs in Commercial Areas		Queenstown and Wanaka Town Centre Zones (including commercial activities in a Town Centre Transition Sub-Zone or overlay)	Arrowtown Town Centre Zone	Jacks Point Village Activity Areas	Airport Zone-Queenstown	Airport Zone - Wanaka	Local Shopping Centre Zone	Business Mixed Use Zone
31.6.7	Digital signage platforms above ground floor level	NC	NC	PR	NC	NC	PR	PR
31.6.8	Digital signs not located within a digital signage platform	PR	PR	PR	PR	PR	PR	PR
31.6.9	Billboard signs	D	PR	PR	PR	PR	PR	PR
31.6.10	Any sign activity which is not listed in Table 31.4 or Rules 31.6.1 to 31.6.9 inclusive	D	D	D	D	D	D	D

31.7 Rules – Standards for Signs in Commercial Areas

Table 31.7 – Standards for Commercial Area Signage		Non-compliance status
31.7.1	Arcade directory signs Are not to exceed 3m ² in area and are limited to one per arcade.	D
31.7.2	Upstairs entrance signs Are not to exceed 1.5m ² in area per building.	D
31.7.3	Signs and static signage platforms within the ground floor facade of a building 31.7.3.1 Each tenancy shall not display signs within the ground floor facade of the building that exceed a. or b. whichever is lesser: a. a maximum area of 5m ² per tenancy; or b. 15% of the Ground Floor Facade that the tenancy occupies.	D, unless consent is sought for a. but complies with b. – RD When RD, discretion is restricted to the

	Table 31.7 – Standards for Commercial Area Signage	Non-compliance status
	<p>Arcade directory and upstairs entrance signs are not included within the ground floor facade signage allowance;</p> <p>31.7.3.2 Signs shall not exceed 50% coverage of glazing. This applies to individual or partitioned glazed areas located within the ground floor facade. Signage platforms with a glazed front and sealed rear such that the interior of the building cannot be seen, are not subject to this clause.</p> <p>31.7.3.3 Signs not attached to glazing that are sited more than 1 metre inside the enclosed interior of a building are not subject to this rule.</p>	<p>matters set out in Rule 31.18.</p> <p>D</p>
31.7.4	<p>Digital signage platforms within the ground floor facade of a building</p> <p>31.7.4.1 Each tenancy shall not display signs within the ground floor facade of the building that exceed a. or b. whichever is lesser:</p> <ul style="list-style-type: none"> a. a maximum area of 5m² per tenancy; or b. 15% of the Ground Floor Facade that the tenancy occupies. <p>Arcade directory and upstairs entrance signs are not included within the ground floor facade signage allowance;</p> <p>31.7.4.2 Signs shall not exceed 50% coverage of glazing. This applies to individual or partitioned glazed areas located within the ground floor facade. Signage platforms with a glazed front and sealed rear such that the interior of the building cannot be seen, are not subject to this clause.</p> <p>31.7.4.3 Signs not attached to glazing that are sited more than 1 metre inside the enclosed interior of a building are not subject to this rule.</p>	<p>NC</p>

	Table 31.7 – Standards for Commercial Area Signage	Non-compliance status
31.7.5	<p>Above ground floor signs and static signage platforms</p> <p>Are not to cumulatively exceed 3m² in area per building or 1m² per tenancy up to a maximum of 3m² per floor.</p>	D
31.7.6	<p>Digital signage displayed within a digital signage platform</p> <p>31.7.6.1 No live broadcasts are to be transmitted,</p> <p>31.7.6.2 Only static advertisements are to be displayed for a minimum duration of 7 seconds,</p> <p>31.7.6.3 There is to be no flashing, movement or animation of images;</p> <p>31.7.6.4 The only movement of the signage is to allow for the dissolve of one image to another;</p> <p>31.7.6.5 There shall be no noise associated with the screen or images displayed on the sign;</p> <p>31.7.6.6 The screen shall incorporate lighting control to adjust brightness in line with ambient light levels; and</p> <p>31.7.6.7 Shall not be visible from any Residential Zone.</p>	D
31.7.7	<p>Billboard Signs</p> <p>31.7.7.1 Not to exceed 2m² in area;</p> <p>31.7.7.2 Not to be visible from any Residential Zone</p>	PR

31.8 Rules – Activity Status of Signs in Residential Areas

The rules relating to signs in this table are additional to those in Table 31.4 and are subject to the standards in Table 31.10. If there is a conflict between the rules in Table 31.4 and the rules in this table, the rules in this table apply.

Table 31.8– Activity Status of Signs in Residential Areas		Low, Medium & High Density Residential Zones (excluding commercial activities in the Town Centre Transition Sub-zone)	Arrowtown Residential Historic Management Zone	Large Lot Residential Zone	Jacks Point Zone Residential Activity Areas	Visitor Accommodation Sub-Zones
31.8.1	One sign per site that complies with Rule 31.10.1.	P	P	P	P	P
31.8.2	Signs for recreation grounds, nursing homes, education activities and community activities that complies with Rule 31.10.2.	P	P	P	P	P
31.8.3	Signs for Visitor Accommodation that comply with Rule 31.10.3	D	D	D	D	P
31.8.4	Any sign activity which is not listed in Table 31.4 or Rules 31.8.1 to 31.8.3 inclusive	D	D	D	D	D

31.9 Standards for Signs in Residential Areas

Table 31.9 – Standards for Signs in Residential Areas		Non-compliance status
31.9.1	Other than as provided for in Rule 31.10.2 or Rule 31.10.3, one sign per site with a maximum area of 0.5m ² with no internal or external illumination of the sign.	D
31.9.2	Signs for recreation grounds, nursing homes, education activities and community activities Maximum area of 2m ² per site and can be attached to a building or free standing.	D
31.9.3	Signs for Visitor Accommodation Within a Visitor Accommodation Sub-Zone Must be limited to no more than two signs as listed: 31.9.3.1 A sign identifying the visitor accommodation establishment measuring no more than 2m ² in area; 31.9.3.2 A sign containing only the words “No” and “Vacancy” measuring no more than 0.15m ² in area.	D

31.10 Rules – Activities in Rural Areas

The rules relating to signs in this table are additional to those in Table 31.4 and are subject to the standards in Table 31.11. If there is a conflict between the rules in Table 31.4 and the rules in this table, the rules in this table apply.

Table 31.9 – Activities in Rural Areas		Rural Zone, Gibbston Character Zone & Wakatipu Basin Rural Amenity Zone and Precinct	Rural Lifestyle and Rural Residential Zones	Ski Area Sub-Zone
31.10.1	Signage complying with the standards in Table 31.11.	P	P	P
31.10.2	Any operational, directional and safety signage relating to the movement of vehicles and people around the zone	D	D	P
31.10.3	Any sign activity which is not listed in Table 31.4 or Rules 31.10.1 or 31.10.2.	D	D	D

31.11 Standards for Signs in Rural Areas

	Table 31.11 – Standards for Signs in Rural Areas	Non-compliance status
31.11.1	<p>Signage within the Rural Zone (excluding Ski Area Sub Zones), Gibbston Character Zone, Wakatipu Basin Amenity Zone, Rural Lifestyle Zone and Rural Residential Zone</p> <p>Up to 2m² of signage per site with no internal or external illumination of the sign.</p>	D
31.11.2	<p>Signs within Ski Area Sub-Zones</p> <p>31.11.2.1 Operational, directional and safety signage related to the movement of vehicles and people around the Sub-Zone – no limit</p>	D

	Table 31.11 – Standards for Signs in Rural Areas	Non-compliance status
	31.11.2.2 All signs other than those provided for in a above, up to 4m ² of signage per site with no internal or external illumination of the sign.	

31.12 Rules – Activity Status of Signs in Open Space and Recreation Zones

The rules relating to signs in this table are additional to those in Table 31.4 and are subject to the standards in Table 31.13. If there is a conflict between the rules in Table 31.4 and the rules in this table, the rules in this table apply.

Table 31.12 – Activity Status of signs in Open Space and Recreation Zones		Nature Conservation Zone, Informal Recreation Zone and Active Sports and Recreation Zone	Civic Spaces Zone and Community Purposes Zone
31.12.1	Identification of a static signage platform. Control is reserved to the matters set out in Rule 31.17.	C	D
31.12.2	Signs only for the purposes of 31.12.2.1 park information; and 31.12.2.2 park way-finding.	P	D
31.12.3	Signs directly associated with a temporary event occurring on the same site. Note: Rule 31.5.2 also applies to temporary event signs and must also be complied with.	P	P
31.12.4	Signs for commercial activities and community activities.	D	P
31.12.5	Any sign activity which is not listed in Table 31.4 or Rules 31.12.1 to 31.12.4 inclusive.	D	D

Table 31.12 – Activity Status of signs in Open Space and Recreation Zones	Nature Conservation Zone, Informal Recreation Zone and Active Sports and Recreation Zone	Civic Spaces Zone and Community Purposes Zone

31.13 Standards for Signs in Open Space and Recreation Zones

	Table 31.13 – Standards for Signs in Open Space and Recreation Zones	Non-compliance status
31.13.1	<p>Signs and signage platforms in the Nature Conservation Zone, Informal Recreation Zone and the Active Sports and Recreation Zone</p> <p>Signs and signage platforms that individually are no more than 2.5m² in area.</p>	D
31.13.2	<p>Signs for commercial activities and community activities within the Civic Spaces Zone and the Community Purposes Zone</p> <p>31.13.2.1 maximum of 2 signs per building or activity;</p> <p>31.13.2.2 the maximum area of each sign shall not exceed 1m²; and</p> <p>31.13.2.3 any sign shall be located in the same location and on the same site as the business or activity the sign relates to.</p>	D

31.14 Rules – Activity Status of Signs in Special Zones

The rules relating to signs in this table are additional to those in Table 31.4 and are subject to the standards in Table 31.15. If there is a conflict between the rules in Table 31.4 and the rules in this table, the rules in this table apply.

Table 31.14 – Activity Status of signs in Special Zones		Jacks Point Zone outside of Village Activity Areas and residential Activity Areas	Waterfall Park Zone	Millbrook Resort Zone
31.14.1	Signs for commercial activities and community activities Control is reserved to the matters set out in Rule 31.17.	C	C	C
31.14.2	Identification of a signage platform for a commercial activity or community activity Control is reserved to the matters set out in Rule 31.17.	C	C	C
31.14.3	Signs for visitor accommodation Control is reserved to the matters set out in Rule 31.17.	D	D	C
31.14.4	Signs not associated with commercial activities, community activities or visitor accommodation	P	P	P
31.14.5	Any sign activity which is not listed in Table 31.4 or Rules 31.14.1 to 31.14.4 inclusive	D	D	D

31.15 Standards for Signs in Special Zones

Table 31.15– Standards for Signs in Special Zones		<u>Non-compliance status</u>
31.15.1	<u>Signs for commercial activities, community activities or visitor accommodation</u> 31.15.1.1 <u>maximum of 2 signs per building or activity;</u> 31.15.1.2 <u>the maximum area of each sign shall not exceed 1m²; and</u> 31.15.1.3 <u>any sign shall be located in the same location and on the same site as the business or activity the sign relates to.</u>	<u>D</u>

	Table 31.15– Standards for Signs in Special Zones	<u>Non-compliance status</u>
31.15.2	<p><u>Signs for activities other than for commercial activities, community activities and visitor accommodation</u></p> <p><u>One sign per site with a maximum area of 0.5m² with no internal or external illumination of the sign.</u></p>	<u>D</u>

31.16 Non-Notification of Applications

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

31.17 Matters of Control

31.17.1 The exercise of Council’s control shall be limited to:

- a. colour and materials;
- b. design and content;
- c. location;
- d. access and safety; and
- e. compliance with any relevant Council design guideline, being either the Queenstown Town Centre Special Character Area Design Guidelines 2015, Wanaka Town Centre Character Guideline 2011, or the Arrowtown Design Guidelines 2016.

31.18 Matters of Discretion

31.18.1 Council’s discretion shall be restricted to:

- a. colour and materials;
- b. design and content;
- c. location;
- d. access and safety; ~~and~~
- e. landscape and visual amenity values–~~And~~
- f. dominance effects.

31.19 Assessment Matters

31.19.1 In considering whether or not to grant consent or impose conditions on a resource consent for a sign (including a signage platform), the Council shall have regard to, but not be limited by, the following assessment matters.

31.19.2 All Activities – General

31.19.2.1 The extent to which the proposed sign is compatible with the character of the site, buildings and surrounding environment.

31.19.2.2 Whether the sign is located on the site of the activity it relates to and the extent to which there is a functional or locational constraint for locating the sign outside of the site of the activity.

31.19.2.3 Whether the sign will affect public safety, including the safety of pedestrians and users of the transport network.

31.19.2.4 In respect of temporary event signs: whether the period the sign is to be erected is necessary for the event being advertised and whether the adverse effects on traffic, pedestrian, public safety and visual amenity are appropriately managed.

31.19.2.5 In respect of signs located on wharves and jetties (including on buildings on wharves and jetties) whether the signs convey necessary information while preserving a high standard of amenity and public views and ensuring pedestrian access is not impeded.

31.19.2.6 Whether the sign will adversely affect heritage values.

31.19.3 Controlled Activities

Colour and materials

31.19.3.1 Whether the proposed sign:

- a. Incorporates colours and materials that complement the external appearance of the building, including surrounding buildings.
- b. Incorporates colours and materials that are sympathetic to the surrounding landscape.

Design and content

31.19.3.2 Design, including lighting, is consistent with and sympathetic to the surrounding environment

31.19.3.3 Whether there are any effects on heritage buildings, or on buildings and structures in heritage precincts, and whether any conservation advice has been obtained.

31.19.3.4 When considering signage platforms, the extent that the signage platforms have been considered within the overall design of the building and specifically the architectural features of the building.

Location

31.19.3.5 Whether the requirements of multiple tenants within a building have been provided for.

Access and safety

31.19.3.6 Whether the sign adversely affects public pedestrian access through inappropriate location, design or type of sign.

Compliance with any relevant Council design guidelines

31.19.3.7 Where relevant, the extent to which a proposal accords with the Queenstown Town Centre Special Character Area Design Guidelines 2015 or the Wanaka Town Centre Character Guideline 2011.

31.19.3.8 For an application for a sign in the Arrowtown Town Centre Zone, the extent to which the proposal accords with the following guidelines (from section 3.14.1 of the Arrowtown Design Guideline 2016) to ensure that the design and placement respects historic buildings and the character of the Town Centre:

- a. Signs must not obscure historic building details or important vistas.
- b. Reduce the number of signs used in a single location by the use of directory or finger signs.
- c. Signs handwritten on the building in the traditional way are best, provided they do not alter or obscure parts of the building.
- d. Small scale signs, either mounted on to buildings or free standing, are appropriate.
- e. Sign materials shall be similar to those used traditionally. Painted wood and metal are appropriate. Plastic and highly reflective materials are inappropriate.
- f. Illuminated, neon or flashing signs are not appropriate and must not be used if heritage character is to be protected.

31.19.3.9 In respect of signs in any area where the Arrowtown Design Guidelines 2016 applies: whether the application is accompanied by a report from the Arrowtown Planning Advisory Group; and whether that report approves the nature, form, size, content and positioning of the sign.

31.19.4 Discretionary Activities – Signs within Commercial Areas

31.19.4.1 The extent to which:

- a. The size of the signage is visually compatible with the scale and character of the building to which it relates and the surrounding environment.
- b. The design, location and size of the proposed signage complements the surrounding built environment and does not dominate built form;
- c. The design is consistent with other signs in the vicinity.
- d. The size, colour and location do not adversely affect traffic and/or pedestrian safety.
- e. The placement, size and choice of materials has considered the architectural features of the building on which the sign is to be erected.
- f. Any signage on windows will retain the function of the window to provide interest, activity and passive surveillance on the street.

31.19.4.2 Whether the cumulative effects of the proposed signage (and signage anticipated to be established on the same building) will adversely affect the streetscape and visual amenity of the surrounding environment.

31.19.4.3 For any sign within the Arrowtown Town Centre Zone apply the assessment matters in 31.12.3.9.

31.19.5 Discretionary Activities – Signs within Residential Areas

31.19.5.1 Compatibility with the amenity values of the surrounding environment considering the visual amenity of the street and neighbouring properties including:

- a. Whether the design, location and size of the proposed signage will detract from the residential character of the site and/or building on which it is situated.
- b. Whether the proposed signage dominates the streetscape and wider residential character of the area in which it is located.
- c. The size, colour and location of the signage do not adversely affect traffic and/or pedestrian safety.

31.19.5.2 For any sign within a residential zone where the Arrowtown Design Guideline 2016 applies (namely the Arrowtown Residential Historic Management Zone and part of the Lower Density Suburban Residential Zone and Medium Density Residential Zone) apply

the guideline (from section 4.23.1) to ensure that the design and placement respects historic buildings and the character of the area. In addition, locate and design signs to complement the context and site.

31.19.6 Discretionary Activities – Signs within Other Areas

31.19.6.1 The extent to which:

- a. The design, colours and materials of the proposed sign is compatible with the character and amenity values of the site (including the amenity values anticipated for the District Plan zone that applies to the site), street scene and surrounding environment.

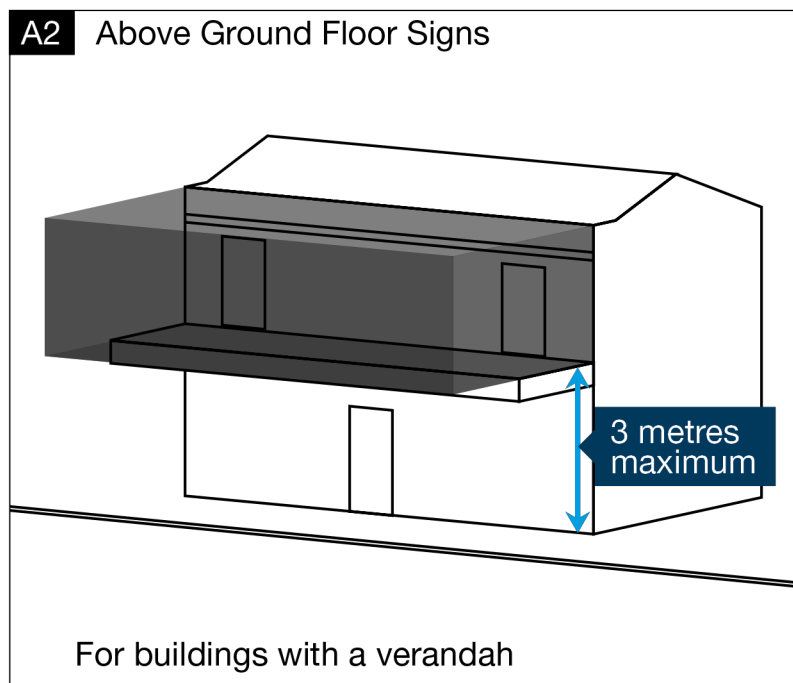
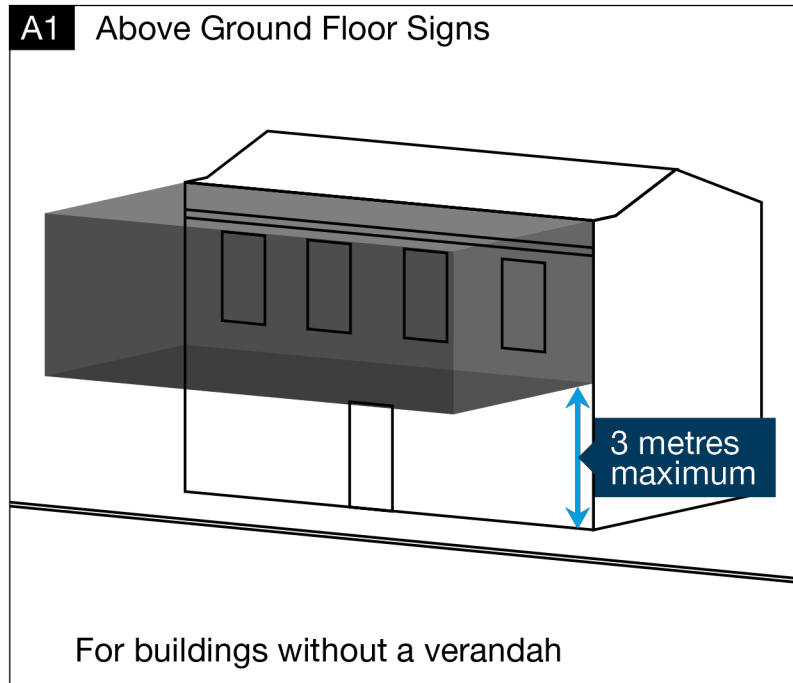
31.19.6.2 Any adverse effects of the proposed signage in terms of:

- a. Lighting.
- b. The extent to which the proposed signage may cause a visual distraction to drivers.
- c. Location with special regard to skylines, ridges, hills and prominent slopes.

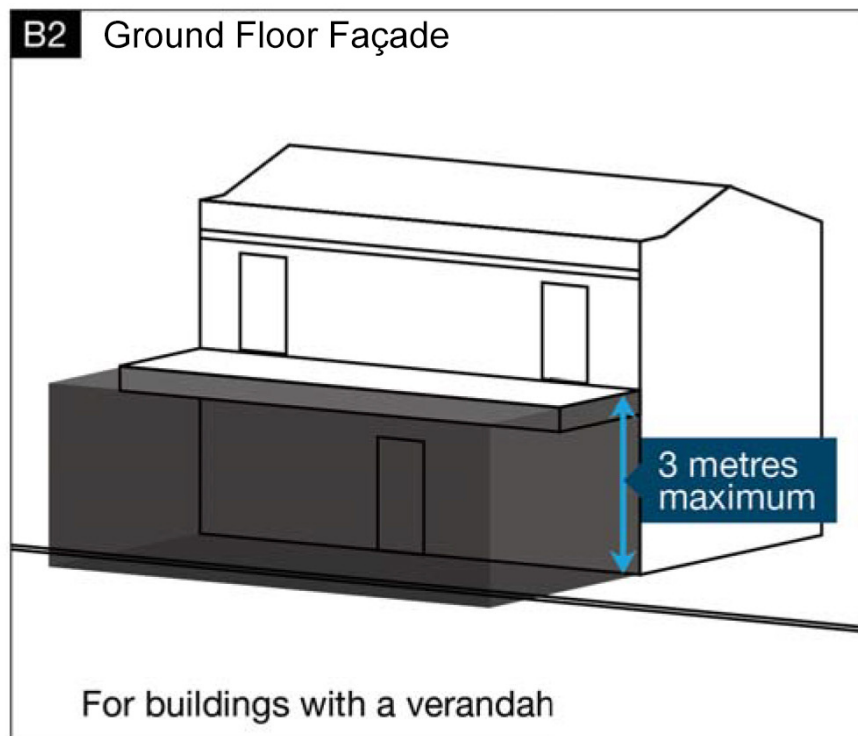
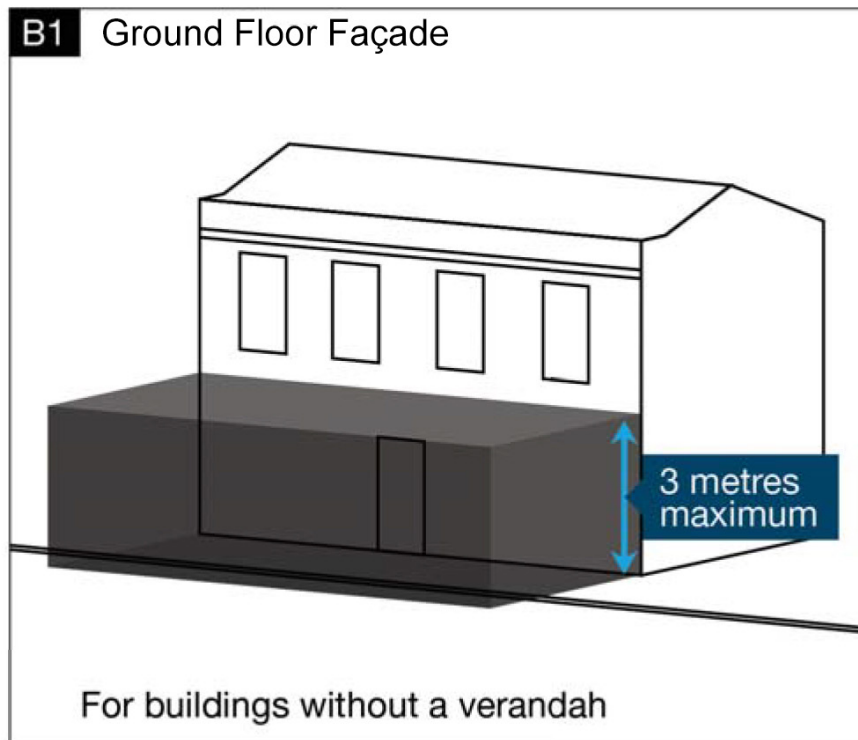
31.19.6.3 When considering the effects of signs located on an Outstanding Natural Feature (ONF) or within an Outstanding Natural Landscape (ONL) identified on the Planning Maps, apply any relevant assessment matters in part 21.21 Rural Zone of the District Plan.

31.20 Interpretive Diagrams

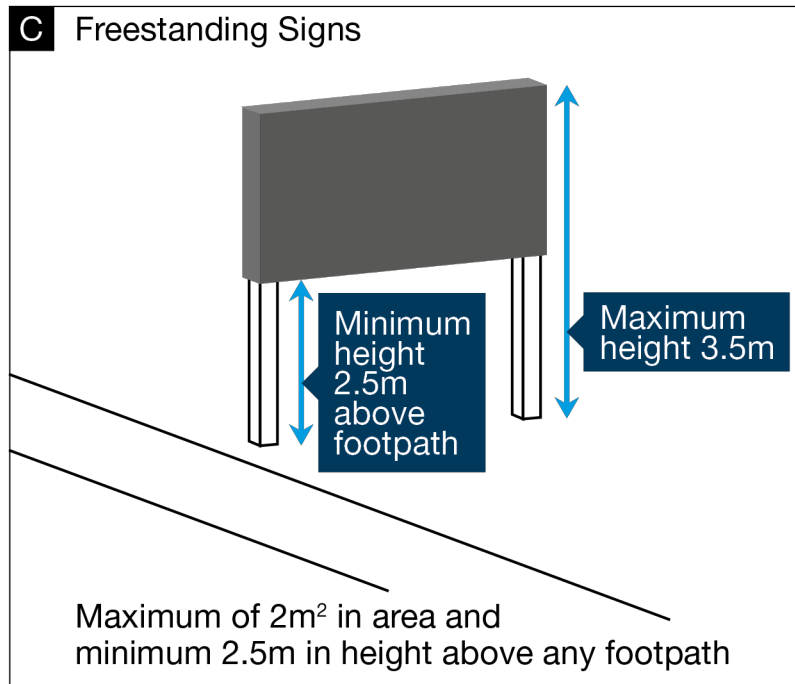
31.20.1 Above Ground Floor Signs



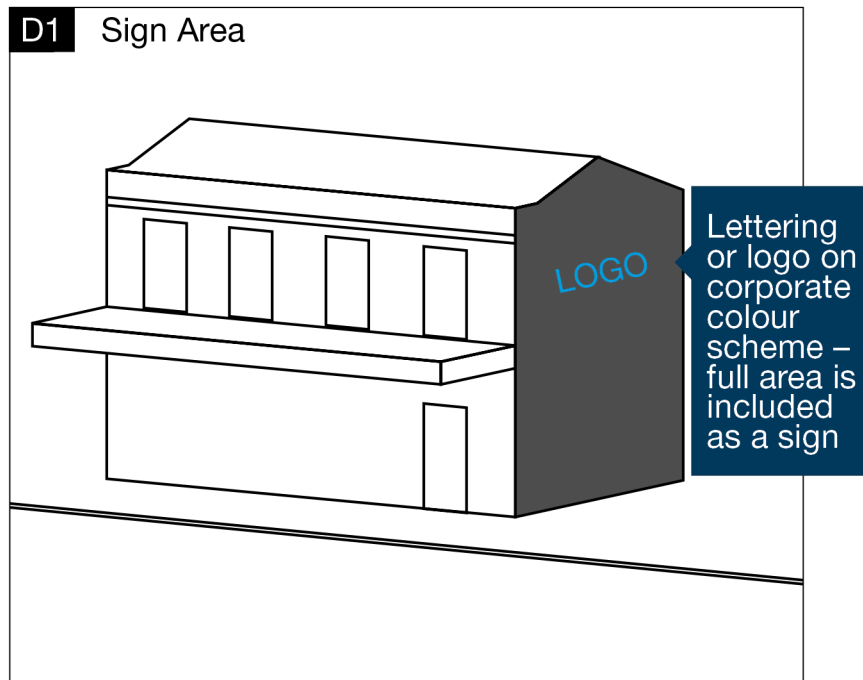
31.20.2 Ground Floor Façade for signs



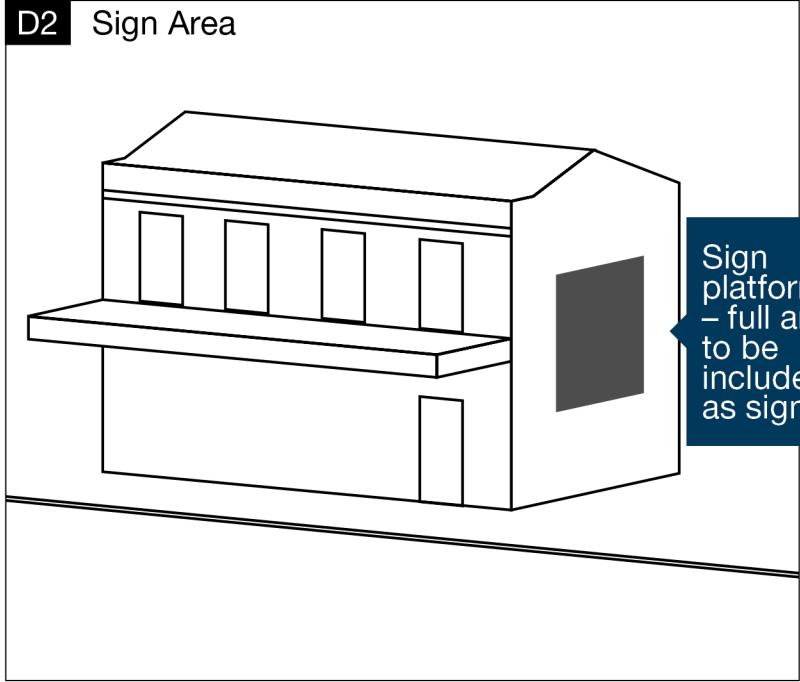
31.20.3 Freestanding Signs



31.20.4 Sign Area

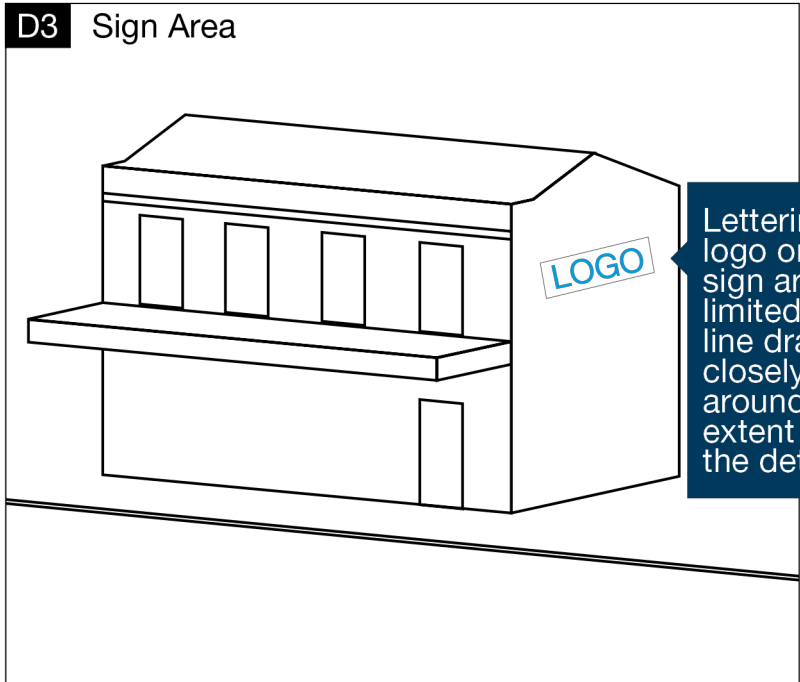


D2 Sign Area



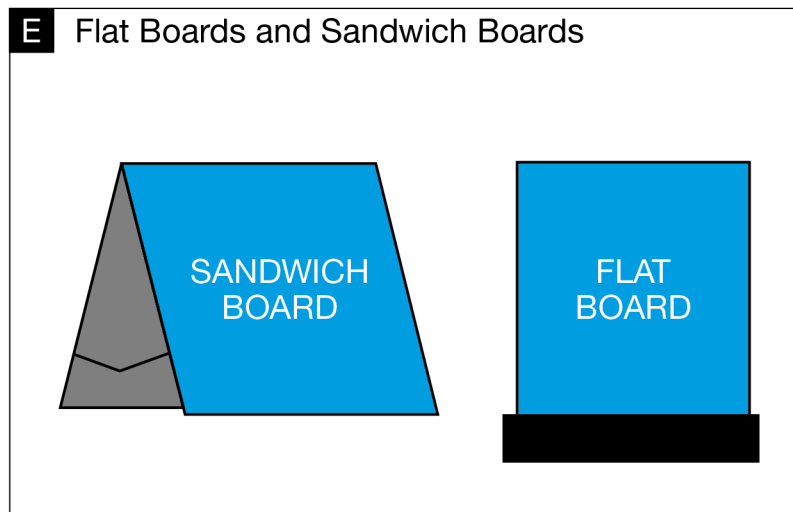
Sign platform – full area to be included as sign

D3 Sign Area

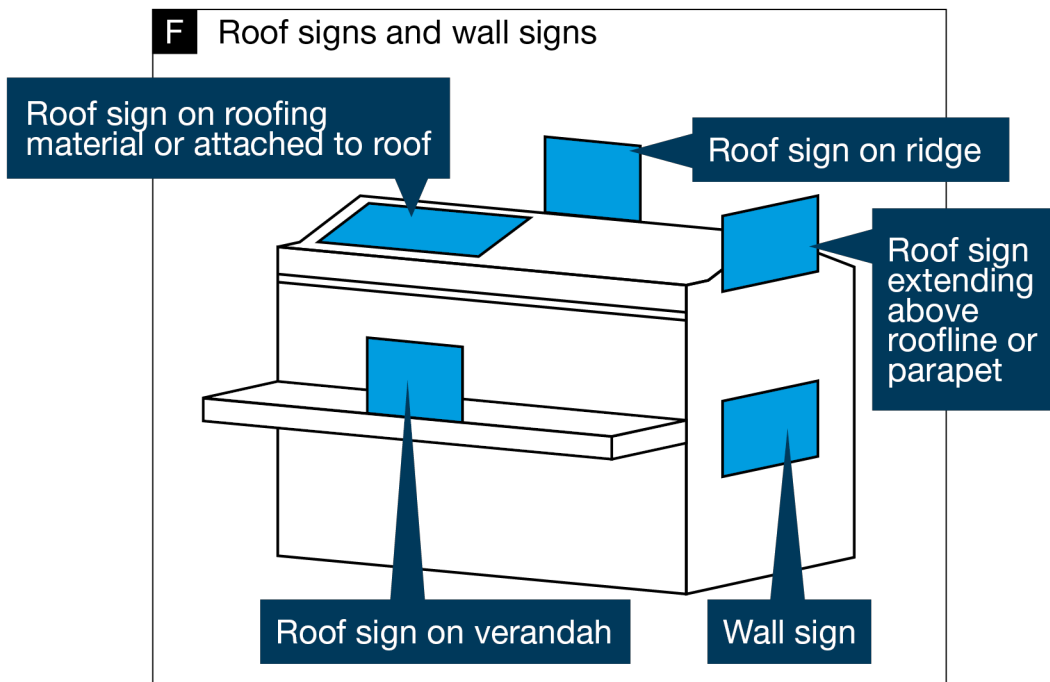


Lettering or logo only – sign area is limited to a line drawn closely around the extent of the detail

31.20.5 Flat Boards and Sandwich Boards

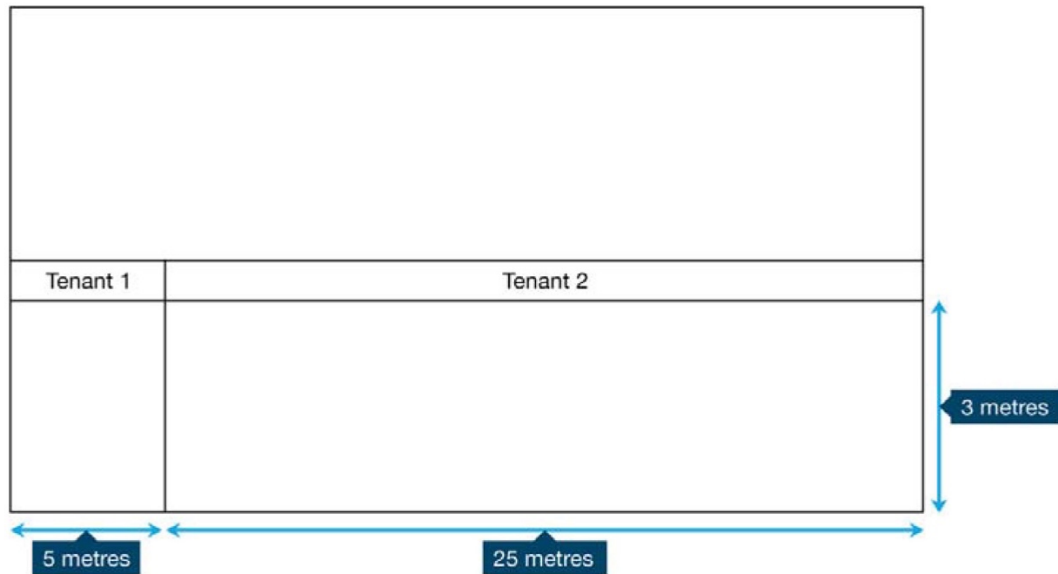


31.20.6 Roof Signs and Wall Signs



31.20.7 How to apply Rule 31.6.4: Maximum Area of Ground Floor Signs in commercial areas

G1 EXAMPLE: How to Apply the Ground Floor Signs Rule



Total Area of
Ground Floor Façade = 90m²
15% of Area of
Ground Floor Façade = 13.5m²
Tenancy 1 = 2.25m²
Tenancy 2 = 5m²

Variation to Stage 1 PDP Chapter 2 Definitions:

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

Flatboard	Means a portable sign that is not self-supporting.
Free Standing Sign	Means a self-supporting sign not attached to a building and includes a sign on a fence and a sandwich board.
Under Verandah Sign	Means a sign attached to the under side of a verandah.
Wall Sign	Means a sign attached to a wall within the ground floor area.
Ground Floor Area (For Signs)	Shall be measured:— a. horizontally by the length of the building along the road, footpath, access way or service lane to which it has frontage. b. vertically by the height from the surface of the road, footpath, access way or service land or as the case may be to the point at which the verandah, if any, meets the wall of the building or to a height of 3m above the surface of the road, footpath, access way or service lane, whichever is less.
<u>Corporate Colour Scheme</u>	<u>Means the colour or colours which a business or organisation adopts as a key visual element of its corporate identity.</u>
Sign and Signage	Means: a. any external name, figure, character, outline, display (<u>excluding a display of physical goods or products available for sale on the premises</u>), delineation, announcement, design, logo, mural or other artwork, poster, handbill, banner, captive balloon, flag, flashing sign, flatboard, free-standing sign, illuminated sign, moving signs, roof sign, sandwich board, streamer, hearding <u>billboard sign</u> or any other thing of a similar nature which is: (i) intended to attract attention; and (ii) visible from a road or any public place; b. all material and components comprising the sign, its frame, background, structure, any support and any means by which the sign is attached to any other thing; c. <u>corporate colour schemes</u> ;

	<p>d. any sign written vehicle/trailer or any advertising media attached to a vehicle/trailer.</p> <p>Notes: (i) This does include corporate colour schemes. (ii) See definitions of SIGN AREA and SIGN TYPES.</p>
<p>Sign Area</p>	<p>The area of a sign means <u>Means</u> the surface area of a sign, and the area of a sign includes:</p> <p>a. all the area actually or normally enclosed, as the case may be, by the outside of a line drawn around the sign and enclosing the sign; <u>and</u></p> <p>b. <u>the entire area coloured with a corporate colour scheme.</u></p>
<p>Sign Types</p>	<p>Above Ground Floor Sign: means a sign attached to a building above the verandah or above 3 metres in height from the ground.</p> <p>Arcade Directory Sign: means an externally located sign which identifies commercial activities that are accessed internally within a building or arcade.</p> <p>Banner: means any sign made of flexible material, suspended in the air and supported on more than one side by poles or cables.</p> <p>HoardingBillboard Sign: means any sign, <u>including located in a digital signage platform</u>, that is for purely commercial brand awareness purposes and which does not relate to land use activity conducted on the site.</p> <p>Digital Sign: <u>means an internally lit sign that displays electronic messages (text) and/or images.</u></p> <p>Digital Signage Platform: <u>means a physical structure and area specifically for the purpose of displaying digital signage.</u></p> <p>Flag: means any sign made of flexible material attached by one edge to a staff or halyard and includes a flagpole.</p> <p>Flashing Sign: means an intermittently illuminated sign.</p> <p>Flat Board Sign: means a portable flat board sign which is not self-supporting.</p>

	<p>Free Standing Sign: means any sign which has a structural support or frame that is directly connected to the ground and which is independent of any other building or structure for its support; and includes a sign on a fence (<u>excludes temporary construction signs</u>).</p> <p>Moving Sign: means a sign other than a flag or a banner that is intended to move or change whether by reflection or otherwise.</p> <p>Off-Site Sign: means a sign which:</p> <ol style="list-style-type: none"> a. does not relate to goods or services available at the site where the sign is located; b. is not a Billboard Sign; and c. is not a <u>Temporary Event Sign</u>. <p>Roof Sign: means any sign painted on or attached to a roof and any sign projecting above the roof line <u>or parapet</u> of the building to which it is attached.</p> <p>Sandwich Board: means a self-supporting and portable sign.</p> <p>Signage Platform: means a physical area identified for the purpose of signage.</p> <p><u>Static Signage Platform:</u> <u>means a signage platform for the purpose of displaying any sign type other than a digital sign.</u></p> <p><u>Temporary Construction Sign:</u> <u>Means a sign within a construction site for the purpose of site management, including for directing vehicle movements and site safety, and also includes sign-written fabric or wind-break material attached to a fence within a construction site.</u></p> <p>Temporary Event Sign: means any sign established for the purpose of advertising or announcing a single forthcoming temporary event, function or occurrence including carnivals, fairs, galas, market days, meetings exhibitions, parades, rallies, filming, sporting and cultural events, concerts, shows, musical and theatrical festivals and entertainment; but does not include Electioneering Signs, Real Estate Signs, <u>Temporary Construction Signs</u>, a <u>Temporary Land Development Signs</u>, <u>Off-Site Signs</u> or <u>Temporary Sale Signs</u>.</p> <p><u>Temporary Land Development Sign:</u> <u>means a sign advertising or announcing a new or proposed development or subdivision.</u></p>
--	--

	<p>Temporary Sale Sign: means any sign established for the purpose of advertising or announcing the sale of products at special prices.</p> <p>Under Verandah Sign: means a sign attached to the underside of a verandah.</p> <p>Upstairs Entrance Sign: means a sign which identifies commercial activities that are located upstairs within a building.</p> <p>Wall Sign: means a sign attached to the wall of a building.</p>
--	--

Variation to Stage 1 PDP Chapter 17: Airport Zone:

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

Insert in Rule 17.4.2 after Rule 17.4.2.3:

Note: For advertising or promotional signage located within 20m of the zone boundary Chapter 31 applies.

Appendix 2: Recommendations on Submissions and Further Submissions

Appendix 2: Recommendations on Submissions

Part A: Submissions

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
383.7	Queenstown Lakes District Council	Accept in Part	2.2
2019.3	Jonathan Holmes	Accept in Part	2.2
2026.1	director of Lake View No 1 Ltd	Accept in Part	8.1
2026.2	director of Lake View No 1 Ltd	Accept in Part	8.1
2128.1	Wanaka Flooring Xtra	Accept in Part	2.2
2131.1	Wanaka Signs	Accept in Part	7.4
2131.2	Wanaka Signs	Reject	7.5
2151.13	Ministry of Education	Accept	5.2
2181.1	Film Otago Southland	Accept in Part	3.6
2184.2	Luise Lockwood	Reject	7
2194.18	Chorus	Accept in Part	2.1
2194.19	Chorus	Accept in Part	2.1
2194.20	Chorus	Accept in Part	2.1
2194.21	Chorus	Accept in Part	2.1
2195.18	Spark New Zealand Trading Ltd	Accept in Part	2.1
2195.19	Spark New Zealand Trading Ltd	Accept in Part	2.1
2195.20	Spark New Zealand Trading Ltd	Accept in Part	2.1
2195.21	Spark New Zealand Trading Ltd	Accept in Part	2.1
2235.1	David Clarke	Accept in Part	2.3
2235.2	David Clarke	N/A	Not RMA
2235.3	David Clarke	N/A	Not RMA
2242.10	Department of Conservation	Accept in Part	3.10
2242.11	Department of Conservation	Reject	4
2242.9	Department of Conservation	Accept in Part	3.2
2295.10	Millbrook Country Club	Accept in Part	9.2
2295.11	Millbrook Country Club	Accept in Part	9.2
2295.12	Millbrook Country Club	Accept in Part	6.5

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2295.13	Millbrook Country Club	Accept in Part	6.6
2295.9	Millbrook Country Club	Accept	9.1
2373.20	Treble Cone Investments Ltd	Accept	3.8
2373.21	Treble Cone Investments Ltd	Accept	5.2
2373.22	Treble Cone Investments Ltd	Accept in Part	6.5
2373.23	Treble Cone Investments Ltd	Accept	9.3
2373.24	Treble Cone Investments Ltd	Accept	9.3
2373.25	Treble Cone Investments Ltd	Accept	9.3
2381.30	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	Accept	8.1
2384.22	Soho Ski Area Limited, Blackmans Creek No.1 LP	Accept	3.8 + 3.16
2384.23	Soho Ski Area Limited, Blackmans Creek No.1 LP	Accept	5.2
2384.24	Soho Ski Area Limited, Blackmans Creek No.1 LP	Accept in Part	6.5
2384.25	Soho Ski Area Limited, Blackmans Creek No.1 LP	Accept	9.3
2384.26	Soho Ski Area Limited, Blackmans Creek No.1 LP	Accept	9.3
2384.27	Soho Ski Area Limited, Blackmans Creek No.1 LP	Accept	9.3
2446.4	Heritage New Zealand	Accept in Part	2.4
2446.5	Heritage New Zealand	Accept in Part	5.4
2446.6	Heritage New Zealand	Accept in Part	3.2
2455.20	Otago Fish and Game Council	Accept in Part	3.2
2455.21	Otago Fish and Game Council	Accept in Part	3.10
2455.22	Otago Fish and Game Council	Accept	5.2
2455.23	Otago Fish and Game Council	Accept in Part	5.2
2455.24	Otago Fish and Game Council	Accept in Part	5.3
2455.25	Otago Fish and Game Council	Accept in Part	5.3

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2455.26	Otago Fish and Game Council	Accept in Part	9.1
2460.10	Queenstown Central Limited	Accept in Part	6.4
2460.12	Queenstown Central Limited	Reject	7.4
2460.9	Queenstown Central Limited	Accept in Part	2.1
2466.10	Real Journeys Ltd	Accept in Part	3
2466.100	Real Journeys Ltd	Accept	6.4
2466.11	Real Journeys Ltd	Accept	2.2
2466.12	Real Journeys Ltd	Accept in Part	5
2466.80	Real Journeys Ltd	Reject	2.4
2466.81	Real Journeys Ltd	Reject	3.10
2466.82	Real Journeys Ltd	Reject	3.10
2466.83	Real Journeys Ltd	Reject	3.10
2466.84	Real Journeys Ltd	Accept	3.10
2466.85	Real Journeys Ltd	Accept in Part	3.3
2466.86	Real Journeys Ltd	Reject	3.11
2466.87	Real Journeys Ltd	Reject	3.11
2466.88	Real Journeys Ltd	Reject	3.11
2466.89	Real Journeys Ltd	Reject	3.12
2466.90	Real Journeys Ltd	Reject	3.12
2466.91	Real Journeys Ltd	Reject	3.12
2466.92	Real Journeys Ltd	Reject	3.5
2466.93	Real Journeys Ltd	Reject	3.13
2466.94	Real Journeys Ltd	Accept	3.14
2466.95	Real Journeys Ltd	Reject	3.15
2466.96	Real Journeys Ltd	Reject	3.15
2466.97	Real Journeys Ltd	Accept	3.15
2466.98	Real Journeys Ltd	Reject	6.2
2466.99	Real Journeys Ltd	Accept in Part	5.6
2478.18	Vodafone New Zealand Limited	Accept in Part	2.1

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2478.19	Vodafone New Zealand Limited	Accept in Part	2.1
2478.20	Vodafone New Zealand Limited	Accept in Part	2.1
2478.21	Vodafone New Zealand Limited	Accept in Part	2.1
2484.19	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	Accept	5.2
2484.20	Z Energy Ltd, BP Oil NZ Ltd, Mobil Oil NZ Ltd (the Oil Companies)	Accept in Part	5.2
2492.114	Cardrona Alpine Resort Limited	Reject	13
2492.5	Cardrona Alpine Resort Limited	Accept	2.2
2492.6	Cardrona Alpine Resort Limited	Reject	5.7
2492.7	Cardrona Alpine Resort Limited	Reject	13
2492.74	Cardrona Alpine Resort Limited	Reject	2.4
2492.75	Cardrona Alpine Resort Limited	Reject	3.10
2492.76	Cardrona Alpine Resort Limited	Reject	3.10
2492.77	Cardrona Alpine Resort Limited	Reject	3.10
2492.78	Cardrona Alpine Resort Limited	Accept	3.10
2492.79	Cardrona Alpine Resort Limited	Accept in Part	3.11
2492.80	Cardrona Alpine Resort Limited	Reject	3.11
2492.81	Cardrona Alpine Resort Limited	Reject	3.11
2492.82	Cardrona Alpine Resort Limited	Reject	3.4
2492.83	Cardrona Alpine Resort Limited	Reject	3.12
2492.84	Cardrona Alpine Resort Limited	Reject	3.12
2492.85	Cardrona Alpine Resort Limited	Reject	3.12
2492.86	Cardrona Alpine Resort Limited	Reject	3.5
2492.87	Cardrona Alpine Resort Limited	Reject	3.13
2492.88	Cardrona Alpine Resort Limited	Accept	3.14
2492.89	Cardrona Alpine Resort Limited	Reject	3.15
2492.90	Cardrona Alpine Resort Limited	Reject	3.15
2492.91	Cardrona Alpine Resort Limited	Accept	3.15

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2492.92	Cardrona Alpine Resort Limited	Reject	6.2
2492.93	Cardrona Alpine Resort Limited	Accept in Part	5.6
2492.94	Cardrona Alpine Resort Limited	Accept	6.4
2494.10	Te Anau Developments Limited	Accept in Part	5
2494.150	Te Anau Developments Limited	Accept	9
2494.151	Te Anau Developments Limited	Reject	5.8
2494.78	Te Anau Developments Limited	Reject	2.4
2494.79	Te Anau Developments Limited	Reject	3.10
2494.8	Te Anau Developments Limited	Accept in Part	3
2494.80	Te Anau Developments Limited	Reject	3.10
2494.81	Te Anau Developments Limited	Reject	3.10
2494.82	Te Anau Developments Limited	Accept	3.10
2494.83	Te Anau Developments Limited	Accept in Part	3.11
2494.84	Te Anau Developments Limited	Reject	3.11
2494.85	Te Anau Developments Limited	Reject	3.11
2494.86	Te Anau Developments Limited	Reject	3.4
2494.87	Te Anau Developments Limited	Reject	3.12
2494.88	Te Anau Developments Limited	Reject	3.12
2494.89	Te Anau Developments Limited	Reject	3.12
2494.9	Te Anau Developments Limited	Accept	2.2
2494.90	Te Anau Developments Limited	Reject	3.5
2494.91	Te Anau Developments Limited	Reject	3.13
2494.92	Te Anau Developments Limited	Accept	3.14
2494.93	Te Anau Developments Limited	Reject	3.15
2494.94	Te Anau Developments Limited	Reject	3.15
2494.95	Te Anau Developments Limited	Accept	3.15
2494.96	Te Anau Developments Limited	Reject	6.4
2494.97	Te Anau Developments Limited	Accept in Part	5.6
2494.98	Te Anau Developments Limited	Accept	6.4

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2495.11	Young Changemakers - Wakatipu Youth Trust Advisory Group	N/A	Not RMA
2495.3	Young Changemakers - Wakatipu Youth Trust Advisory Group	Accept in Part	2.3
2508.9	Aurora Energy Limited	Accept in Part	5
2510.1	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	5.10
2510.2	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	6.3
2510.3	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	7.4
2510.4	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	5.10
2516.1	Go Media Ltd	Accept in Part	2.1
2516.2	Go Media Ltd	Accept in Part	2.1
2516.3	Go Media Ltd	Accept in Part	2.1
2516.4	Go Media Ltd	Accept in Part	2.1
2538.100	NZ Transport Agency	Accept	5.2
2538.101	NZ Transport Agency	Accept	5.2
2538.102	NZ Transport Agency	Accept in Part	6.7
2538.103	NZ Transport Agency	Accept	11
2538.104	NZ Transport Agency	Accept	13
2538.86	NZ Transport Agency	Accept	3.10
2538.87	NZ Transport Agency	Accept	3.10
2538.88	NZ Transport Agency	Reject	3.10
2538.89	NZ Transport Agency	Accept in Part	3.3
2538.90	NZ Transport Agency	Accept	3.11
2538.91	NZ Transport Agency	Accept	3.11
2538.92	NZ Transport Agency	Accept	3.11
2538.93	NZ Transport Agency	Accept	3.14
2538.94	NZ Transport Agency	Reject	3.7

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2538.95	NZ Transport Agency	Accept	3.15
2538.96	NZ Transport Agency	Accept	3.15
2538.97	NZ Transport Agency	Accept in Part	5.3
2538.98	NZ Transport Agency	Accept in Part	5.2
2538.99	NZ Transport Agency	Accept	5.2
2543.1	Foodstuffs (South Island) Properties Limited	Accept in Part	5
2543.2	Foodstuffs (South Island) Properties Limited	Accept in Part	2.2
2557.1	iSite Limited trading as QMS Media	Accept in Part	3.10
2557.2	iSite Limited trading as QMS Media	Accept in Part	2.1
2557.3	iSite Limited trading as QMS Media	Accept in Part	2.1
2557.4	iSite Limited trading as QMS Media	Accept in Part	2.1
2575.15	Queenstown Trails Trust	Accept in Part	5.5
2575.16	Queenstown Trails Trust	Accept in Part	5.5
2581.10	Go Orange Limited	Accept in Part	3
2581.100	Go Orange Limited	Accept in Part	5.6 + 6.4
2581.11	Go Orange Limited	Accept	2.2
2581.12	Go Orange Limited	Accept in Part	5
2581.152	Go Orange Limited	Reject	13
2581.80	Go Orange Limited	Reject	2.4
2581.81	Go Orange Limited	Reject	3.10
2581.82	Go Orange Limited	Reject	3.10
2581.83	Go Orange Limited	Reject	3.10
2581.84	Go Orange Limited	Accept	3.10
2581.85	Go Orange Limited	Accept in Part	3.3
2581.86	Go Orange Limited	Reject	3.11
2581.87	Go Orange Limited	Reject	3.11
2581.88	Go Orange Limited	Reject	3.4

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2581.89	Go Orange Limited	Reject	3.12
2581.90	Go Orange Limited	Reject	3.12
2581.91	Go Orange Limited	Reject	3.12
2581.92	Go Orange Limited	Reject	3.5
2581.93	Go Orange Limited	Reject	3.13
2581.94	Go Orange Limited	Accept	3.14
2581.95	Go Orange Limited	Reject	3.15
2581.96	Go Orange Limited	Reject	3.15
2581.97	Go Orange Limited	Accept	3.15
2581.98	Go Orange Limited	Reject	6.2
2581.99	Go Orange Limited	Accept in Part	5.6
2585.5	B Giddens Trust	Reject	5.11
2585.7	B Giddens Trust	Accept in Part	2.1
2593.4	McBride Street Queenstown Ltd	Reject	2.1
2593.7	McBride Street Queenstown Ltd	Accept in Part	2.1
2593.8	McBride Street Queenstown Ltd	Accept in Part	2.1
2618.15	Queenstown Airport Corporation	Accept in Part	4
2618.16	Queenstown Airport Corporation	Accept in Part	4.2

Part B: Further Submissions

Further Submission Number	Relevant Submission Number	Further Submitter	Commissioners' Recommendation	Reference in Report
FS2737.1	2128.1	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	2.2
FS2737.10	2466.99	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	5.6
FS2737.100	2581.93	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.13

Further Submission Number	Relevant Submission Number	Further Submitter	Commissioners' Recommendation	Reference in Report
FS2737.101	2581.92	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.5
FS2737.102	2581.91	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.12
FS2737.103	2581.90	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.12
FS2737.104	2581.152	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	13
FS2737.105	2460.9	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	2.1
FS2737.11	2466.98	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	6.2
FS2737.12	2466.97	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	3.15
FS2737.13	2466.96	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.15
FS2737.14	2466.95	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.15
FS2737.15	2466.94	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	3.14
FS2737.16	2466.93	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.13
FS2737.17	2466.92	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.5
FS2737.18	2466.91	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.12
FS2737.19	2466.90	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.12

Further Submission Number	Relevant Submission Number	Further Submitter	Commissioners' Recommendation	Reference in Report
FS2737.2	2131.1	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	7.4
FS2737.20	2466.89	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.12
FS2737.21	2466.88	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.11
FS2737.22	2466.87	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.11
FS2737.23	2466.86	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.11
FS2737.24	2466.85	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	3.3
FS2737.25	2466.84	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	3.10
FS2737.26	2466.82	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.10
FS2737.27	2466.83	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.10
FS2737.28	2466.81	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.10
FS2737.29	2466.80	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	2.4
FS2737.3	2131.2	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	7.5
FS2737.30	2492.76	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.10
FS2737.31	2492.75	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.10

Further Submission Number	Relevant Submission Number	Further Submitter	Commissioners' Recommendation	Reference in Report
FS2737.32	2492.74	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	2.4
FS2737.33	2492.77	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.10
FS2737.34	2492.78	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	3.10
FS2737.35	2492.79	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	3.11
FS2737.36	2492.80	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.11
FS2737.37	2492.81	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.11
FS2737.38	2492.82	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.4
FS2737.39	2492.83	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.12
FS2737.4	2543.1	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	5
FS2737.40	2492.92	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	6.2
FS2737.41	2492.91	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	3.15
FS2737.42	2492.90	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.15
FS2737.43	2492.89	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.15
FS2737.44	2492.88	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	3.14

Further Submission Number	Relevant Submission Number	Further Submitter	Commissioners' Recommendation	Reference in Report
FS2737.45	2492.87	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.13
FS2737.46	2492.86	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.5
FS2737.47	2492.85	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.12
FS2737.48	2492.84	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.12
FS2737.49	2492.94	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	6.4
FS2737.5	2543.2	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	2.2
FS2737.50	2492.93	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	5.6
FS2737.51	2492.114	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	13
FS2737.52	2492.5	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	2.2
FS2737.53	2492.6	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	5.7
FS2737.54	2494.8	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	3
FS2737.55	2494.9	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	2.2
FS2737.56	2494.10	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	5
FS2737.57	2494.79	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.10

Further Submission Number	Relevant Submission Number	Further Submitter	Commissioners' Recommendation	Reference in Report
FS2737.58	2494.78	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	2.4
FS2737.59	2494.81	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.10
FS2737.6	2466.10	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	3
FS2737.60	2494.80	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.10
FS2737.61	2494.82	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	3.10
FS2737.62	2494.84	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.11
FS2737.63	2494.83	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	3.11
FS2737.64	2494.85	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.11
FS2737.65	2494.86	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.4
FS2737.66	2494.87	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.12
FS2737.67	2494.88	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.12
FS2737.68	2494.98	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	6.4
FS2737.69	2494.97	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	5.6
FS2737.7	2466.11	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	2.2

Further Submission Number	Relevant Submission Number	Further Submitter	Commissioners' Recommendation	Reference in Report
FS2737.70	2494.96	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	6.4
FS2737.71	2494.95	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	3.15
FS2737.72	2494.94	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.15
FS2737.73	2494.93	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.15
FS2737.74	2494.92	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	3.14
FS2737.75	2494.91	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.13
FS2737.76	2494.90	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.5
FS2737.77	2494.89	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.12
FS2737.78	2494.151	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	5.8
FS2737.79	2494.150	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	9
FS2737.8	2466.12	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	5
FS2737.80	2581.10	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	3
FS2737.81	2581.11	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	2.2
FS2737.82	2581.12	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	5

Further Submission Number	Relevant Submission Number	Further Submitter	Commissioners' Recommendation	Reference in Report
FS2737.83	2581.80	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	2.4
FS2737.84	2581.81	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.10
FS2737.85	2581.82	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.10
FS2737.86	2581.83	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.10
FS2737.87	2581.84	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	3.10
FS2737.88	2581.85	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	3.3
FS2737.89	2581.86	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.11
FS2737.9	2466.100	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	6.4
FS2737.90	2581.87	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.11
FS2737.91	2581.88	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.4
FS2737.92	2581.89	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.12
FS2737.93	2581.100	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	5.6 + 6.4
FS2737.94	2581.99	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept in Part	5.6
FS2737.95	2581.98	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	6.2

Further Submission Number	Relevant Submission Number	Further Submitter	Commissioners' Recommendation	Reference in Report
FS2737.96	2581.97	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	3.15
FS2737.97	2581.96	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.15
FS2737.98	2581.95	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Reject	3.15
FS2737.99	2581.94	Books & Toys (Wanaka) Limited trading as Paper Plus Wanaka	Accept	3.14
FS2753.100	2466.100	Queenstown Water Taxis Limited	Accept	6.4
FS2753.12	2466.10	Queenstown Water Taxis Limited	Accept in Part	3
FS2753.13	2466.11	Queenstown Water Taxis Limited	Accept	2.2
FS2753.14	2466.12	Queenstown Water Taxis Limited	Accept in Part	5
FS2753.167	2581.10	Queenstown Water Taxis Limited	Accept in Part	3
FS2753.168	2581.11	Queenstown Water Taxis Limited	Accept	2.2
FS2753.169	2581.12	Queenstown Water Taxis Limited	Accept in Part	5
FS2753.235	2581.80	Queenstown Water Taxis Limited	Reject	2.4
FS2753.236	2581.81	Queenstown Water Taxis Limited	Reject	3.10
FS2753.237	2581.82	Queenstown Water Taxis Limited	Reject	3.10
FS2753.238	2581.83	Queenstown Water Taxis Limited	Reject	3.10
FS2753.239	2581.84	Queenstown Water Taxis Limited	Accept	3.10
FS2753.240	2581.85	Queenstown Water Taxis Limited	Accept in Part	3.3

Further Submission Number	Relevant Submission Number	Further Submitter	Commissioners' Recommendation	Reference in Report
FS2753.241	2581.86	Queenstown Water Taxis Limited	Reject	3.11
FS2753.242	2581.87	Queenstown Water Taxis Limited	Reject	3.11
FS2753.243	2581.88	Queenstown Water Taxis Limited	Reject	3.4
FS2753.244	2581.89	Queenstown Water Taxis Limited	Reject	3.12
FS2753.245	2581.90	Queenstown Water Taxis Limited	Reject	3.12
FS2753.246	2581.91	Queenstown Water Taxis Limited	Reject	3.12
FS2753.247	2581.92	Queenstown Water Taxis Limited	Reject	3.5
FS2753.248	2581.93	Queenstown Water Taxis Limited	Reject	3.13
FS2753.249	2581.94	Queenstown Water Taxis Limited	Accept	3.14
FS2753.250	2581.95	Queenstown Water Taxis Limited	Reject	3.15
FS2753.251	2581.96	Queenstown Water Taxis Limited	Reject	3.15
FS2753.252	2581.97	Queenstown Water Taxis Limited	Accept	3.15
FS2753.253	2581.98	Queenstown Water Taxis Limited	Reject	6.2
FS2753.254	2581.99	Queenstown Water Taxis Limited	Accept in Part	5.6
FS2753.255	2581.100	Queenstown Water Taxis Limited	Accept in Part	5.6 + 6.4
FS2753.307	2581.152	Queenstown Water Taxis Limited	Reject	13
FS2753.80	2466.80	Queenstown Water Taxis Limited	Reject	2.4
FS2753.81	2466.81	Queenstown Water Taxis Limited	Reject	3.10
FS2753.82	2466.82	Queenstown Water Taxis Limited	Reject	3.10

Further Submission Number	Relevant Submission Number	Further Submitter	Commissioners' Recommendation	Reference in Report
FS2753.83	2466.83	Queenstown Water Taxis Limited	Reject	3.10
FS2753.84	2466.84	Queenstown Water Taxis Limited	Accept	3.10
FS2753.85	2466.85	Queenstown Water Taxis Limited	Accept in Part	3.3
FS2753.86	2466.86	Queenstown Water Taxis Limited	Reject	3.11
FS2753.87	2466.87	Queenstown Water Taxis Limited	Reject	3.11
FS2753.88	2466.88	Queenstown Water Taxis Limited	Reject	3.11
FS2753.89	2466.89	Queenstown Water Taxis Limited	Reject	3.12
FS2753.90	2466.90	Queenstown Water Taxis Limited	Reject	3.12
FS2753.91	2466.91	Queenstown Water Taxis Limited	Reject	3.12
FS2753.92	2466.92	Queenstown Water Taxis Limited	Reject	3.5
FS2753.93	2466.93	Queenstown Water Taxis Limited	Reject	3.13
FS2753.94	2466.94	Queenstown Water Taxis Limited	Accept	3.14
FS2753.95	2466.95	Queenstown Water Taxis Limited	Reject	3.15
FS2753.96	2466.96	Queenstown Water Taxis Limited	Reject	3.15
FS2753.97	2466.97	Queenstown Water Taxis Limited	Accept	3.15
FS2753.98	2466.98	Queenstown Water Taxis Limited	Reject	6.2
FS2753.99	2466.99	Queenstown Water Taxis Limited	Accept in Part	5.6
FS2754.49	2618.15	Remarkables Park Limited	Reject	4
FS2754.50	2618.16	Remarkables Park Limited	Reject	4.2
FS2755.48	2618.15	Queenstown Park Limited	Reject	4

Further Submission Number	Relevant Submission Number	Further Submitter	Commissioners' Recommendation	Reference in Report
FS2755.49	2618.16	Queenstown Park Limited	Reject	4.2
FS2760.100	2538.99	Real Journeys Limited	Accept	5.2
FS2760.101	2538.100	Real Journeys Limited	Accept	5.2
FS2760.102	2538.101	Real Journeys Limited	Accept	5.2
FS2760.103	2538.102	Real Journeys Limited	Accept in Part	6.7
FS2760.104	2538.103	Real Journeys Limited	Accept	11
FS2760.105	2538.104	Real Journeys Limited	Accept	13
FS2760.153	2384.22	Real Journeys Limited	Accept	3.8 + 3.16
FS2760.154	2384.23	Real Journeys Limited	Accept	5.2
FS2760.155	2384.24	Real Journeys Limited	Accept in Part	6.5
FS2760.156	2384.25	Real Journeys Limited	Accept	9.3
FS2760.157	2384.26	Real Journeys Limited	Accept	9.3
FS2760.158	2384.27	Real Journeys Limited	Accept	9.3
FS2760.179	2373.20	Real Journeys Limited	Accept	3.8
FS2760.180	2373.21	Real Journeys Limited	Accept	5.2
FS2760.181	2373.22	Real Journeys Limited	Accept in Part	6.5
FS2760.182	2373.23	Real Journeys Limited	Accept	9.3
FS2760.183	2373.24	Real Journeys Limited	Accept	9.3
FS2760.184	2373.25	Real Journeys Limited	Accept	9.3
FS2760.205	2492.5	Real Journeys Limited	Accept	2.2
FS2760.206	2492.6	Real Journeys Limited	Reject	5.7
FS2760.207	2492.7	Real Journeys Limited	Reject	13
FS2760.274	2492.74	Real Journeys Limited	Reject	2.4
FS2760.275	2492.75	Real Journeys Limited	Reject	3.10
FS2760.276	2492.76	Real Journeys Limited	Reject	3.10
FS2760.277	2492.77	Real Journeys Limited	Reject	3.10
FS2760.278	2492.78	Real Journeys Limited	Accept	3.10
FS2760.279	2492.79	Real Journeys Limited	Accept in Part	3.11

Further Submission Number	Relevant Submission Number	Further Submitter	Commissioners' Recommendation	Reference in Report
FS2760.280	2492.80	Real Journeys Limited	Reject	3.11
FS2760.281	2492.81	Real Journeys Limited	Reject	3.11
FS2760.282	2492.82	Real Journeys Limited	Reject	3.4
FS2760.283	2492.83	Real Journeys Limited	Reject	3.12
FS2760.284	2492.84	Real Journeys Limited	Reject	3.12
FS2760.285	2492.85	Real Journeys Limited	Reject	3.12
FS2760.286	2492.86	Real Journeys Limited	Reject	3.5
FS2760.287	2492.87	Real Journeys Limited	Reject	3.13
FS2760.288	2492.88	Real Journeys Limited	Accept	3.14
FS2760.289	2492.89	Real Journeys Limited	Reject	3.15
FS2760.290	2492.90	Real Journeys Limited	Reject	3.15
FS2760.291	2492.91	Real Journeys Limited	Accept	3.15
FS2760.292	2492.92	Real Journeys Limited	Reject	6.2
FS2760.293	2492.93	Real Journeys Limited	Accept in Part	5.6
FS2760.294	2492.94	Real Journeys Limited	Accept	6.4
FS2760.314	2492.114	Real Journeys Limited	Reject	13
FS2760.328	2494.8	Real Journeys Limited	Accept in Part	3
FS2760.329	2494.9	Real Journeys Limited	Accept	2.2
FS2760.330	2494.10	Real Journeys Limited	Accept in Part	5
FS2760.396	2494.78	Real Journeys Limited	Reject	2.4
FS2760.397	2494.79	Real Journeys Limited	Reject	3.10
FS2760.398	2494.80	Real Journeys Limited	Reject	3.10
FS2760.399	2494.81	Real Journeys Limited	Reject	3.10
FS2760.400	2494.82	Real Journeys Limited	Accept	3.10
FS2760.401	2494.83	Real Journeys Limited	Accept in Part	3.11
FS2760.402	2494.84	Real Journeys Limited	Reject	3.11
FS2760.403	2494.85	Real Journeys Limited	Reject	3.11
FS2760.404	2494.86	Real Journeys Limited	Reject	3.4

Further Submission Number	Relevant Submission Number	Further Submitter	Commissioners' Recommendation	Reference in Report
FS2760.405	2494.87	Real Journeys Limited	Reject	3.12
FS2760.406	2494.88	Real Journeys Limited	Reject	3.12
FS2760.407	2494.89	Real Journeys Limited	Reject	3.12
FS2760.408	2494.90	Real Journeys Limited	Reject	3.5
FS2760.409	2494.91	Real Journeys Limited	Reject	3.13
FS2760.410	2494.92	Real Journeys Limited	Accept	3.14
FS2760.411	2494.93	Real Journeys Limited	Reject	3.15
FS2760.412	2494.94	Real Journeys Limited	Reject	3.15
FS2760.413	2494.95	Real Journeys Limited	Accept	3.15
FS2760.414	2494.96	Real Journeys Limited	Reject	6.4
FS2760.415	2494.97	Real Journeys Limited	Accept in Part	5.6
FS2760.416	2494.98	Real Journeys Limited	Accept	6.4
FS2760.450	2494.150	Real Journeys Limited	Accept in Part	9
FS2760.451	2494.151	Real Journeys Limited	Reject	5.8
FS2760.505	2446.5	Real Journeys Limited	Accept in Part	5.4
FS2760.509	2242.9	Real Journeys Limited	Accept in Part	3.2
FS2760.510	2242.10	Real Journeys Limited	Accept in Part	3.10
FS2760.511	2242.11	Real Journeys Limited	Accept	4
FS2760.512	2455.20	Real Journeys Limited	Accept in Part	3.2
FS2760.513	2455.21	Real Journeys Limited	Accept in Part	3.10
FS2760.87	2538.86	Real Journeys Limited	Accept	3.10
FS2760.88	2538.87	Real Journeys Limited	Accept	3.10
FS2760.89	2538.88	Real Journeys Limited	Reject	3.10
FS2760.90	2538.89	Real Journeys Limited	Accept in Part	3.3
FS2760.91	2538.90	Real Journeys Limited	Accept	3.11
FS2760.92	2538.91	Real Journeys Limited	Accept	3.11
FS2760.93	2538.92	Real Journeys Limited	Accept	3.11
FS2760.94	2538.93	Real Journeys Limited	Accept	3.14

Further Submission Number	Relevant Submission Number	Further Submitter	Commissioners' Recommendation	Reference in Report
FS2760.95	2538.94	Real Journeys Limited	Reject	3.7
FS2760.96	2538.95	Real Journeys Limited	Accept	3.15
FS2760.97	2538.96	Real Journeys Limited	Accept	3.15
FS2760.98	2538.97	Real Journeys Limited	Accept in Part	5.3
FS2760.99	2538.98	Real Journeys Limited	Accept in Part	5.2
FS2764.11	2466.11	Queenstown Central Limited	Accept	2.2
FS2764.12	2510.1	Queenstown Central Limited	Accept in Part	5.10
FS2764.13	2510.4	Queenstown Central Limited	Accept	5.10
FS2764.14	2538.98	Queenstown Central Limited	Accept in Part	5.2
FS2764.15	2538.99	Queenstown Central Limited	Reject	5.2
FS2764.16	2538.102	Queenstown Central Limited	Accept in Part	6.7
FS2764.17	2585.7	Queenstown Central Limited	Accept in Part	2.1
FS2783.268	2538.94	Lake Hayes Cellar Limited	Accept	3.7
FS2783.269	2538.102	Lake Hayes Cellar Limited	Accept in Part	6.7
FS2788.14	2184.2	Henley Downs Land Holdings Ltd	Accept	7
FS2788.15	2466.10	Henley Downs Land Holdings Ltd	Accept in Part	3
FS2788.16	2466.11	Henley Downs Land Holdings Ltd	Accept	2.2
FS2788.17	2538.94	Henley Downs Land Holdings Ltd	Accept	3.7
FS2788.18	2538.102	Henley Downs Land Holdings Ltd	Accept in Part	6.7
FS2788.19	2194.20	Henley Downs Land Holdings Ltd	Accept in Part	2.1
FS2788.20	2575.15	Henley Downs Land Holdings Ltd	Accept in Part	5.5
FS2788.21	2575.16	Henley Downs Land Holdings Ltd	Accept in Part	5.5
FS2788.22	2295.9	Henley Downs Land Holdings Ltd	Accept	9.1
FS2788.23	2295.10	Henley Downs Land Holdings Ltd	Accept in Part	9.2
FS2788.24	2295.11	Henley Downs Land Holdings Ltd	Accept in Part	9.2

Further Submission Number	Relevant Submission Number	Further Submitter	Commissioners' Recommendation	Reference in Report
FS2788.4	2242.9	Henley Downs Land Holdings Ltd	Accept in Part	3.2
FS2788.5	2242.10	Henley Downs Land Holdings Ltd	Accept in Part	3.10
FS2788.6	2242.11	Henley Downs Land Holdings Ltd	Reject	4
FS2789.16	2492.5	Soho Ski Area Ltd and Blackmans Creek No.1 LP	Accept	2.2
FS2789.17	2492.6	Soho Ski Area Ltd and Blackmans Creek No.1 LP	Reject	5.7
FS2789.18	2184.2	Soho Ski Area Ltd and Blackmans Creek No.1 LP	Accept	7
FS2789.19	2466.10	Soho Ski Area Ltd and Blackmans Creek No.1 LP	Accept in Part	3
FS2789.20	2466.11	Soho Ski Area Ltd and Blackmans Creek No.1 LP	Accept	2.2
FS2789.21	2538.94	Soho Ski Area Ltd and Blackmans Creek No.1 LP	Accept	3.7
FS2789.22	2538.102	Soho Ski Area Ltd and Blackmans Creek No.1 LP	Accept in Part	6.7
FS2789.23	2194.20	Soho Ski Area Ltd and Blackmans Creek No.1 LP	Accept in Part	2.1
FS2789.24	2575.15	Soho Ski Area Ltd and Blackmans Creek No.1 LP	Accept in Part	5.5
FS2789.25	2575.16	Soho Ski Area Ltd and Blackmans Creek No.1 LP	Accept in Part	5.5
FS2789.4	2242.9	Soho Ski Area Ltd and Blackmans Creek No.1 LP	Accept in Part	3.2
FS2789.5	2242.10	Soho Ski Area Ltd and Blackmans Creek No.1 LP	Accept in Part	3.10
FS2789.6	2242.11	Soho Ski Area Ltd and Blackmans Creek No.1 LP	Accept	4
FS2790.16	2492.5	Treble Cone Investments Ltd	Accept	2.2
FS2790.17	2492.6	Treble Cone Investments Ltd	Reject	5.7
FS2790.18	2184.2	Treble Cone Investments Ltd	Accept	7
FS2790.19	2466.10	Treble Cone Investments Ltd	Accept in Part	3
FS2790.20	2466.11	Treble Cone Investments Ltd	Accept	2.2

Further Submission Number	Relevant Submission Number	Further Submitter	Commissioners' Recommendation	Reference in Report
FS2790.21	2538.94	Treble Cone Investments Ltd	Accept	3.7
FS2790.22	2538.102	Treble Cone Investments Ltd	Accept in Part	6.7
FS2790.23	2194.20	Treble Cone Investments Ltd	Accept in Part	2.1
FS2790.24	2575.15	Treble Cone Investments Ltd	Accept in Part	5.5
FS2790.25	2575.16	Treble Cone Investments Ltd	Accept in Part	5.5
FS2790.4	2242.9	Treble Cone Investments Ltd	Accept in Part	3.2
FS2790.5	2242.10	Treble Cone Investments Ltd	Accept in Part	3.10
FS2790.6	2242.11	Treble Cone Investments Ltd	Accept	4
FS2800.28	2384.22	Cardrona Alpine Resort Limited	Accept	3.8 + 3.16
FS2800.29	2384.23	Cardrona Alpine Resort Limited	Accept	5.2
FS2800.30	2384.24	Cardrona Alpine Resort Limited	Accept in Part	6.5
FS2800.31	2384.25	Cardrona Alpine Resort Limited	Accept	9.3
FS2800.32	2384.26	Cardrona Alpine Resort Limited	Accept	9.3
FS2800.33	2384.27	Cardrona Alpine Resort Limited	Accept	9.3
FS2800.54	2373.20	Cardrona Alpine Resort Limited	Accept	3.8
FS2800.55	2373.21	Cardrona Alpine Resort Limited	Accept	5.2
FS2800.56	2373.22	Cardrona Alpine Resort Limited	Accept in Part	6.5
FS2800.57	2373.23	Cardrona Alpine Resort Limited	Accept	9.3
FS2800.58	2373.24	Cardrona Alpine Resort Limited	Accept	9.3
FS2800.59	2373.25	Cardrona Alpine Resort Limited	Accept	9.3

31 Signs

31.1 Purpose

Signs provide information to the general public and can assist with creating a sustainable and vibrant community. There are significant benefits associated with enabling signage to achieve these outcomes. However, signs can have adverse environmental effects particularly on visual amenity, and could conflict with traffic and pedestrian safety. Managing the number, type, location, appearance and design of signs helps to minimise these adverse effects and maintain a quality environment.

Visual amenity values vary across the District, and are influenced by the nature of land use, including land use and associated development anticipated by the various District Plan Zones. In commercial areas signs can improve the flow of people and traffic, helping people get where they want to go and directing them to amenities. In residential and rural areas, signs have greater potential to create adverse effects on visual amenity due to the more sensitive nature of these areas.

Because of these variations, it is appropriate that different standards for signage apply to different areas. Signs are managed in relation to their suitability for different areas, and the sign types are defined in Chapter 2 - Definitions.

There is flexibility for temporary event signs, recognising the community benefits of events, the importance of signs for way-finding within event sites, and the limited duration of the adverse effects of such signs. Off-site signs have more restrictive rules, acknowledging that these can cause significant adverse effects if they are not appropriately managed.

31.2 Objectives and Policies

31.2.1 Objective - Signage which is of a scale and extent that maintains the character and amenity values of the District and enhances access.

Policies

31.2.1.1 Ensure the number, size, location, design and appearance of signs maintain the character and amenity values anticipated for the site, street scene and surrounding environment.

31.2.1.2 When considering the character and amenity values that apply to the site and surrounding environment, consider the character and amenity values anticipated by any relevant District Plan Zone, or in the case of signs proposed within the road, consider the character and amenity values anticipated by the nearest adjoining Zone.

31.2.1.3 Encourage signs to be located on the site of the related activity.

31.2.1.4 Off-site signs are provided for in limited circumstances.

- 31.2.1.5 Restrict the establishment of off-site signs, having particular regard to:
- a. whether it is not practical to display the information on the site where the activity and/or use of land or buildings occurs;
 - b. visual amenity values;
 - c. any cumulative adverse visual effects, including visual clutter; and
 - d. any adverse effects on the safety of the transport network.
- 31.2.1.6 Acknowledge that off-site signs that convey information to assist the public or convey public notices, rather than being for the purpose of commercial advertising, can have social and cultural benefits.
- 31.2.1.7 Ensure that any lighting in conjunction with signs does not lead to adverse effects on the receiving environment.
- 31.2.1.8 Support the establishment of information and direction signs that:
- a. assist with improving the legibility of, and knowledge of access to, public spaces; and
 - b. assist with achieving Crime Prevention Through Environmental Design (CPTED) principles.
- 31.2.1.9 In District Plan Zones that are primarily for commercial or mixed use activities:
- a. provide for a diverse range of sign types that facilitate effective communication of business information and commercial individuality within the context of the wider commercial area;
 - b. limit the number and size of signs enabled per commercial tenancy, and cumulatively on buildings that have multiple tenancies, to avoid, remedy or mitigate adverse effects on the visual amenity values of the site and the surrounding environment; and
 - c. encourage the incorporation of freestanding signs into the overall design of the site to achieve good integration with any pedestrian or vehicle access arrangements, car parking and/or landscaping layout.
- 31.2.1.10 Ensure signs in public places or attached to utilities or buildings for community activities are generally limited to signs necessary for direction, public information or public safety, and provide for signs for other purposes in limited circumstances.

- 31.2.1.11 Avoid, remedy or mitigate the adverse effects of signs located on an Outstanding Natural Feature or within an Outstanding Natural Landscape through applying the relevant assessment matters in part 21.21 of the District Plan.
- 31.2.1.12 Encourage efficient management of signs through the establishment of signage platforms to reduce the need for a new resource consent each time the sign content is altered and ensure that any resource consent conditions that apply to the signage platform also apply to any subsequent changes to the sign content.
- 31.2.1.13 Avoid adverse effects from the following signs and sign types:
- a. flashing, moving or animated signs and signs that create an optical illusion;
 - b. roof signs;
 - c. billboard signs;
 - d. signs displaying sexually explicit, lewd or otherwise offensive content;
 - e. stationary sign-written trailers, vehicles or permanently moored vessels or signs attached to stationary trailers, vehicles or permanently moored vessels which are visible from any road or public place for the purpose of advertising; and
 - f. signs imitating any traffic direction and safety sign as required by the New Zealand Transport Agency.
- 31.2.1.14 Manage the effects of signs on heritage values having particular regard to:
- a. the design, location and size of signs and the method of attachment;
 - b. any Council design guideline, being either the Queenstown Town Centre Special Character Area Design Guidelines 2015, Wanaka Town Centre Character Guideline 2011, or the Arrowtown Design Guidelines 2016;
 - c. the benefits of the sign; and
 - d. the function of the sign.

Note: any relevant objectives and provisions of Chapter 26 – Historic Heritage will also apply.

31.2.2 Objective –Signs have limited adverse effects on public safety, including the safety of pedestrians and users of the transport network.

Policies

- 31.2.2.1 Avoid adverse effects of signs that obstruct access to or through a pedestrian thoroughfare or the transport network.

- 31.2.2.2 Ensure the design and location of signs does not adversely affect traffic safety by causing confusion or distraction, or obstructing the sight lines of road users.
- 31.2.2.3 Support the establishment of information signs and lay-bys at the entrance to the District's settlements and at sites of natural, historical or tangata whenua interest.
- 31.2.2.4 Support the use of traditional Ngāi Tahu (tangata whenua) place names on signs within the District.
- 31.2.2.5 Ensure that any lighting in conjunction with signs does not adversely affect pedestrian and traffic safety.
- 31.2.2.6 Limit the number of off-site signs that are designed and located to attract the attention of users of the transport network, with the exception of off-site signs installed by a road controlling authority or the harbourmaster that are for the purpose of assisting users of roads, lakes or rivers and promoting traffic or navigation safety.
- 31.2.2.7 Limit the duration of off-site signs when future landuse and/or transport network changes are likely to result in the off-site sign being inappropriate from a site development and/or traffic safety perspective.

31.2.3 Objective - Signs are complementary to, and do not detract from, the design values of the building they are attached to and are sympathetic to the design values of nearby developments and public places.

Policies

- 31.2.3.1 Ensure the design and display of signs is consistent with and complementary to the overall design of the building through attention to:
 - a. the number, size, height and elevation of signs;
 - b. lettering design;
 - c. colours and materials;
 - d. the location of the sign on the building;
 - e. the relationship of the sign to any architectural features of the building and any adjacent buildings or development; and
 - f. the effect of illumination of the sign on the host site, adjoining sites and public places (including roads).

- 31.2.3.2 Ensure the design of signs attached to buildings is compatible with and sympathetic to the amenity, visual, heritage, landscape and streetscape values of the site and surrounding environment.
- 31.2.3.3 For signs attached to buildings that exceed the sign size or dimension limits specified in this chapter, only provide approval where the sign:
- a. is well integrated with the building design;
 - b. is compatible with the character of surrounding development;
 - c. is consistent with the relevant Council design guidelines, being either the Queenstown Town Centre Special Character Area Design Guidelines 2015, Wanaka Town Centre Character Guideline 2011, or the Arrowtown Design Guidelines 2016;
 - d. does not create adverse effects on the quality of a streetscape or a public place, including creating visual dominance; and
 - e. is visually compatible with the wider surrounding environment.
- 31.2.3.4 Manage the extent of signage on windows to promote interaction between buildings, streets and public places, and to encourage visual interest for pedestrians.
- 31.2.3.5 In instances when a new or altered building will have accompanying signage, encourage the identification of signage platforms so that signs are integrated into building design.
- 31.2.4 Objective - Signs located on waterfronts, wharves and jetties (including signs on buildings on wharves and jetties) convey necessary information while preserving a high standard of amenity and public views.**

Policies

- 31.2.4.1 Provide for signs that convey information regarding commercial activities and services that operate from or adjacent to the wharf, jetty or waterfront on which the sign is located.
- 31.2.4.2 Ensure that waterfront signs provide only essential information directly associated with activities based on the surface of lakes and rivers or undertaken within buildings located on wharves and jetties and/or the waterfront.
- 31.2.4.3 Ensure that signs on wharves, jetties and waterfronts do not detract from the views and amenity of the foreshore and of the lakes and rivers through inappropriate placement, size and colour.

31.2.5 Objective – Signs promoting temporary events minimise adverse effects on traffic, pedestrian and public safety and visual amenity.

Policies

31.2.5.1 Recognise the contribution that temporary events make to the social, economic and cultural wellbeing of the District by:

- a. enabling temporary event signs to be erected on the event site, but limit the size of signs and the duration of time that they are displayed; and
- b. enabling temporary event signs to be erected outside the event site, but limit the number and size of signs and the duration of time they are displayed.

31.2.5.2 When considering temporary event signs, have particular regard to the effects on traffic, pedestrian and public safety and visual amenity.

31.2.5.3 Limit the number of temporary event signs that are designed and located to attract the attention of users of the transport network.

31.2.6 Objective – Signs located within Ski Area Sub-Zones do not compromise the landscape and visual amenity values of the area when viewed from public places (including public roads).

Policies

31.2.6.1 Provide for signage within Ski Area Sub-Zones that conveys operational, directional and safety information regarding ski field activities.

31.2.6.2 Manage signs advertising commercial activities and sponsorship signs within Ski Area Sub-Zones so that the landscape and visual amenity values of the area, when viewed from public places (including public roads), can be maintained.

31.3 Other Provisions and Rules

31.3.1 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 and Development
28 Natural Hazards	29 Transport	30 Energy and Utilities
32 Protected Trees	33 Indigenous Vegetation and Biodiversity	34 Wilding Exotic Trees
35 Temporary Activities and Relocated Buildings	36 Noise	37 Designations
		Planning Maps

31.3.2 Interpreting and Applying the Rules

- 31.3.2.1 Table 31.4 sets out the District wide activity status for specific types of signs. These apply in all zones and on roads. These sign types must comply with the standards in Table 31.5.
- 31.3.2.2 Table 31.6 sets out the activity status for specific sign types in commercial areas. The activities listed in Table 31.6 must comply with the standards in Table 31.7.
- 31.3.2.3 Table 31.8 sets out the activity status for specific sign types in in specified residential zones. These activities must comply with the standards in Table 31.9.
- 31.3.2.4 Table 31.10 sets out the activity status for sign types in rural areas. These activities must comply with the standards in Table 31.11.
- 31.3.2.5 Table 31.12 sets out the activity status for sign types in the Open Space and Recreation Zones. These activities must comply with the standards in Table 31.13.
- 31.3.2.6 Table 31.14 sets out the activity status for sign types in the Special Zones. These activities must comply with the standards in Table 31.15.
- 31.3.2.7 Where an activity does not comply with a standard listed in a Standards table, the activity status identified by the 'Non-Compliance Status' column shall apply.
- 31.3.2.8 If there is a conflict between a rule in Table 31.4 and a rule in a table applying to a specific area (Tables 31.6, 31.8 and 31.10), then the rule in the specific area table shall apply.

31.3.2.9 Freestanding signs, sandwich boards, flat board signs, under verandah signs, flags and banners may be double sided, with only one side being counted towards the sign area. All other signs will be assessed on a single sided basis.

31.3.2.10 To measure the area of the ground floor façade for applying Rules 31.7.3 and 31.7.4:

- a. measure horizontally by the length of the building along the road, footpath, access way or service lane to which it has frontage; and
- b. measure vertically the height from the surface of the road, footpath, access way or service lane to the point at which either:
 - (i) the verandah meets the wall of the building; or
 - (ii) when there is no verandah, a height of 3m above the surface of the road, footpath, access way or service lane;

whichever is the lesser.

31.3.2.11 The Diagrams in section 31.20 of this Chapter illustrate how some standards are to be applied and illustrate some sign types.

31.3.2.12 The rules in this chapter do not apply to signage located in the Airport Zone that complies with Rule 17.4.2, or has been granted a consent under Rule 17.4.5 or 17.6.4.

31.3.2.13 The following abbreviations are used within this Chapter.

P	Permitted	C	Controlled
RD	Restricted Discretionary	D	Discretionary
NC	Non Complying	PR	Prohibited

Advice Notes

31.3.2.14 Any sign located on or over Council land will require the approval of the Council as landowner.

31.3.2.15 Any sign located on or over a State Highway will require the approval of the New Zealand Transport Agency as landowner.

31.4 District Wide Rules - Activities

These rules apply in all Zones and on roads and, other than Rule 31.4.12, are subject to the standards in Table 31.5. In addition, specific rules apply in each Zone.

	Table 31.4 – District Wide Rules - Activity Status	Activity status
31.4.1	Flags	P
31.4.2	Temporary event signs	P
31.4.3	Real estate signs (including auction signs)	P
31.4.4	Temporary land development signs	P
31.4.5	Temporary sale signs	P
31.4.6	Temporary construction signs	P
31.4.7	Free standing signs	P
31.4.8	Sandwich or flat board signs	P
31.4.9	Under verandah signs, including under verandah signs within the road where these are related to any overhanging building	P
31.4.10	New and replacement signs located within a static signage platform approved by resource consent subject to compliance with all conditions of the resource consent	P
31.4.11	Signs displayed within a digital signage platform approved by resource consent subject to compliance with all conditions of the resource consent	P
31.4.12	Signs required by acts of Parliament, legislation or statutory requirements. Signs permitted by this rule are not subject to any other rules in Chapter 31.	P
31.4.13	Electioneering signs	P
31.4.14	<p>The following signs on or above roads:</p> <p>31.4.14.1 Any sign associated with a road network activity, education activity or public amenities, including:</p> <ul style="list-style-type: none"> a. traffic and direction signs; b. road name signs; c. interactive warning signs; d. speed limit signs; e. parking restriction signs; and f. public information boards and associated directional signs. <p>31.4.14.2 Under verandah signs;</p> <p>31.4.14.3 The part of a freestanding sign located above a footpath in a road and complying with Rule 31.5.7;</p>	P

	31.4.14.4 Signs for temporary events and temporary filming; 31.4.14.5 Electioneering signs.	
31.4.15	Subject to compliance with the Standards as to size specified for the zone the sign is located in, as defined in Tables 31.7, 31.9, 31.11, 31.13 and 31.15, the following signs in or above public pedestrian paths and cycleways: 31.4.15.1 traffic and direction signs; 31.4.15.2 road, path or cycleway name signs; 31.4.15.3 interactive warning signs; 31.4.15.4 speed limit signs; 31.4.15.5 parking restriction signs; and 31.4.15.6 public information boards and associated directional signs.	P
31.4.16	Signs on wharves and jetties (including on buildings established on wharves and jetties)	D
31.4.17	Off-site signs, including off-site signs located within or above roads, but excluding: 31.4.17.1 under verandah signs above a footpath where these are related to any overhanging building; and 31.4.17.2 the part of a freestanding sign located above a footpath.	D
31.4.18	Signs on any Category 1, 2 or 3 item listed in the Inventory of Listed Heritage Features in Chapter 26 Historic Heritage or within a setting or extent of place shown in Section 26.8.1.	D
31.4.19	Billboards, including billboards located within or above roads, except where specifically provided for in Table 31.7	PR
31.4.20	Flashing, moving, animated signs and signs that create an optical illusion excluding digital signage provided for in Table 31.7.	PR
31.4.21	Roof signs	PR
31.4.22	Signs displaying sexually explicit, lewd or otherwise offensive content	PR
31.4.23	Any of the following signs which are located so as to be visible from any road or public place for the purpose of advertising:	PR

	<p>31.4.23.1 any stationary sign-written trailer or vehicle;</p> <p>31.4.23.2 any sign attached to any stationary trailer or vehicle;</p> <p>31.4.23.3 any permanently moored vessel; and</p> <p>31.4.23.4 any sign attached to a permanently moored vessel.</p>	
31.4.24	Signs imitating any traffic direction and safety sign as required by the New Zealand Transport Agency	PR

31.5 District Wide Rules –Standards

	Table 31.5 – District Wide Rules - Standards	Non-compliance status
31.5.1	<p>Flags</p> <p>All flags are able to contain sign content on both sides of the flag and shall comply with the following standards:</p> <p>31.5.1.1 maximum of 1 flag per site depicting corporate colours or the logo of a business, with a maximum area of 1.8m x 0.9m in size; and</p> <p>31.5.1.2 any number of flags depicting national colours of a state or country provided that each flag does not exceed 1.8m x 0.9m in dimension, that are not for commercial purposes, and only 1 flag of each nationality is erected per site.</p>	D
31.5.2	<p>Temporary Event Signs</p> <p>Temporary event signs shall comply with the following standards:</p> <p>31.5.2.1 signs shall not be erected more than two months prior to the date of the temporary event;</p> <p>31.5.2.2 signs shall have an area no greater than 2m², or no greater than 3m² if the sign is a banner (both faces of the banner may be sign-written);</p> <p>31.5.2.3 signs shall be removed within 24 hours of completion of the event; and</p> <p>31.5.2.4 signs are able to be erected off the site of the event, however the number of signs erected off the event site</p>	D

	Table 31.5 – District Wide Rules - Standards	Non-compliance status
	<p>must not exceed a maximum of two signs visible from any State Highway and a maximum of two signs visible from any other road. The maximum sign areas prescribed in Rule 31.6.2(b) apply.</p> <p>Note: Chapter 35: Temporary Activities and Relocated Buildings also applies to temporary events.</p>	
31.5.3	<p>Real Estate Signs (including Auction signs)</p> <p>Real estate signs (including auction signs) shall comply with the following standards:</p> <p>31.5.3.1 signs shall be located on the site to which they relate;</p> <p>31.5.3.2 signs shall have an area no greater than 1.62m²;</p> <p>31.5.3.3 maximum limit of 1 sign per agency;</p> <p>31.5.3.4 real estate signs shall be removed within 14 days of an unconditional agreement for sale and purchase being made; and</p> <p>31.5.3.5 auction signs shall be removed within 7 days of the auction irrespective of whether the site or development is sold.</p>	D
31.5.4	<p>Temporary Land Development Signs</p> <p>Temporary land development signs shall comply with the following standards:</p> <p>31.5.4.1 maximum limit of 1 sign per development;</p> <p>31.5.4.2 the sign shall relate to a land development that involves a minimum of 6 allotments or units;</p> <p>31.5.4.3 the sign shall be located on the site of the development to which it relates;</p> <p>31.5.4.4 the sign shall have a maximum area of 8.64m²; and</p>	D

	Table 31.5 – District Wide Rules - Standards	Non-compliance status
	31.5.4.5 the sign shall be removed within 7 days of unconditional agreements for sale and purchase being made with respect to all allotments or units in the development.	
31.5.5	<p>Temporary Sale Signs</p> <p>Temporary sale signs shall:</p> <p>31.5.5.1 be located on the site of the temporary sale; and</p> <p>31.5.5.2 be erected or displayed for a maximum of 14 days at a time and there shall be a minimum of 14 days between the display of temporary sale signage at the tenancy.</p>	D
31.5.6	<p>Temporary Construction Signs</p> <p>Temporary construction signs shall comply with the following standards:</p> <p>31.5.6.1 maximum of 4 per site;</p> <p>31.5.6.2 each sign shall have an area no greater than 2m²; and</p> <p>31.5.6.3 the signs may be erected for no more than 30 days prior to works commencing and shall be removed within 14 days of completion of the works.</p>	D
31.5.7	<p>Free Standing Signs</p> <p>Freestanding signs shall comply with the following standards:</p> <p>31.5.7.1 shall have a maximum height of 3.5m;</p> <p>31.5.7.2 if located above a footpath, shall be elevated a minimum height of 2.5m above the footpath;</p> <p>31.5.7.3 shall not extend more than 1 metre over any footpath; and</p> <p>31.5.7.4 shall have a maximum area of 2m² (both faces of the sign can be sign-written).</p> <p>Note: Part 31.20 of this Chapter has a diagram which illustrates the application of this rule.</p>	D
31.5.8	Sandwich Boards and Flat Board Signs	D

	Table 31.5 – District Wide Rules - Standards	Non-compliance status
	<p>Sandwich boards and flat board signs shall comply with the following standards:</p> <p>31.5.8.1 the maximum area of a sandwich board or flat board sign shall not exceed 1m² (both faces of the sign may be sign-written);</p> <p>31.5.8.2 maximum of 2 flat board signs or 1 sandwich board per site; and</p> <p>31.5.8.3 sandwich boards and flat board signs must be located wholly within the site where the goods and services advertised are available.</p> <p>Note: Part 31.20 of this Chapter has a diagram which illustrates the application of this rule.</p>	
31.5.9	<p>Under Verandah Signs</p> <p>Under verandah signs shall be elevated a minimum distance of 2.5m above the footpath, and both sides of the sign can be sign-written.</p>	D
31.5.10	<p>Electioneering Signs</p> <p>Electioneering signs shall comply with the following standards:</p> <p>31.5.10.1 shall have an area no greater than 3m² (both faces of the sign may be sign-written);</p> <p>31.5.10.2 shall be displayed no more than 2 months prior to the election/referendum date; and</p> <p>31.5.10.3 shall be removed before the election/referendum day.</p>	D
31.5.11	<p>Illumination of Signs</p> <p>Illumination of signs shall not exceed 150 candelas per square metre (cd/m²) of illumination.</p>	D
31.5.12	<p>Signs on land adjoining State Highways</p> <p>Signs on land adjoining State Highways, other than signs permitted by Rule 31.4.2, shall comply with the following standards:</p>	RD

Table 31.5 – District Wide Rules - Standards		Non-compliance status
31.5.12.1	Signs shall have a minimum lettering height of 120mm where the speed limit is less than 70km/h, or 160mm where the speed limit is 70km/h or higher.	
31.5.12.2	Signs shall have a maximum of 6 words and/or symbols, with a maximum of 40 characters.	
31.5.12.3	Shall be located so that there is unrestricted view to the motorist for at least 180m where the speed limit is 70km/h or higher.	
31.5.12.4	Shall be located at least 200m from an official sign or traffic signal in rural areas.	
Discretion is restricted to safety and efficiency of the State Highway network		

31.6 Rules – Activity Status of Signs in Commercial Areas

The rules relating to signs in Table 31.6 are additional to those in Table 31.4 and are subject to the standards in Table 31.7. If there is a conflict between the rules in Table 31.4 and the rules in Table 31.6, the rules in Table 31.6 apply.

Table 31.6 – Activity Status of Signs in Commercial Areas		Queenstown and Wanaka Town Centre Zones (including commercial activities in a Town Centre Transition Sub-Zone or overlay)	Arrowtown Town Centre Zone (including commercial activities in the Town Centre Transition Overlay)	Jacks Point Village Activity Areas	Airport Zone-Queenstown	Airport Zone - Wanaka	Local Shopping Centre Zone	Business Mixed Use Zone
31.6.1	Static signage platforms that is one of the sign types listed in Rules 31.6.2 to 31.6.5 below and complies with the standards applying to that sign type.	C	C	C	C	C	C	C

Table 31.6 – Activity Status of Signs in Commercial Areas		Queenstown and Wanaka Town Centre Zones (including commercial activities in a Town Centre Transition Sub-Zone or overlay)	Arrowtown Town Centre Zone (including commercial activities in the Town Centre Transition Overlay)	Jacks Point Village Activity Areas	Airport Zone-Queenstown	Airport Zone - Wanaka	Local Shopping Centre Zone	Business Mixed Use Zone
	Control is reserved to the matters set out in Rule 31.14.							
31.6.2	Arcade directory signs.	P	P	P	P	P	P	P
31.6.3	Upstairs entrance signs.	P	P	P	P	P	P	P
31.6.4	<p>All signs located within the ground floor facade of a building</p> <p>In those zones where this is a controlled activity, control is reserved to the matters set out in Rule 31.14.</p> <p>Note: Parts 31.3.2 and 31.16 of this Chapter explain and illustrate the application of this rule.</p>	C	C	C	P	P	C	C
31.6.5	<p>Above ground floor signs.</p> <p>In those zones where this is a controlled activity, control is reserved to the matters set out in Rule 31.14.</p>	C	C	C	P	P	C	C

Table 31.6 – Activity Status of Signs in Commercial Areas		Queenstown and Wanaka Town Centre Zones (including commercial activities in a Town Centre Transition Sub-Zone or overlay)	Arrowtown Town Centre Zone (including commercial activities in the Town Centre Transition Overlay)	Jacks Point Village Activity Areas	Airport Zone-Queenstown	Airport Zone - Wanaka	Local Shopping Centre Zone	Business Mixed Use Zone
	Note: Part 31.16.7 of this Chapter has a diagram which illustrates the application of this rule.							
31.6.6	Digital signage platforms within the ground floor facade of a building	D	NC	PR	PR	PR	PR	PR
31.6.7	Digital signage platforms above ground floor level	NC	NC	PR	N C	NC	PR	PR
31.6.8	Digital signs not located within a digital signage platform	PR	PR	PR	PR	PR	PR	PR
31.6.9	Billboard signs	D	PR	PR	PR	PR	PR	PR
31.6.10	Any sign activity which is not listed in Table 31.4 or Rules 31.6.1 to 31.6.9 inclusive	D	D	D	D	D	D	D

31.7 Rules – Standards for Signs in Commercial Areas

	Table 31.7 – Standards for Commercial Area Signage	Non-compliance status
31.7.1	Arcade directory signs Are not to exceed 3m ² in area and are limited to one per arcade.	D
31.7.2	Upstairs entrance signs Are not to exceed 1.5m ² in area per building.	D
31.7.3	Signs and static signage platforms within the ground floor facade of a building 31.7.3.1 Each tenancy shall not display signs within the ground floor facade of the building that exceed a. or b. whichever is lesser:	D, unless consent is sought for a. but complies with b. – RD

	Table 31.7 – Standards for Commercial Area Signage	Non-compliance status
	<p style="padding-left: 40px;">a. a maximum area of 5m² per tenancy; or b. 15% of the Ground Floor Facade that the tenancy occupies.</p> <p>Arcade directory and upstairs entrance signs are not included within the ground floor facade signage allowance;</p> <p>31.7.3.2 Signs shall not exceed 50% coverage of glazing. This applies to individual or partitioned glazed areas located within the ground floor facade. Signage platforms with a glazed front and sealed rear such that the interior of the building cannot be seen, are not subject to this clause.</p> <p>31.7.3.3 Signs not attached to glazing that are sited more than 1 metre inside the enclosed interior of a building are not subject to this rule.</p>	<p>When RD, discretion is restricted to the matters set out in Rule 31.18.</p> <p style="text-align: center;">D</p>
31.7.4	<p>Digital signage platforms within the ground floor facade of a building</p> <p>31.7.4.1 Each tenancy shall not display signs within the ground floor facade of the building that exceed a. or b. whichever is lesser:</p> <p style="padding-left: 40px;">a. a maximum area of 5m² per tenancy; or b. 15% of the Ground Floor Facade that the tenancy occupies.</p> <p>Arcade directory and upstairs entrance signs are not included within the ground floor facade signage allowance;</p> <p>31.7.4.2 Signs shall not exceed 50% coverage of glazing. This applies to individual or partitioned glazed areas located within the ground floor facade. Signage platforms with a glazed front and sealed rear such that the interior of the building cannot be seen, are not subject to this clause.</p>	<p style="text-align: center;">NC</p>

	Table 31.7 – Standards for Commercial Area Signage	Non-compliance status
	31.7.4.3 Signs not attached to glazing that are sited more than 1 metre inside the enclosed interior of a building are not subject to this rule.	
31.7.5	Above ground floor signs and static signage platforms Are not to cumulatively exceed 3m ² in area per building or 1m ² per tenancy up to a maximum of 3m ² per floor.	D
31.7.6	Digital signage displayed within a digital signage platform 31.7.6.1 No live broadcasts are to be transmitted, 31.7.6.2 Only static advertisements are to be displayed for a minimum duration of 7 seconds, 31.7.6.3 There is to be no flashing, movement or animation of images; 31.7.6.4 The only movement of the signage is to allow for the dissolve of one image to another; 31.7.6.5 There shall be no noise associated with the screen or images displayed on the sign; 31.7.6.6 The screen shall incorporate lighting control to adjust brightness in line with ambient light levels; and 31.7.6.7 Shall not be visible from any Residential Zone.	D
31.7.7	Billboard Signs 31.7.7.1 Not to exceed 2m ² in area; 31.7.7.2 Not to be visible from any Residential Zone	PR

31.8 Rules – Activity Status of Signs in Residential Areas

The rules relating to signs in this table are additional to those in Table 31.4 and are subject to the standards in Table 31.10. If there is a conflict between the rules in Table 31.4 and the rules in this table, the rules in this table apply.

Table 31.8– Activity Status of Signs in Residential Areas		Low, Medium & High Density Residential Zones (excluding commercial activities in the Town Centre Transition Sub-zone)	Arrowtown Residential Historic Management Zone	Large Lot Residential Zone	Jacks Point Zone Residential Activity Areas	Visitor Accommodation Sub-Zones
31.8.1	One sign per site that complies with Rule 31.10.1.	P	P	P	P	P
31.8.2	Signs for recreation grounds, nursing homes, education activities and community activities that complies with Rule 31.9.2.	P	P	P	P	P
31.8.3	Signs for Visitor Accommodation that comply with Rule 31.9.3	D	D	D	D	P
31.8.4	Any sign activity which is not listed in Table 31.4 or Rules 31.8.1 to 31.8.3 inclusive	D	D	D	D	D

31.9 Standards for Signs in Residential Areas

Table 31.9 – Standards for Signs in Residential Areas		Non-compliance status
31.9.1	Other than as provided for in Rule 31.10.2 or Rule 31.10.3, one sign per site with a maximum area of 0.5m ² with no internal or external illumination of the sign.	D
31.9.2	Signs for recreation grounds, nursing homes, education activities and community activities Maximum area of 2m ² per site and can be attached to a building or free standing.	D
31.9.3	Signs for Visitor Accommodation Within a Visitor Accommodation Sub-Zone Must be limited to no more than two signs as listed: 31.9.3.1 A sign identifying the visitor accommodation establishment measuring no more than 2m ² in area; 31.9.3.2 A sign containing only the words “No” and “Vacancy” measuring no more than 0.15m ² in area.	D

31.10 Rules – Activities in Rural Areas

The rules relating to signs in this table are additional to those in Table 31.4 and are subject to the standards in Table 31.11. If there is a conflict between the rules in Table 31.4 and the rules in this table, the rules in this table apply.

Table 31.10 – Activities in Rural Areas		Rural Zone, Gibbston Character Zone & Wakatipu Basin Rural Amenity Zone and Precinct	Rural Lifestyle and Rural Residential Zones	Ski Area Sub-Zone
31.10.1	Signage complying with the standards in Table 31.11.	P	P	P
31.10.2	Any operational, directional and safety signage relating to the movement of vehicles and people around the zone	D	D	P
31.10.3	Any sign activity which is not listed in Table 31.4 or Rules 31.10.1 or 31.10.2.	D	D	D

31.11 Standards for Signs in Rural Areas

	Table 31.11 – Standards for Signs in Rural Areas	Non-compliance status
31.11.1	Signage within the Rural Zone (excluding Ski Area Sub Zones), Gibbston Character Zone, Wakatipu Basin Amenity Zone, Rural Lifestyle Zone and Rural Residential Zone Up to 2m ² of signage per site with no internal or external illumination of the sign.	D
31.11.2	Signs within Ski Area Sub-Zones 31.11.2.1 Operational, directional and safety signage related to the movement of vehicles and people around the Sub-Zone – no limit	D

	Table 31.11 – Standards for Signs in Rural Areas	Non-compliance status
	31.11.2.2 All signs other than those provided for in a above, up to 4m ² of signage per site with no internal or external illumination of the sign.	

31.12 Rules – Activity Status of Signs in Open Space and Recreation Zones

The rules relating to signs in this table are additional to those in Table 31.4 and are subject to the standards in Table 31.13. If there is a conflict between the rules in Table 31.4 and the rules in this table, the rules in this table apply.

Table 31.12 – Activity Status of signs in Open Space and Recreation Zones		Nature Conservation Zone, Informal Recreation Zone and Active Sports and Recreation Zone	Civic Spaces Zone and Community Purposes Zone
31.12.1	Identification of a static signage platform. Control is reserved to the matters set out in Rule 31.17.	C	D
31.12.2	Signs only for the purposes of 31.12.2.1 park information; and 31.12.2.2 park way-finding.	P	D
31.12.3	Signs directly associated with a temporary event occurring on the same site. Note: Rule 31.5.2 also applies to temporary event signs and must also be complied with.	P	P
31.12.4	Signs for commercial activities and community activities.	D	P

Table 31.12 – Activity Status of signs in Open Space and Recreation Zones		Nature Conservation Zone, Informal Recreation Zone and Active Sports and Recreation Zone	Civic Spaces Zone and Community Purposes Zone
31.12.5	Any sign activity which is not listed in Table 31.4 or Rules 31.12.1 to 31.12.4 inclusive.	D	D

31.13 Standards for Signs in Open Space and Recreation Zones

	Table 31.13 – Standards for Signs in Open Space and Recreation Zones	Non-compliance status
31.13.1	<p>Static signage platforms in the Nature Conservation Zone, Informal Recreation Zone and the Active Sports and Recreation Zone</p> <p>Static signage platforms that individually are no more than 2.5m² in area.</p>	D
31.13.2	<p>Signs for commercial activities and community activities within the Civic Spaces Zone and the Community Purposes Zone</p> <p>31.13.2.1 maximum of 2 signs per building or activity;</p> <p>31.13.2.2 the maximum area of each sign shall not exceed 1m²; and</p> <p>31.13.2.3 any sign shall be located in the same location and on the same site as the business or activity the sign relates to.</p>	D

31.14 Rules – Activity Status of Signs in Special Zones

The rules relating to signs in this table are additional to those in Table 31.4 and are subject to the standards in Table 31.15. If there is a conflict between the rules in Table 31.4 and the rules in this table, the rules in this table apply.

Table 31.14 – Activity Status of signs in Special Zones		Jacks Point Zone outside of Village Activity Areas and residential Activity Areas	Waterfall Park Zone	Millbrook Resort Zone
31.14.1	Signs for commercial activities and community activities Control is reserved to the matters set out in Rule 31.17.	C	C	C
31.14.2	Identification of a signage platform for a commercial activity or community activity Control is reserved to the matters set out in Rule 31.17.	C	C	C
31.14.3	Signs for visitor accommodation Control is reserved to the matters set out in Rule 31.17.	D	D	C
31.14.4	Signs not associated with commercial activities, community activities or visitor accommodation	P	P	P
31.14.5	Any sign activity which is not listed in Table 31.4 or Rules 31.14.1 to 31.14.4 inclusive	D	D	D

31.15 Standards for Signs in Special Zones

Table 31.15– Standards for Signs in Special Zones		Non-compliance status
31.15.1	Signs for commercial activities, community activities or visitor accommodation 31.15.1.1 maximum of 2 signs per building or activity; 31.15.1.2 the maximum area of each sign shall not exceed 1m ² ; and 31.15.1.3 any sign shall be located in the same location and on the same site as the business or activity the sign relates to.	D

	Table 31.15– Standards for Signs in Special Zones	Non-compliance status
31.15.2	<p>Signs for activities other than for commercial activities, community activities and visitor accommodation</p> <p>One sign per site with a maximum area of 0.5m² with no internal or external illumination of the sign.</p>	D

31.16 Non-Notification of Applications

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

31.17 Matters of Control

31.17.1 The exercise of Council’s control shall be limited to:

- a. colour and materials;
- b. design and content;
- c. location;
- d. access and safety; and
- e. compliance with any relevant Council design guideline, being either the Queenstown Town Centre Special Character Area Design Guidelines 2015, Wanaka Town Centre Character Guideline 2011, or the Arrowtown Design Guidelines 2016.

31.18 Matters of Discretion

31.18.1 Council’s discretion shall be restricted to:

- a. colour and materials;
- b. design and content;
- c. location;
- d. access and safety; ~~and~~
- e. landscape and visual amenity values, and
- f. dominance effects.

31.19 Assessment Matters

31.19.1 In considering whether or not to grant consent or impose conditions on a resource consent for a sign (including a signage platform), the Council shall have regard to, but not be limited by, the following assessment matters.

31.19.2 All Activities – General

31.19.2.1 The extent to which the proposed sign is compatible with the character of the site, buildings and surrounding environment.

31.19.2.2 Whether the sign is located on the site of the activity it relates to and the extent to which there is a functional or locational constraint for locating the sign outside of the site of the activity.

31.19.2.3 Whether the sign will affect public safety, including the safety of pedestrians and users of the transport network.

31.19.2.4 In respect of temporary event signs: whether the period the sign is to be erected is necessary for the event being advertised and whether the adverse effects on traffic, pedestrian, public safety and visual amenity are appropriately managed.

31.19.2.5 In respect of signs located on wharves and jetties (including on buildings on wharves and jetties) whether the signs convey necessary information while preserving a high standard of amenity and public views and ensuring pedestrian access is not impeded.

31.19.2.6 Whether the sign will adversely affect heritage values.

31.19.3 Controlled Activities

Colour and materials

31.19.3.1 Whether the proposed sign:

- a. Incorporates colours and materials that complement the external appearance of the building, including surrounding buildings.
- b. Incorporates colours and materials that are sympathetic to the surrounding landscape.

Design and content

31.19.3.2 Design, including lighting, is consistent with and sympathetic to the surrounding environment

31.19.3.3 Whether there are any effects on heritage buildings, or on buildings and structures in heritage precincts, and whether any conservation advice has been obtained.

31.19.3.4 When considering signage platforms, the extent that the signage platforms have been considered within the overall design of the building and specifically the architectural features of the building.

Location

31.19.3.5 Whether the requirements of multiple tenants within a building have been provided for.

Access and safety

31.19.3.6 Whether the sign adversely affects public pedestrian access through inappropriate location, design or type of sign.

Compliance with any relevant Council design guidelines

31.19.3.7 Where relevant, the extent to which a proposal accords with the Queenstown Town Centre Special Character Area Design Guidelines 2015 or the Wanaka Town Centre Character Guideline 2011.

31.19.3.8 For an application for a sign in the Arrowtown Town Centre Zone, the extent to which the proposal accords with the following guidelines (from section 3.14.1 of the Arrowtown Design Guideline 2016) to ensure that the design and placement respects historic buildings and the character of the Town Centre:

- a. Signs must not obscure historic building details or important vistas.
- b. Reduce the number of signs used in a single location by the use of directory or finger signs.
- c. Signs handwritten on the building in the traditional way are best, provided they do not alter or obscure parts of the building.
- d. Small scale signs, either mounted on to buildings or free standing, are appropriate.
- e. Sign materials shall be similar to those used traditionally. Painted wood and metal are appropriate. Plastic and highly reflective materials are inappropriate.
- f. Illuminated, neon or flashing signs are not appropriate and must not be used if heritage character is to be protected.

31.19.3.9 In respect of signs in any area where the Arrowtown Design Guidelines 2016 applies: whether the application is accompanied by a report from the Arrowtown Planning Advisory Group; and whether that report approves the nature, form, size, content and positioning of the sign.

31.19.4 Discretionary Activities – Signs within Commercial Areas

31.19.4.1 The extent to which:

- a. The size of the signage is visually compatible with the scale and character of the building to which it relates and the surrounding environment.
- b. The design, location and size of the proposed signage complements the surrounding built environment and does not dominate built form;
- c. The design is consistent with other signs in the vicinity.
- d. The size, colour and location do not adversely affect traffic and/or pedestrian safety.
- e. The placement, size and choice of materials has considered the architectural features of the building on which the sign is to be erected.
- f. Any signage on windows will retain the function of the window to provide interest, activity and passive surveillance on the street.

31.19.4.2 Whether the cumulative effects of the proposed signage (and signage anticipated to be established on the same building) will adversely affect the streetscape and visual amenity of the surrounding environment.

31.19.4.3 For any sign within the Arrowtown Town Centre Zone apply the assessment matters in 31.19.3.8.

31.19.5 Discretionary Activities – Signs within Residential Areas

31.19.5.1 Compatibility with the amenity values of the surrounding environment considering the visual amenity of the street and neighbouring properties including:

- a. Whether the design, location and size of the proposed signage will detract from the residential character of the site and/or building on which it is situated.
- b. Whether the proposed signage dominates the streetscape and wider residential character of the area in which it is located.
- c. The size, colour and location of the signage do not adversely affect traffic and/or pedestrian safety.

31.19.5.2 For any sign within a residential zone where the Arrowtown Design Guideline 2016 applies (namely the Arrowtown Residential Historic Management Zone and part of the Lower Density Suburban Residential Zone and Medium Density Residential Zone) apply

the guideline (from section 4.23.1) to ensure that the design and placement respects historic buildings and the character of the area. In addition, locate and design signs to complement the context and site.

31.19.6 Discretionary Activities – Signs within Other Areas

31.19.6.1 The extent to which:

- a. The design, colours and materials of the proposed sign is compatible with the character and amenity values of the site (including the amenity values anticipated for the District Plan zone that applies to the site), street scene and surrounding environment.

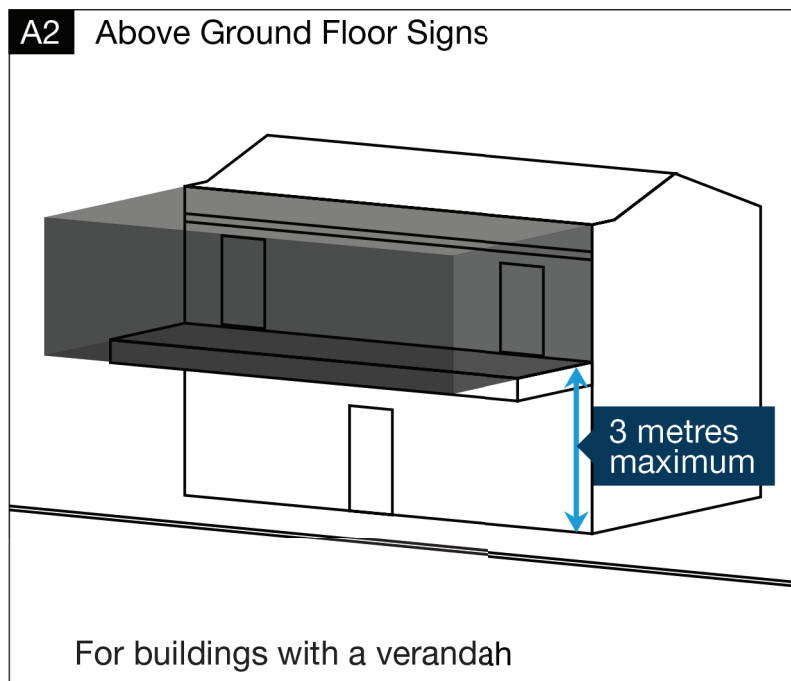
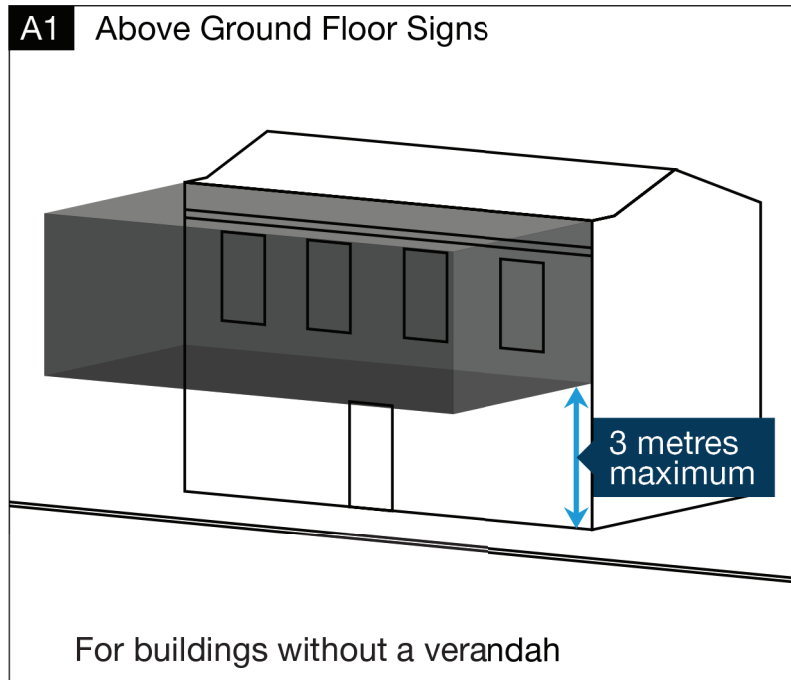
31.19.6.2 Any adverse effects of the proposed signage in terms of:

- a. Lighting.
- b. The extent to which the proposed signage may cause a visual distraction to drivers.
- c. Location with special regard to skylines, ridges, hills and prominent slopes.

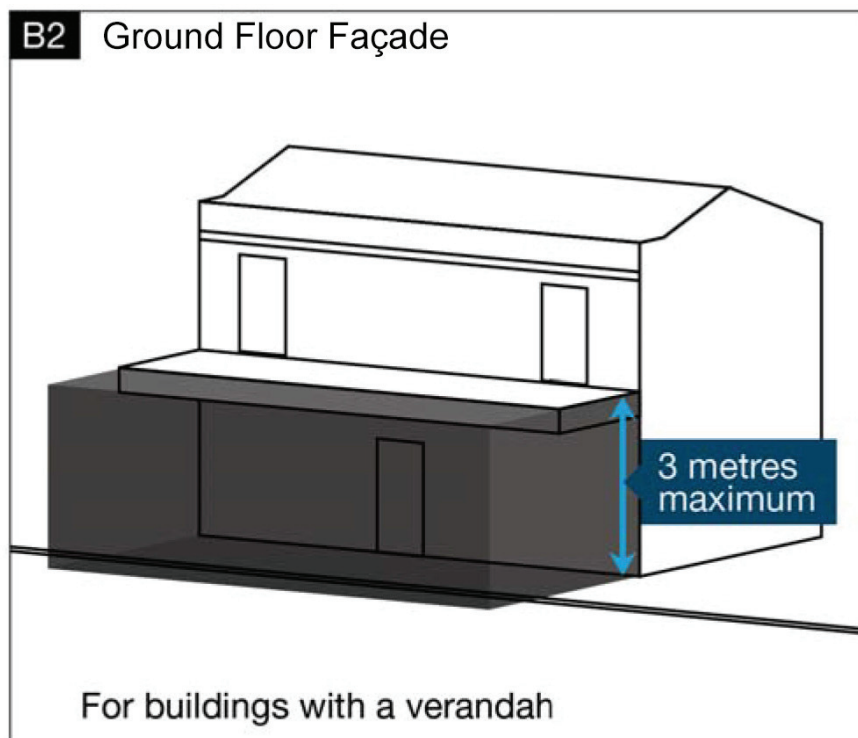
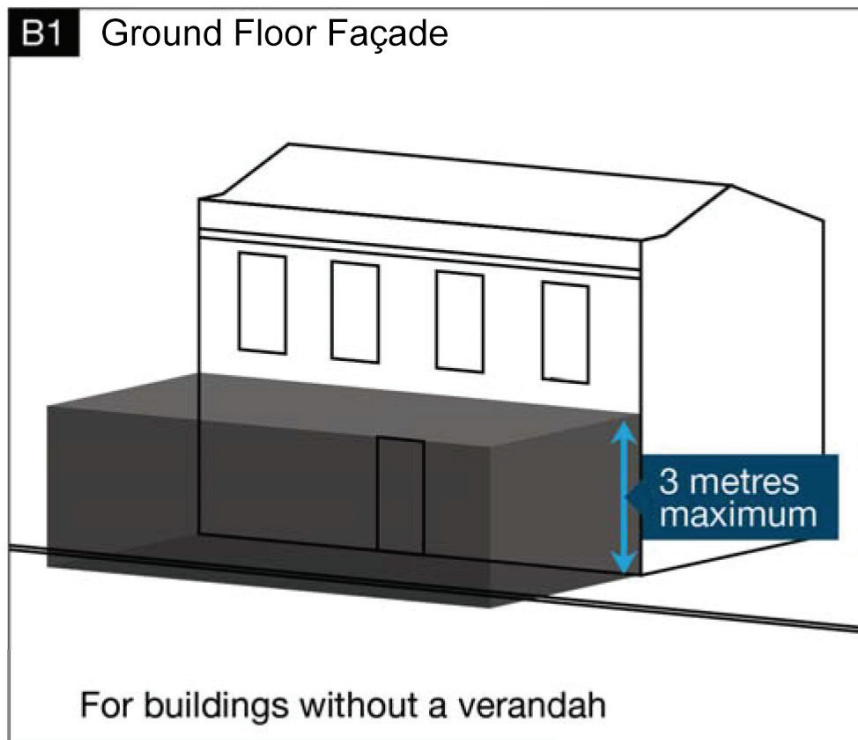
31.19.6.3 When considering the effects of signs located on an Outstanding Natural Feature (ONF) or within an Outstanding Natural Landscape (ONL) identified on the Planning Maps, apply any relevant assessment matters in part 21.21 Rural Zone of the District Plan.

31.20 Interpretive Diagrams

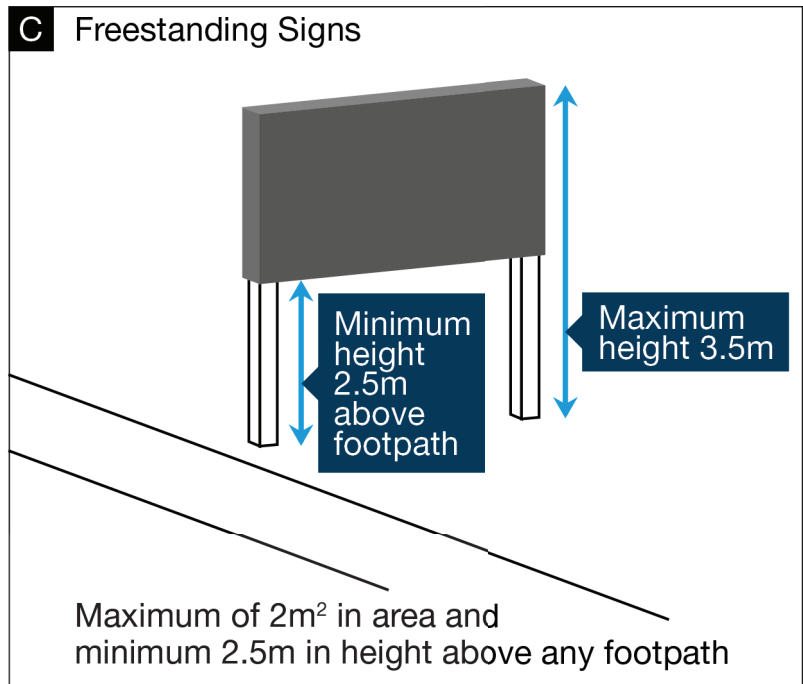
31.20.1 Above Ground Floor Signs



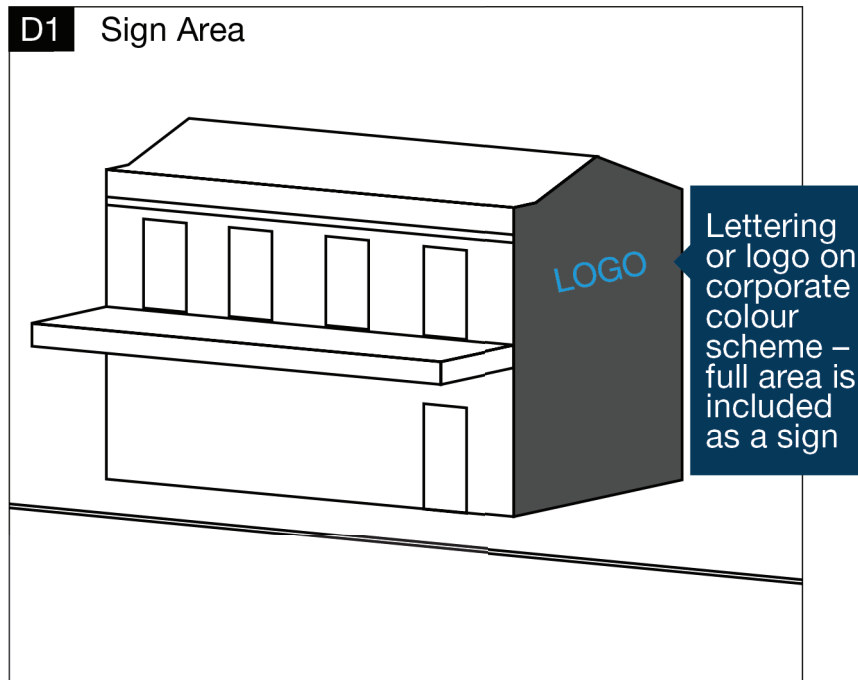
31.20.2 Ground Floor Façade for signs



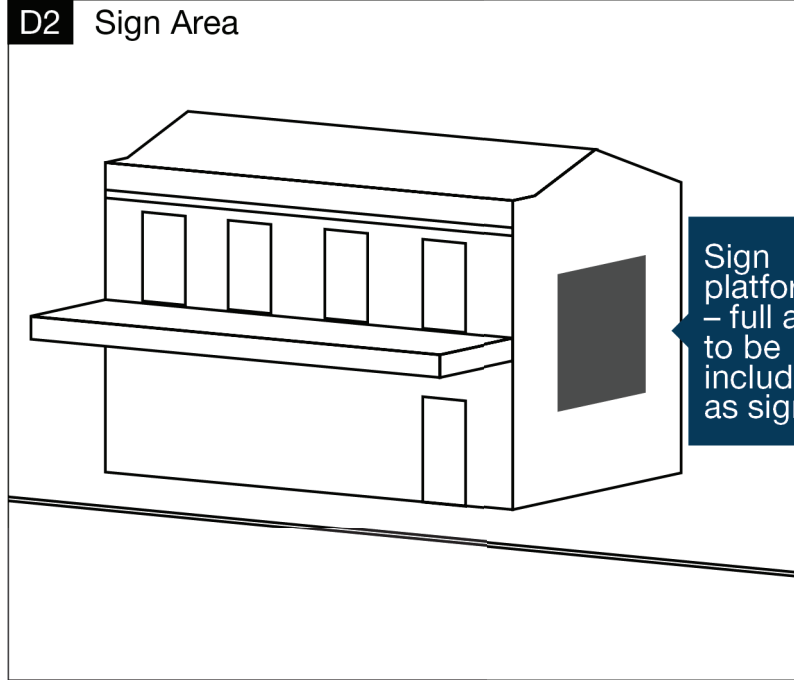
31.20.3 Freestanding Signs



31.20.4 Sign Area

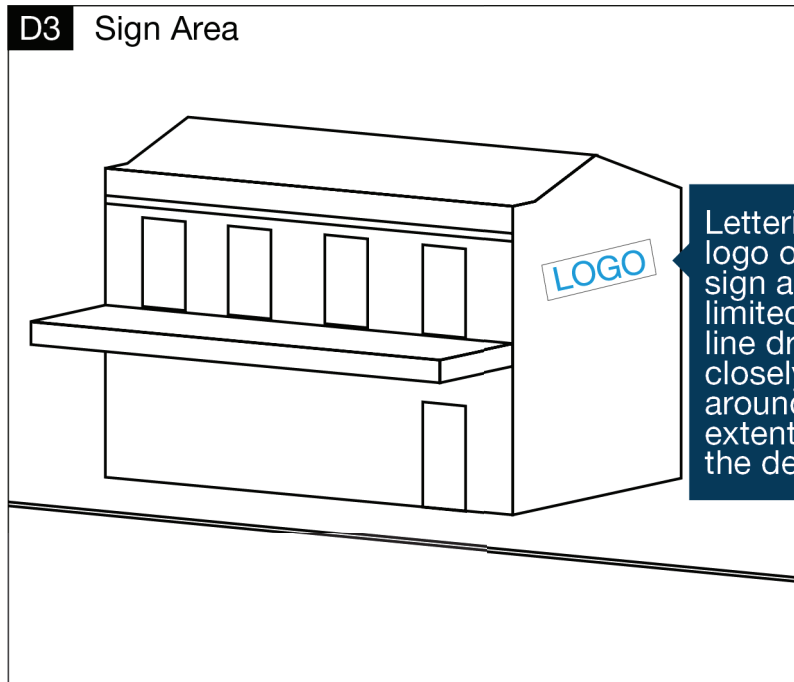


D2 Sign Area



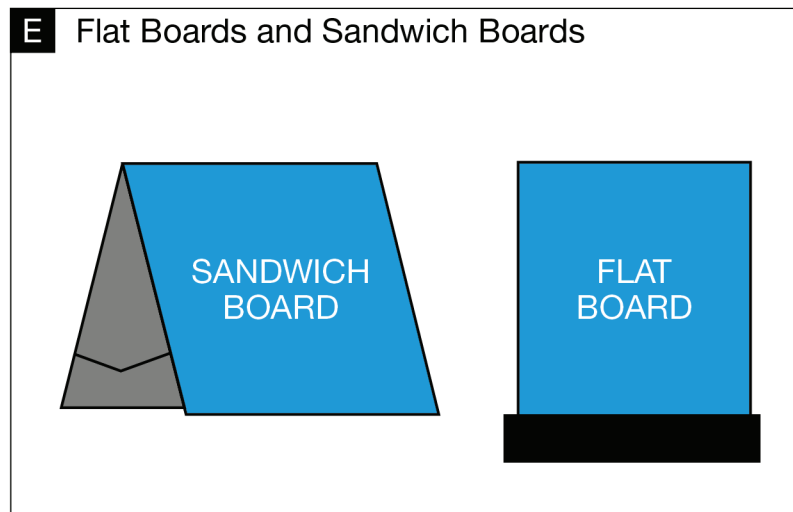
Sign platform – full area to be included as sign

D3 Sign Area

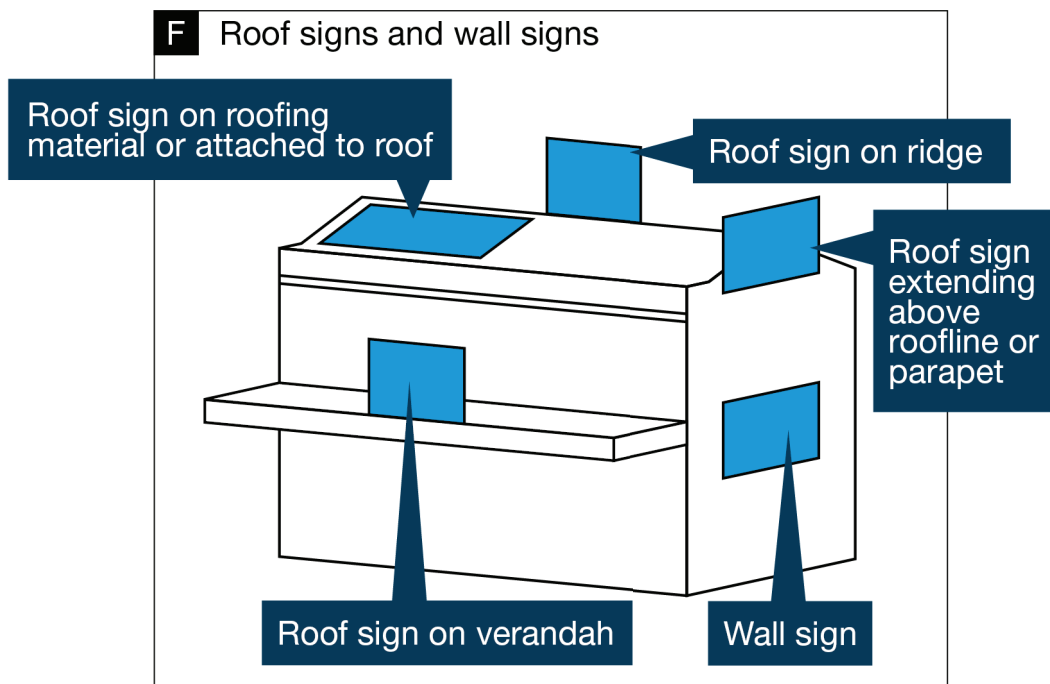


Lettering or logo only – sign area is limited to a line drawn closely around the extent of the detail

31.20.5 Flat Boards and Sandwich Boards

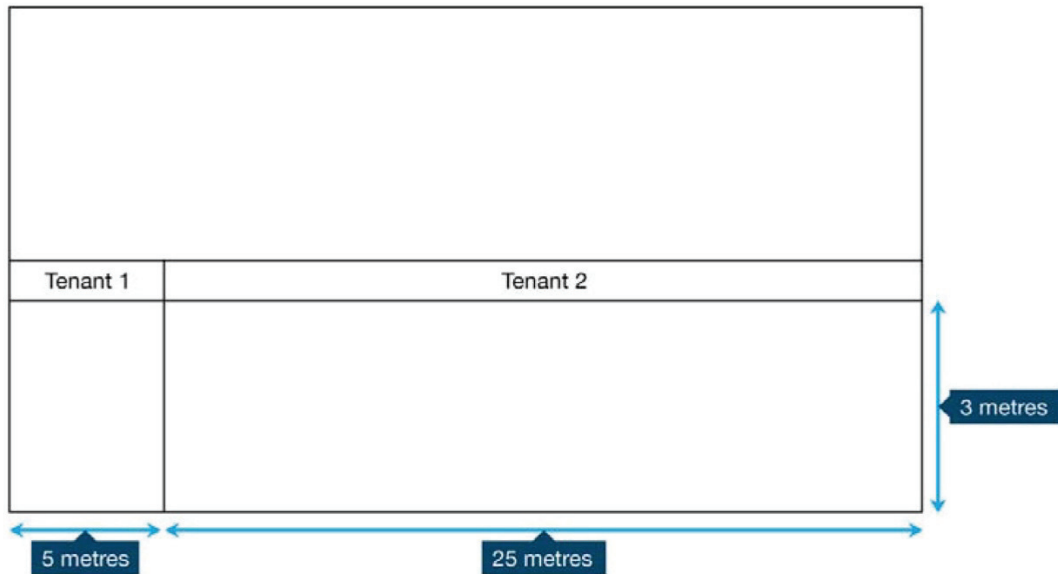


31.20.6 Roof Signs and Wall Signs



31.20.7 How to apply Rule 31.6.4: Maximum Area of Ground Floor Signs in commercial areas

G1 EXAMPLE: How to Apply the Ground Floor Signs Rule



Total Area of
Ground Floor Façade = 90m²
15% of Area of
Ground Floor Façade = 13.5m²
Tenancy 1 = 2.25m²
Tenancy 2 = 5m²

Variation to Stage 1 PDP Chapter 2 Definitions:

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

Flatboard	Means a portable sign that is not self-supporting.
Free Standing Sign	Means a self-supporting sign not attached to a building and includes a sign on a fence and a sandwich board.
Under Verandah Sign	Means a sign attached to the under side of a verandah.
Wall Sign	Means a sign attached to a wall within the ground floor area.
Ground Floor Area (For Signs)	Shall be measured:— a. horizontally by the length of the building along the road, footpath, access way or service lane to which it has frontage. b. vertically by the height from the surface of the road, footpath, access way or service land or as the case may be to the point at which the verandah, if any, meets the wall of the building or to a height of 3m above the surface of the road, footpath, access way or service lane, whichever is less.
Corporate Colour Scheme	Means the colour or colours which a business or organisation adopts as a key visual element of its corporate identity.
Sign and Signage	Means: a. any external name, figure, character, outline, display (<u>excluding a display of physical goods or products available for sale on the premises</u>), delineation, announcement, design, logo, mural or other artwork, poster, handbill, banner, captive balloon, flag, flashing sign, flatboard, free-standing sign, illuminated sign, moving signs, roof sign, sandwich board, streamer, hoarding <u>billboard sign</u> or any other thing of a similar nature which is: (i) intended to attract attention; and (ii) visible from a road or any public place; b. all material and components comprising the sign, its frame, background, structure, any support and any means by which the sign is attached to any other thing; c. <u>corporate colour schemes</u> ;

	<p>d. any sign written vehicle/trailer or any advertising media attached to a vehicle/trailer.</p> <p>Notes: (i) This does include corporate colour schemes. (ii) See definitions of SIGN AREA and SIGN TYPES.</p>
<p>Sign Area</p>	<p>The area of a sign means <u>Means</u> the surface area of a sign, and the area of a sign includes:</p> <p>a. all the area actually or normally enclosed, as the case may be, by the outside of a line drawn around the sign and enclosing the sign; <u>and</u></p> <p>b. <u>the entire area coloured with a corporate colour scheme.</u></p>
<p>Sign Types</p>	<p>Above Ground Floor Sign: means a sign attached to a building above the verandah or above 3 metres in height from the ground.</p> <p>Arcade Directory Sign: means an externally located sign which identifies commercial activities that are accessed internally within a building or arcade.</p> <p>Banner: means any sign made of flexible material, suspended in the air and supported on more than one side by poles or cables.</p> <p>HoardingBillboard Sign: means any sign, <u>including located in a digital signage platform,</u> that is for purely commercial brand awareness purposes and which does not relate to land use activity conducted on the site.</p> <p>Digital Sign: <u>means an internally lit sign that displays electronic messages (text) and/or images.</u></p> <p>Digital Signage Platform: <u>means a physical structure and area specifically for the purpose of displaying digital signage.</u></p> <p>Flag: means any sign made of flexible material attached by one edge to a staff or halyard and includes a flagpole.</p> <p>Flashing Sign: means an intermittently illuminated sign.</p> <p>Flat Board Sign: means a portable flat board sign which is not self-supporting.</p>

	<p>Free Standing Sign: means any sign which has a structural support or frame that is directly connected to the ground and which is independent of any other building or structure for its support; and includes a sign on a fence (<u>excludes temporary construction signs</u>).</p> <p>Moving Sign: means a sign other than a flag or a banner that is intended to move or change whether by reflection or otherwise.</p> <p>Off-Site Sign: means a sign which:</p> <ol style="list-style-type: none"> a. does not relate to goods or services available at the site where the sign is located; b. is not a Billboard Sign; and c. is not a <u>Temporary Event Sign</u>. <p>Roof Sign: means any sign painted on or attached to a roof and any sign projecting above the roof line <u>or parapet</u> of the building to which it is attached.</p> <p>Sandwich Board: means a self-supporting and portable sign.</p> <p>Signage Platform: means a physical area identified for the purpose of signage.</p> <p><u>Static Signage Platform:</u> <u>means a signage platform for the purpose of displaying any sign type other than a digital sign.</u></p> <p><u>Temporary Construction Sign:</u> <u>Means a sign within a construction site for the purpose of site management, including for directing vehicle movements and site safety, and also includes sign-written fabric or wind-break material attached to a fence within a construction site.</u></p> <p>Temporary Event Sign: means any sign established for the purpose of advertising or announcing a single forthcoming temporary event, function or occurrence including carnivals, fairs, galas, market days, meetings exhibitions, parades, rallies, filming, sporting and cultural events, concerts, shows, musical and theatrical festivals and entertainment; but does not include Electioneering Signs, Real Estate Signs, <u>Temporary Construction Signs</u>, a <u>Temporary Land Development Signs</u>, <u>Off-Site Signs</u> or <u>Temporary Sale Signs</u>.</p> <p><u>Temporary Land Development Sign:</u> <u>means a sign advertising or announcing a new or proposed development or subdivision.</u></p>
--	--

	<p>Temporary Sale Sign: means any sign established for the purpose of advertising or announcing the sale of products at special prices.</p> <p>Under Verandah Sign: means a sign attached to the underside of a verandah.</p> <p>Upstairs Entrance Sign: means a sign which identifies commercial activities that are located upstairs within a building.</p> <p>Wall Sign: means a sign attached to the wall of a building.</p>
--	--

Variation to Stage 1 PDP Chapter 17: Airport Zone:

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

Insert in Rule 17.4.2 after Rule 17.4.2.3:

Note: For advertising or promotional signage located within 20m of the zone boundary Chapter 31 applies.

QUEENSTOWN LAKES DISTRICT COUNCIL

Hearing of Submissions on Proposed District Plan

Stream 15 Report

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

**Report 19.6 – Chapter 38
Open Space and Recreation Zones**

**Commissioners
Denis Nugent (Chair)
Calum MacLeod
Sarah Dawson
Robert Nixon**

Table of Contents

PART A – CHAPTER 38 AND VARIATIONS – TEXT	1
1. PRELIMINARY	1
1.1 Introduction.....	1
1.2 Background.....	1
2. GENERAL SUBMISSIONS	2
3. SECTIONS 38.1 & 38.2 – DISTRICT WIDE PURPOSE, OBJECTIVES AND POLICIES	6
3.1 Chapter 38 Purpose	6
3.2 Objective 38.2.1 and Policies.....	7
3.3 Objective 38.2.2 and Policies.....	12
3.4 Objective 38.2.3 and Policies.....	14
3.5 Objective 38.2.4 and Policies.....	15
4. SECTION 38.3 – NATURE CONSERVATION ZONE.....	16
4.1 Purpose.....	16
4.2 Objective 38.3.1 and Policies.....	16
5. SECTION 38.4 – INFORMAL RECREATION ZONE.....	16
5.1 38.4. Purpose.....	16
5.2 Objective 38.4.1 and Policies.....	17
6. SECTION 38.5 – ACTIVE SPORT AND RECREATION ZONE	21
6.1 Purpose.....	21
6.2 Objective 38.5.1 and Policies.....	21
7. SECTION 38.6 – CIVIC SPACES ZONE	21
8. SECTION 38.7 – COMMUNITY PURPOSES ZONE.....	21
8.1 Purpose.....	21
8.2 Objective 38.7 and Policies.....	22
9. ADDITIONAL OBJECTIVES AND POLICIES SOUGHT	22
9.1 Queenstown Airport Corporation Submission	22
9.2 Fire and Emergency New Zealand Submission	23
10. SECTION 38.8 - OTHER PROVISIONS AND RULES.....	24
10.1 General Amendments	24
10.2 Advice Notes	24
11. RULE 38.9 – ACTIVITIES	25
11.1 Table 38.1 – Activities Open Space and Recreation Zones.....	25
12. RULE 38.10 – STANDARDS.....	29
12.1 General Issues Raised	29
12.2 Rule 38.10.1 – Building Height.....	30
12.3 Rule 38.10.2 – Ground Floor Area of Buildings	31
12.4 Rule 38.10.4 – Setback from Internal and Road Boundary	32
12.5 Rule 38.10.5 – Setback of Buildings from Water Bodies	32
12.6 Rule 38.10.6 – Outdoor Storage	32
12.7 Rule 38.10.7 – Fencing.....	33
12.8 Rule 38.10.8 – Lighting and Glae.....	33
12.9 Rule 38.10.9 – Maximum Gross Retail Floorspace.....	33
13. RULE 38.11 - INFORMAL RECREATION ZONE: BEN LOMOND SUB-ZONE.....	34
13.1 Overview of Table 38.3	34
13.2 Rule 38.11.1 – Buildings.....	34
13.3 Rule 38.11.3 – Commercial Recreation Activity.....	35
13.4 Rule 38.11.4 – Harvesting and Management of Existing Forestry.....	36
13.5 Rule 38.11.5 – Parking: Lower Terminal Area.....	37

13.6	<i>Rule 38.11.7 – Building Height</i>	37
13.7	<i>Additional Rules Sought</i>	38
14.	RULE 38.12 - NON—NOTIFICATION OF APPLICATIONS	39
15.	RULE 38.13 - MATTERS OF CONTROL FOR CONTROLLED ACTIVITIES	40
16.	RULE 38.14 - MATTERS OF DISCRETION FOR RESTRICTED DISCRETIONARY ACTIVITIES	40
17.	SECTION 38.15 - LANDSCAPE ASSESSMENT MATTERS FOR DISCRETIONARY AND NON-COMPLYING ACTIVITIES	40
18.	RECOMMENDED AMENDMENTS UNDER CLAUSE 16(2)	41
PART B – AMENDMENTS TO STAGE 1 CHAPTERS		43
19.	VARIATION TO STAGE 1 CHAPTER 6 LANDSCAPES	43
20.	VARIATIONS TO CHAPTERS 35 AND 36.....	44
21.	AMENDMENTS TO CHAPTER 2	44
PART C - REZONING REQUESTS.....		46
22.	BASIS FOR ASSESSMENT	46
23.	CENTRAL QUEENSTOWN	47
23.1	<i>ZJV (NZ) Limited – Submission 2485; Skyline Enterprises Limited – Submissions 574 & 2493</i>	47
23.2	<i>Queenstown Lakes District Council – Submission 790</i>	54
23.3	<i>Ngai Tahu Property Limited – Submission 2336</i>	57
23.4	<i>Ngai Tahu Property Limited and Ngai Tahu Justice Holdings Limited – Submission 2335</i>	59
24.	MILLBROOK AREA	61
24.1	<i>Millbrook Park – Submission 2295</i>	61
24.2	<i>Coronet Forest</i>	64
25.	JACK’S POINT	66
25.1	<i>Jacks Point Reserve</i>	66
26.	BRIDESDALE RIVER FLATS	68
26.1	<i>Bridesdale Farm Developments Ltd – Submissions 655 & 2391</i>	68
27.	SHOTOVER RIVER DELTA.....	74
27.1	<i>Queenstown Airport Corporation – Submission 2618; Queenstown Park Limited – Submission 2462; Remarkables Park Limited – Submission 2466</i>	74
28.	FRANKTON.....	78
28.1	<i>Frankton Community Association – Submission 2369</i>	78
29.	WANAKA.....	81
29.1	<i>Wanaka Yacht Club – Submission 2232</i>	81
29.2	<i>Pembroke Park – David Gray Submission 2155</i>	83
30.	MISCELLANEOUS REZONING SUBMISSIONS	85
30.1	<i>Remarkables Park Limited</i>	85
30.2	<i>Felzar Properties Limited</i>	85
30.3	<i>David Crawford</i>	85
31.	OVERALL RECOMMENDATIONS.....	86

**Appendix 1: Recommended Revised Chapter 38 Open Space and Recreation and
Associated Variations**

Appendix 2: Recommendations on Submissions and Further Submissions

PART A – CHAPTER 38 AND VARIATIONS – TEXT

1. PRELIMINARY

1.1 Introduction

1. This report needs to be read in conjunction with Report 19.1. That report sets out the appearances and procedural matters for Stream 15. It also contains our recommendations on matters applicable generally to all the provisions covered by Stream 15.
2. Throughout this report, we use the abbreviations set out in Section 1.1 of Report 19.1 plus following abbreviation which is specific to submissions dealing with Chapter 38:

IRZ Informal Recreation Zone

1.2 Background

3. Chapter 38 has introduced an entirely new method of managing over 200¹ reserves within the District. Currently under the ODP, reserves are subject to bespoke designations for each reserve, which are in turn placed over the underlying zoning – for example, a reserve within the Rural Zone will have an underlying Rural Zoning.
4. The Council proposes to replace the current approach in the ODP, with the following categories of reserve ‘zonings’ under the PDP:
 - Nature Conservation Zone
 - Informal Recreation Zone (including a Ben Lomond Sub-Zone)
 - Active Sport and Recreation Zone
 - Civic Spaces Zone
 - Commercial Purposes Zone (includes Cemetery, Golf, and Camping Ground Sub-Zones)
5. It was explained to the Hearings Panel that the Council had decided to adopt this approach as part of the Parks and Open Space Strategy adopted by the Council in May 2017², also noting that it was an approach previously adopted in other district plans, including the Auckland Unitary Plan, and the Christchurch City District Plan.
6. It is the Council’s intention that the current reserve designations be subject to a staged withdrawal process³.
7. This new approach to managing Council Reserves had a significant influence on the 575 submission points that had been received (301 original and 274 further submission points)⁴, particularly those related to requests for changes to and between the particular zonings.

¹ C. Edgley, Section 42A Report, paragraph 4.3

² Ibid, paragraph 5.19

³ J. Galavazi, EiC, paragraph 3.4

⁴ C. Edgley, Section 42A Report, paragraph 6.1

8. Zonings imposed on Council reserves under Chapter 38 as notified have been applied exclusively to land held by the Council for reserve purposes, and not to any private land. This was a significant issue in a small number of submissions, as discussed later in this report.
9. Evidence was presented for the Council by Ms Galavazi who explained the philosophy behind the adoption of the specific zoning of Council reserves and its application to a number of rezonings sought by submitters; the evidence of Ms Edgley dealt with the detailed matters within submissions including those on objectives, policies, rules and the various rezonings sought.
10. Some submissions have been lodged as a group or seek similar relief. These include submissions from Real Journeys Limited, Go Orange Limited, Cardrona Alpine Resort Limited and Te Anau Developments Limited⁵ which will be summarised as 'Real Journeys Group', including in circumstances where the submission is in the name of only one of these parties. We note that submissions for this group of submitters were prepared and presented by Mr Farrell, a planning consultant.

2. GENERAL SUBMISSIONS

11. A number of submissions offered full or partial support to the provisions contained within Chapter 38.
12. Kawarau Jet Services Holdings Ltd⁶ supported the zoning shown on Council foreshore reserves on planning maps 35, 37 and 31A, and Heritage New Zealand⁷ supported the historic heritage related provisions in Chapter 38. We recommend that these submissions be accepted.
13. Ngai Tahu Property Ltd and Ngai Tahu Justice Holdings Ltd⁸ supported the content of Chapter 38 with the exception of the zoning of a small parcel of land in Stanley Street which is addressed later in this report with respect to rezoning matters. We recommend that this submission be accepted.
14. Te Runanga o Moeraki, Kati Huirapa Runaka ki Puketeraki, Te Runanga o Otakou, Hokonui Runanga, Te Runanga o Waihopai, Te Runanga o Awarua and Te Runanga o Oraka- Aparima (Kai Tahu)⁹ generally supported Chapter 38 to the extent that it recognised and protected the ancestral relationship of Kai Tahu and their culture and traditions with their lands, water, culturally significant sites, wahi tapu and other taonga, but sought a range of amendments. The following amendments were sought:
 - a) That the provisions recognise and address the effects of landfills, cemeteries and crematoriums on tangata whenua values;
 - b) That areas of wāhi tūpuna are mapped;

⁵ Submissions 2466, 2581, 2492 and 2494 respectively

⁶ Submission 2290

⁷ Submission 2446

⁸ Submission 2335

⁹ Submission 2329

- c) Kāi Tahu values need to be visible throughout the document including cross referencing with the Tangata Whenua Chapter; and
 - d) Tangata Whenua values should be recognised throughout the PDP, similar to references to landscape and ecological values.
15. Ms Edgley’s response to the submission was that the adverse effects of concern were in large part already addressed under various policies and rules in the PDP, citing for example that a cemetery would require a resource consent in all zones except for the Cemetery Sub-Zone, and that no new areas were identified for this purpose. She noted that mapping of wahi tupuna had been considered and the decisions on Stage 1 and that the Council were undertaking a further review to address this through a later stage of the review of the PDP. We concur with Ms Edgley’s conclusion that the submission be accepted in part.
16. Young Changemakers - Wakatipu Youth Trust Advisory Group¹⁰ supported the chapter and requested that different uses of parks, reserves and open spaces should be undertaken, which would benefit locals and create community, including the planting of fruit trees and natives, installation of sunscreen dispensers and water fountains, and increased recreational activities. This support of the contents of the chapter are acknowledged, although the specific matters raised would best be addressed through a Reserves Management Plan rather than through the provisions of the PDP, and on this basis we recommended that the submission be accepted in part.
17. Active Transport Wanaka¹¹ supported the PDP in general (and particularly Policy 38.2.1.1 (c) with respect to walking and cycling networks) but also sought to work with the Council to plan and implement an Active Transport Wanaka Masterplan with the aim of ensuring the PDP provisions accord with the Masterplan and other objectives, policies, and rules relevant to cycling or walking access.
18. Ms Edgley advised that the provision of cycle ways and walkways has been recognised in Policy 38.2.1.1 (c) as well as Policies 38.4.1.6, 38.9.27 and associated rules. It is also supported through subdivision policies 27.2.2.3, 27.2.2.4, 27.2.5.5 and 27.2.5.3. She added that the Open Spaces Strategy provides additional guidance on the matters covered by Policy 38.2.1.1 (c). We concur with Ms Edgley’s conclusions that while support for the plan provisions is acknowledged, a number of the specific matters raised in the submission would not be addressed through the PDP and its consent processes, but rather other through Council functions outside the regulatory framework of the District Plan. For these reasons, this part of the Active Transport Wanaka submission is recommended to be rejected.
19. There were a number of submissions generally in opposition to all or parts of Chapter 38.
20. Real Journeys Group, sought similar or identical changes to Chapter 38 submitting that the chapter should be deleted or significantly amended, including the deletion of objectives and policies other than those having district wide application. The submissions sought a simplified framework which would provide for the benefits of commercial recreation and transport activities and for the maintenance of upgrading of infrastructure within open space zones. We

¹⁰ Submission 2495

¹¹ Submission 2078

did not hear any evidence justifying the entire removal of these provisions, or any alternative provisions to take their place. Our understanding from the submissions presented by Real Journeys Group was that the primary focus was on the specific content of provisions within Chapter 38 and how these could be amended. This part of their submissions are recommended to be rejected.

21. During the course of the hearing, witnesses for these parties primarily focused their attention on their more detailed submissions on aspects of Chapter 38, rather than its wholesale deletion or redrafting. In general, we agree with Ms Edgley that the proposed zoning framework provides greater certainty and overall consistency than the current designation and underlying zone framework for reserves under the ODP. With respect to assertions that the policy and rule framework was too onerous, we observe that the zoning framework provides for open space zones that reflect high levels of public use and others where conservation and protection values predominate, which we considered is appropriate with respect to Council-owned reserves. It appeared in some cases that the concern of the submitters appeared directed towards managing development in the district as a whole, rather than falling within the limited scope of Chapter 38.
22. We do not consider that the use of Council reserve land should necessarily be subservient to commercial and tourist activities. We recommend that these submission points be rejected.
23. Another issue which arose during the course of the hearings was whether it was appropriate to zone private land one of the Open Space and Recreation zones, a matter arising in submissions by Kingston Holiday Park Ltd¹², Bridesdale Farm Developments¹³, Kirimoko No.2 Ltd Partnership¹⁴, and Glen Dene Limited and Sarah Burdon¹⁵.
24. We go on to discuss the merits of zoning private land for open space purposes later in this report, and additional reasons why we consider this is not appropriate, or at least within the zoning framework currently contained in Chapter 38. At a general level however, an important part of managing Council-owned land is the ability to provide for complementary management through the provisions of the PDP and under the Reserves Act and Reserve Management Plans. It is not possible to provide such complementary management under the Reserves Act for privately owned land, a situation which could be further complicated where land is in combined Council/private ownership.
25. In her reply evidence, Ms Edgley noted that the formulation of plan provisions for open space areas, and the accompanying section 32 assessment, had not been undertaken on the basis that it might apply to private land, and she cited examples of provisions that would be inappropriate if applied to private land (such as building height within an ONL), the management of temporary events, site coverage, minimum floor levels for buildings in flood risk areas, minimum site areas for more intensive activities, building colour requirements and limits on hours of operation¹⁶. She went on to suggest that if such a zoning were applied to private land (using the Bridesdale scenario), then activities would need to be fully discretionary.

¹² Submission 2103

¹³ Submission 2391

¹⁴ Submission 2405

¹⁵ Submission 2407

¹⁶ C. Edgley Reply Evidence, paragraph 3.5

26. In that respect, we have concerns about creating a zoning in which an activity anticipated within a zone was confined to being fully discretionary in status, providing insufficient certainty for the affected landowner. Conversely, we have concerns about the potential scale and nature of development on privately-owned land in the District where this is part of the suite of land which includes Council controlled reserves. We go on to discuss this issue further with respect to the assessment of specific rezoning submissions later in this report. We recommend that these submission points be rejected.
27. Remarkables Park Ltd¹⁷ and Queenstown Park Ltd¹⁸ submitted on the basis that they oppose protection of established activities that might be contrary to the proposed zoning framework, notwithstanding that these may be historic uses. Even setting aside potential issues relating to existing use rights, we consider that long-standing activities on reserves need to be recognised, and any changes or intensification to these can be managed through the policy and rules framework applicable to the open space zone within which they are located. We recommend that the submissions be rejected.
28. Loris King attended the hearing and expanded on her contention that it was neither necessary nor appropriate to implement the proposed Open Space and Recreation zoning framework, and associated policies and rules over reserve land, on the basis that the Reserves Act already provided such a framework.
29. Ms Galavazi's evidence set out in some detail¹⁹ the reasons why the Council wished to adopt a zoning framework over Council reserves in the District. We make the following observations in this respect:
- a) The management of Council open space through specialised open space zonings in the District Plan has increasingly been adopted by other local authorities, including other major local authorities with large numbers of parks and reserves, such as Auckland and Christchurch;
 - b) Regardless of the application of the Reserves Act, reserve land in the District Plan has to have some form of identification – specialised zoning, designation, or a zoning related to adjoining land. A specialised zoning depending on the character of each reserve is the most efficient approach, and can be targeted to directly relate to the purpose of the reserve and the level of public use.
 - c) The current District Plan (ODP) either relies on designation with individual conditions for each reserve, and in some cases has no conditions at all, providing little guidance;
 - d) The underlying zoning for reserves is often completely inappropriate as it is based on the adjoining land use and rules (e.g. residential, commercial, rural etc). These may be either much too liberal, or in the case of community facilities where the zoning is rural, too restrictive.
30. Specialised zoning under the RMA and the PDP better complements Reserve Management Plans, through policies and rules which set out the nature and scale of buildings, building

¹⁷ Submission 2468

¹⁸ Submission 2462

¹⁹ J. Galavazi, EIC, paragraphs 3.1 – 3.17

coverage, and the nature of uses expected within a reserve. If the threshold for these activities exceeded, a resource consent is required.

31. It appears that Ms King’s primary concern was to restrict any building on reserve land unless it is a park dedicated to organised sports. We disagree – the proposed open space classifications specify maximum thresholds for building activity which are much more restrictive for those reserves which have a primary purpose of conservation – such as the Nature Conservation Zone, and are more liberal for those where a high level of public use is expected, such as the Active Sport and Recreation Zone. We consider this is an appropriate planning approach, and recommend that the submission be rejected.
32. Three submissions raised general issues about the approach to be taken to reserve management. Georgina Ralston²⁰ requested that the chapter be strategic in its approach to open space and landscape planning, to future proof areas of land in the way that the Queenstown Gardens were set aside in the nineteenth century for that purpose. Lake Hayes and Shotover Country Community Association²¹ sought that the provisions that apply to the reserves in and around Lake Hayes Estate and Shotover Country are either deleted or amended to ensure that the reserves are managed strategically to meet the present and future needs of the community. Remarkables Park Limited²² submitted that it is unclear how Chapter 38 is providing open spaces and recreation zones within new or expanding urban areas.
33. The provision of areas of open space are achieved through the development and subdivision process, and are addressed through the Parks and Open Space Strategy 2017, and within the PDP itself through objectives and policies in Chapter 4 Urban Development (Objectives 4.2.2.2 and 4.2.2.4) and under Chapter 27 Subdivision and Development (Objective 27.2.2 and Policy 27.2.2.3). The PDP has classified Council open space under five zones in the PDP depending on the existing and anticipated use of these open spaces, and any changes to these have been addressed through submissions specific to objectives, policies and rules applying to these spaces and through the recommendations in this report. Given this context, it is recommended that these submissions be rejected.

3. SECTIONS 38.1 & 38.2 – DISTRICT WIDE PURPOSE, OBJECTIVES AND POLICIES

3.1 Chapter 38 Purpose

34. As noted earlier, there are a group of submitters who have challenged the restriction of the open space zonings to only Council administered reserves, and have sought that it be applied to private land owned by those parties. These include Kingston Holiday Park, Bridesdale Farm Developments, Kirimoko No.2 Partnership, Glen Dene and Sarah Burdon, Patterson Pitts, and JVZ New Zealand Limited²³.
35. These submitters have sought that the wording contained in Section 38.1, being the ‘Purpose’ statement for Chapter 38 be removed where it makes reference to Council administered reserves. This matter was addressed earlier in paragraphs 23-25 of this report, and is addressed

²⁰ Submission 2546

²¹ Submission 2401

²² Submission 2468

²³ Submissions 2103, 2391, 2405, 2407, 2457, and 2485 respectively

later with respect to particular requested rezonings. For the reasons set out earlier, we recommend that these submissions be rejected.

36. Tonnie and Erna Spijkerbosch²⁴ have submitted that open spaces should not be occupied by freedom campers, and Sarah Roy²⁵ submitted that camping activity should not be allowed in Council reserves, and be treated as a Visitor Accommodation Activity. Ms Edgley noted that freedom camping (in contrast to a managed campground) is controlled separately through the Freedom Camping Bylaw. Because this issue does not need to be addressed under the District Plan, as it is dealt with elsewhere, it is recommended that the two submissions be rejected.
37. Skyline Enterprises Ltd²⁶ noted that the purpose statement requires amendment to identify four subzones, rather than the incorrect reference to three subzones stated under Section 38.1 as notified. We recommend that this submission be accepted, and the text of Section 38.1 amended accordingly.
38. Real Journeys Group sought that the last sentence in the second paragraph of Section 38.1 Purpose be deleted. This states as follows:

“The Council has a responsibility to provide open space and recreation opportunities and to manage the effects of activities within the zone and on the surrounding environment”.

39. Ms Edgley responded that although this matter related to the Council’s functions under section 31 of the RMA and section 11A of the Local Government Act 2002, the text was essentially superfluous as these requirements (in this case the provision and management of reserves) apply anyway. She recommended that the words be deleted, and we concur with this and that the submission point be accepted.

3.2 Objective 38.2.1 and Policies

40. Section 38.2 contains the ‘District Wide’ Objectives and Policies. Objective 38.2.1 and its associated policies as notified read as follows:

38.2.1 The open space and recreation needs of the District’s residents and visitors are met through the provision of a wide range of quality Open Space and Recreation Zones that provide for passive and active recreation activities.

Policies

38.2.1.1 The design, development, management and maintenance of Open Space and Recreation Zones shall provide for:

- a) *the needs of the community in the area in which the zones are located and the needs of the wider community and visitors to the District;*
- b) *the effective and efficient use of resources so as to ensure that Open Space and Recreation Zones are multifunctional and fit for purpose;*

²⁴ Submission 2133

²⁵ Submission 2212

²⁶ Submission 2493

- c) *the maintenance and enhancement of integrated public access connections to walking and cycling networks throughout the District, including along lake and river margins;*
- d) *the functional use of Open Space and Recreation Zones while ensuring they are safe and attractive to users;*
- e) *the location within which Open Space and Recreation Zones are situated, responding to recognised natural character, landscape and heritage values; and*
- f) *The provision of infrastructure necessary to service Open Spaces and Recreation Zones, including recreation facilities and amenities.*

38.2.1.2 *Encourage multiple use of Open Space and Recreation Zones wherever possible and practicable.*

38.2.1.3 *Protect and enhance ecological values, including habitats for indigenous fauna.*

38.2.1.4 *Protect open space, recreation and amenity values by managing the adverse effects of, and conflicts between, different types of recreation activities.*

38.2.1.5 *Avoid activities that do not have a practical or functional need to be located within Open Space and Recreation Zones, unless a particular activity:*

- a) *is compatible with and does not affect the continued operation of established activities;*
- b) *does not preclude the development of new open space and recreation activities; and*
- c) *maintains and/or enhances the recreation and amenity values.*

38.2.1.6 *Provide a District Plan framework that establishes the roles, functions and activities for each Open Space and Recreation Zones, within which the outcome of public participation into the design, development, management and enhancement of reserves can be implemented through processes other than through the Act, such as reserve management plans.*

- 41. Real Journeys Group²⁷ sought widespread changes to the district wide objectives and policies, including Objective 38.2.1 and some associated policies.
- 42. Both Ms Black and Mr Farrell for the submitter took exception to the word “met” in Objective 38.2.1 on the basis that this implied that it was only the Council (and not parties such as the Department of Conservation and private landowners such as ski field operators) that was meeting the needs of residents and visitors. Ms Edgley was concerned that the amendments sought by the submitters could result in the objective no longer specifying a defined ‘outcome’.
- 43. We agree that the Council is a major contributor to the provision of quality open space and recreation, but we also agree that it is not the only contributor, which could be an issue under the current policy wording where for example, resource consent may be sought for a ‘non-Council’ recreational facility. At the same time, we remind ourselves that Chapter 38 relates to

²⁷ Submissions 2466, 2581 and 2494

land administered by the Council. Accordingly, we recommend that this part of the submission be accepted in part and that the Objective 38.2.1 be amended to read as follows:

“That open space land and facilities administered by the Council make a major contribution towards meeting the needs of the District’s residents and visitors for passive and active recreation”.

44. ZJV²⁸ requested that Policy 38.2.1.1 be amended by streamlining the wording. They also sought that subclause (b) of the policy be amended by removing reference to multifunctional use and adding the words “safe for users”, and the deletion of subclause (d) of the policy. The removal of subclause (d) was also sought by the Kawarau Jet Services Holdings²⁹. The issue of safety was also raised by Real Journeys Group who also, however, sought that Policy 38.2.1.1 be deleted in its entirety.
45. Public Health South³⁰ sought the amendment of subclause (d) to recognise and provide for users of all ages and different physical capacities, and the addition of a new subclause (g) in relation to providing functional and secure cycle and walking linkages.
46. Some open spaces, particularly in this District, serve a range of different functions and provide for ‘adventure’ activities. We consider that recognition of the safety of users as raised by the ZJV and Real Journeys Group is a valid concern, and is also recognised under section 5(1) of the Act. We consider that the matter raised by Public Health South is valid with respect to walking and cycling linkages, but is already addressed through subclause (c) of Policy 38.2.1.1. Similarly meeting the needs of people of all ages and different physical capacities is a valid issue in the District.
47. To address these matters, we recommend that the words “multifunctional” can be deleted from subclause (b) of policy 38.2.1.1 as it is already addressed under Policy 38.2.1.2. Subclause (d) of the policy is largely superfluous, and safety can be addressed through an addition to subclause (b) of the policy.
48. We recommend that subclause (b) be amended to read:

“the effective and efficient use of resources so as to ensure that Open Space and Recreation Zones are fit for purpose and safe for all users;”
49. We recommend that existing subclause (d) be deleted and replaced by the following:

“recognise and provide for users of all ages and different physical capacities;”
50. Accordingly, we recommend that the submission points by ZJV and Public Health South be accepted in part.
51. Real Journeys Group also sought that Policy 38.2.1.3 be amended to only make reference to “significant” ecological values. In response to a question, Ms Black elaborated her concern

²⁸ Submission 2485

²⁹ Submission 2290

³⁰ Submission 2040

about the wording of this and similar policies on the basis that in her experience reporting officers had a tendency to take somewhat 'literal' (rather than pragmatic) interpretations of unqualified plan provisions.

52. While we acknowledge this concern, we are dealing here with publicly owned Council reserves. We were concerned that there was a theme in the submissions by Ms Black and Mr Farrell on Chapter 38 as a whole, that policy wording should be watered down in order to facilitate 'efficient' consent processes, and the commercial benefits of tourist development.
53. We note that section 6(c) of the RMA states as follows:

"The protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna".

(our emphasis)

54. We also note that the proposed classification of Open Space and Recreation Zones under the PDP specifically recognises the different function and character of areas administered by the Council – for example it would be expected that within the Nature Conservation Zone a considerably higher emphasis would be placed on the protection of indigenous vegetation and fauna than perhaps in other zones contained in Chapter 38. It is also likely to be a zone where ecological values are likely to be "significant". We consider also that the standard of protection given to indigenous vegetation and habitats on Council owned land could hardly be less than that expected on private land.
55. In her reply evidence³¹, Ms Edgley addressed the matter of 'aspirational' policies following a query from the Hearings Panel in light of the Supreme Court decision on *King Salmon*³². Her response was that qualifiers to policies were acceptable provided they were clear and defined. She noted that some Open Space and Recreation Zones will have existing ecological values to protect while others were unlikely to have such features (e.g. the Active Sport and Recreation or Community Purposes Zones).
56. Having regard to all of these factors, we consider Ms Edgley's proposed amendment to Policy 28.2.1.3 provides a useful starting point for reviewing the policy. To this end, we consider it would be useful to avoid simply paraphrasing the Act, while at the same time recognising the classification of Open Space and Recreation Zones. We recommend that the submission point by Real Journeys Group be accepted in part and the policy be reworded as follows:
- "Promote the protection of existing ecological values having regard to the purpose, objectives and policies specific to each Open Space and Recreation Zone, and opportunities for enhancing natural values".*
57. Real Journeys Group also sought that a minor grammatical change be made to Policy 38.2.1.4. We agree with Ms Edgley that no change to this policy is required and that this submission point be rejected.

³¹ C. Edgley, Reply Evidence, paragraphs 6.1-6.6.

³² *Environmental Defence Society Inc v New Zealand King Salmon Co Ltd and Ors* [2014] NZSC 38

58. Turning to Policy 38.2.1.5, Mr Farrell’s evidence for Real Journeys Group stated that:

“Consider that Policy 38.2.1.5 is very stringent and I support the amendments requested by RJG (Real Journeys) so the focus of the policy is focused on the compatibility of new activities with existing activities”³³.

59. We were somewhat perplexed at this concern, given that subclause (a) of the policy states:

“is compatible with and does not affect the continued operation of established activities”.

60. Similarly, we are at a loss as to why this submitter seeks the deletion of subclauses (b) and (c) which simply require that activities that do not have a practical or functional need to be located with an open space and recreation zone do not preclude the development of new open space and recreation activities and maintain or enhance recreation and amenity values. These seem to us to be outcomes that would typically be expected as part of the management of the Council’s open space and recreation network.

61. At this point we also acknowledge Ms Edgley’s comment³⁴ that care needs to be taken to ensure that the policy framework does not have the effect of attempting to regulate the entry of competitors into the existing tourism market, to the extent that such activities are dependent on the use of Council open space and reserves. We recommend that the submission point be rejected.

62. Fire and Emergency New Zealand (FENZ) have sought that Policy 38.2.1.5 be amended as follows:

“Avoid activities that do not have a practical, operational or functional need (including enabling and protecting the health and safety and well-being of the community) to be located within Open Space and Recreation Zones”.

63. The submission point is part of a wider submission which is also addressed below in section 3.11. We understand that this amendment was to provide policy support for amendments sought to rules in order to enable fire stations to be located within Open Space Zones. While we could readily appreciate the importance of fire and rescue activities, we did not hear any evidence specific to the need to establish such facilities within these zones, which would have provided us with the context required to better understand this submission. Otherwise, it would not be our expectation that these kind of facilities (at least of a permanent nature) would normally be located in Open Space and Recreation Zones. For this reason, the submission point is recommended to be rejected.

64. There were a number of other submissions supporting all or part of the above objective and policies, and these are recommended to be accepted in part in recognition of the amendments made in response to submissions. There were no submissions on Policy 38.2.1.6.

³³ B Farrell, EiC, paragraph 26(d).

³⁴ C. Edgley Section 42A Report, paragraph 14.11

3.3 Objective 38.2.2 and Policies

65. Objective 38.2.2 and Policies 38.2.2.1 – 38.2.2.3 read as follows:

38.2.2 Objective – Recreation activities are undertaken and facilities constructed in a way that maintains or enhances the values of open space areas and the recreation opportunities available within the District.

Policies

38.2.2.1 Ensure activities undertaken and buildings and infrastructure are located and constructed in a manner that maintains or enhances the amenity values of the relevant reserve and surrounding environment, including natural, scenic and heritage values.

38.2.2.2 Limit activities, buildings and structures to those compatible with the role and function of the zone, and are necessary to maintain or enhance the anticipated use or values of the zone.

38.2.2.3 Require areas surrounding buildings, structures, outdoor storage and parking areas to be screened and landscaped to mitigate the visual impacts and maintain or enhance amenity values.

66. Policies 38.2.2.4 and 38.2.2.5 are lengthy policies which deal with the scale and location of buildings and structures, and with buildings and structures adjacent to outstanding natural features or landscapes respectively.

67. Real Journeys Group sought the deletion of Policies 38.2.2.1 and 38.2.2.2. The submitter was concerned that Policy 38.2.2.1 overlaps with Policy 38.2.2.4 in that both purport to deal with the potential effects of buildings and structures. Ms Black expressed the view that Policy 38.2.2 was too onerous and did not take account of activities such as temporary events and filming which do not fit the mould of 'typical' recreation activities.

68. We do not agree with the submitter's relief to the extent that it seeks the deletion of these policies, which are consistent with the outcomes sought under Objective 38.2.2 and which properly recognise that activities, buildings and structures can potentially have an adverse effect on the quality and amenity of reserves. We concur with Ms Edgley's recommendation that it is not necessary to delete the policies in terms of managing the effects of buildings and structures, but that rather it would be appropriate to remove reference to buildings and infrastructure from Policy 38.2.2.1, so that the policy focused on 'activities' instead, and Policy 38.2.2.4 focuses on the 'effects' of buildings and structures.

69. We recommend that the submission be accepted in part by amending Policy 38.2.2.1 to read as follows:

Ensure activities are undertaken in a manner that maintains or enhances the amenity values of the relevant reserve and surrounding environment including natural, scenic and heritage values.

70. We consider the submission by Real Journeys Group raises a potential issue with the wording of Policy 38.2.2.2 given that the range and nature of activities on the District's reserves can be very diverse, and some are temporary in nature. Such activities may subject a reserve to intensive activities over a short period of time, but do not necessarily detract from its values. In particular the notified wording of the policy which stipulates that activities, buildings, and structures be "necessary" to maintain or enhance anticipated land use values within a recreation and open space zone, can be interpreted as unreasonably constraining. Instead, it is the classification and sensitivity of the particular reserve which is the important issue.

71. Accordingly we recommend the submission point be accepted in part and that Policy 38.2.2.2 be reworded as follows:

Limit activities, buildings and structures to those compatible with the role and function of the zone, and the sensitivity of the surrounding environment, and which maintain or enhance the anticipated use or values of the zone.

72. Real Journeys Group sought that Policy 3.8.2.2.3 be amended by removing reference to the screening of structures, outdoor storage and parking. We accept that it would not be practicable in all cases for such facilities to be 'screened', but again bearing in mind that we are referring to Council reserves, typically at least landscaping would be required to 'soften' rather than 'hide' structures and car parking. There may be circumstances where screening is appropriate, and the wording of the policy could be improved by replacing the word 'and' with the word 'or'. However, Ms Edgley advised that the definition of 'landscaping' in Chapter 2 already includes screening. Given the definition, we recommend that this submission be accepted and the word 'screened and' be deleted from the Policy.

73. Policy 38.2.2.5 and subclause (e) of that policy read as follows:

Ensure that any buildings or structures located within, adjoining or nearby to an Outstanding Natural Feature or Landscape, protect maintain or enhance those values by:

e) Ensuring trails, access and car parking areas (including associated earthworks) do not degrade visual amenity values or disrupt natural character or landforms.

74. The basis of the relief sought by Real Journeys Group was that it is very difficult or impossible in practical terms, to undertake development that does not degrade visual amenity values. We suspect this again comes down to the concern expressed by Ms Black with respect to the manner in which policy wording can be interpreted by reporting officers. For her part, Ms Edgley argued that the policy should not be ambiguous with respect to land that is within an ONF or ONL.

75. We consider that a further factor here is that the policy applies within Council reserves where the Council's consent would be required in any event for the nature of works that are undertaken. It is not unreasonable in our view that development within open space and recreation zones, particularly those parts within an ONL or ONF, be subject to stringent control. As we indicated before, we think the Council is entitled to manage its reserves in a manner that does not provide precedence to commercial development. We also think it is going too far to assume that trails and access arrangements would inevitably detract from open space; and car

parking is an activity which justifies stringent control in the circumstances to which this subclause applies. We recommend that this submission point be rejected.

76. Policy 38.2.2.6 as notified reads as follows:

Ensure the development and use of Open Space and Recreation Zones does not detract from a safe and efficient network for the movement of people and goods, or the amenity values of adjoining roads that are enjoyed by residents and visitors (such as walking, communal meeting, view shafts).

77. Real Journeys Group sought amendments to Policy 38.2.2.6, again on the issue of the safe and efficient movement of people on water bodies adjoining reserve areas. Ms Edgley considered the issue of safety was already addressed in Policy 38.2.2.5 (a) and in Policy 38.2.2.6, although this does not appear to be the case, at least with the former. To a limited extent, safety is partly addressed under Policy 38.2.1.1 as proposed to be amended by our recommendations. However we consider that the potential safety of activities both on reserves (and where applicable, adjoining water bodies) is a relevant matter to be addressed. While we acknowledge that safety is also addressed under other legislation, we note that a district council can regulate activities on the surface of water bodies.

78. We recommend the Policy 38.2.2.6 be amended to focus on amenity values, while a new Policy 38.2.2.7 be introduced to address safety issues. On this basis it is recommended that the submission be accepted in part and that Policy 38.2.2.6, and new policy 38.2.2.7 read as follows:

38.2.2.6 Ensure the development and use of Open Space and Recreation Zones maintains the amenity values enjoyed by residents and visitors, such as walking, social activities, and the protection of view shafts as seen from adjoining land and roads.

38.2.2.7 Ensure that the development and use of Open Space and Recreation Zones, and the interface with the surface of water bodies adjoining these zones, is managed to protect amenity values and to ensure the safe movement of people and goods.

3.4 Objective 38.2.3 and Policies

79. Objective 38.2.3 as notified reads as follows:

Commercial activities are limited to those that have a functional requirement to locate within Open Space and Recreation Zones and do not degrade open space and recreation values.

80. Real Journeys Group sought that the words “do not degrade” be deleted from the objective. Ms Edgley recommended that the wording of the objective be changed to:

Commercial activities are limited to those that have a functional requirement to locate within Open Space and Recreation Zones and maintain open space and recreation values.

81. ‘Degrade’ is a rather strong word. Given that it is accepted that some commercial activities need to have a functional requirement to locate within open space and recreation zones (i.e., that is reserves administered by the Council), we consider a more appropriate wording is that such development maintain the values of these spaces. This wording is more enabling and positive than that contained in the objective as notified. We do not consider that the use of the

word “maintain” implies that nothing can change. Change can occur provided it maintains open space and recreation “values”.

82. This part of the submission is recommended to be accepted in part, and the wording amended to that proposed by Ms Edgley.

83. Policy 38.2.3.2 as notified reads as follows:

Ensure that commercial activities do not degrade the quality, amenity values and landscape values of open spaces.

84. Policy 38.2.3.3 as notified reads as follows:

Provide for commercial recreation activities that do not detract from the quality of the experience of people partaking in other commercial recreation activities and other passive and active informal recreation activities, having particular regard to the scale, intensity and cumulative effects of commercial recreation activities.

85. Real Journeys Group again took exception to the use of the word “degrade” in Policy 38.2.3.2 and requested that it be replaced by the words “significantly degrade”. We consider that consistent with our recommendation on the wording of Objective 38.2.3, that the words “...do not degrade...” be replaced by the word “maintain”.

86. Submissions were also lodged by Queenstown Park Ltd³⁵ and Remarkables Park Ltd³⁶ with respect to Objective 38.2.3 and Policy 38.2.3.2 seeking broadly similar relief to Real Journeys Group. To the extent that these submission points have been addressed by the above amendments, it is recommended those submissions be accepted in part.

87. With respect to Policy 38.2.3.3, it was the words “detract from” which were of concern to Real Journeys Group in their submission, which the submitter sought to have qualified by the word “significantly”. Again, we consider the use of the word “maintain” would be more appropriate in this case, as it is with the overall objective and suite of policies associated with Objective 38.2.3. This is because the objective and policies are primarily concerned with two factors – firstly, the need to establish a link between the commercial activities and the need to use the open space and recreation resource itself, and secondly the effects of such use on the values of the resource and other users. Policy 38.2.3.3 is somewhat more nuanced in that it is specifically linked to effects on other commercial recreation activities and to the scale and intensity and cumulative effects of those activities. We recommend that the wording of Policy 38.2.3.3 be amended to read:

Provide for commercial recreation activities that maintain the quality and experience of people partaking in other commercial recreation activities and other passive and active informal recreation activities, having particular regard to the scale, intensity and cumulative effects of commercial recreation activities.

3.5 Objective 38.2.4 and Policies

88. Policy 38.2.4.1 as notified reads as follows:

³⁵ Submission 2462

³⁶ Submission 2468

Provide recreation, commercial and public transport opportunities within Open Space and Recreation Zones in a manner that preserves the natural character and nature conservation values of lakes, rivers and their margins from inappropriate activities.

89. Real Journeys Group sought that the word “...preserves...” be replaced by “...supports the preservation...”. Ms Edgley has supported this request on the basis that it realigns this provision as a policy rather than an objective. We recommend that the submission point be accepted and the policy amended as sought.
90. Real Journeys Group requested, as in other submissions, that this objective be amended with respect to health and safety, by ensuring that commercial and recreation water surface activities are not impacted by new activities. We consider that this matter is been addressed earlier by way of our proposed addition of a new Policy 38.2.2.7 as discussed in paragraphs 76-78 above, and for this reason this submission is recommended to be accepted.

4. SECTION 38.3 – NATURE CONSERVATION ZONE

4.1 Purpose

91. No submissions were lodged in respect of this section. We recommend it be adopted as notified.

4.2 Objective 38.3.1 and Policies

92. The only submitter on the objectives and policies of the Nature Conservation Zone was the Otago Fish and Game Council³⁷. Its submission related to Policy 38.3.1.1, specifically subclause (d). This policy and subclause as notified reads as follows:

“Provide for appropriate use and development by:

...

- d. identifying opportunities to enhance indigenous biodiversity in providing for these opportunities to be realised as part of the mitigation of the adverse effects of subdivision of adjoining land use and development within the zone”.*

93. The submitter sought that the word “... indigenous...” be deleted. We note that the protection of the habitat of trout and salmon (non - indigenous species) is provided for under section 7(h) of the Act. We support the relief sought in the submission on the basis that the protection of such habitats is appropriate, and recommend that the subclause be amended accordingly by deleting the word “indigenous”.

5. SECTION 38.4 – INFORMAL RECREATION ZONE

5.1 38.4. Purpose

94. The Informal Recreation Zone contains the Ben Lomond Sub-Zone, which includes an area of land on Bob’s Peak associated with the top and bottom stations of the Queenstown Skyline

³⁷ Submission 2455

Gondola and associated facilities, the gondola corridor, the ZJV zipline operation, a parapenting operation, and adjacent to the base station, the Kiwi Birdlife Park.

95. Kiwi Birdlife Park sought that the Purpose of the IRZ be accepted, and apart from a very minor wording change we discuss presently, we recommend that this submission be accepted. ZJV³⁸ sought a minor wording change so that the final paragraph of the Purpose Statement is changed from "...Zipline..." to "...Zipline operations...". We recommend that this part of the submission be accepted and the paragraph amended accordingly.

5.2 Objective 38.4.1 and Policies

96. Active Transport Wanaka³⁹ supported the objective to the extent that it provides for active transport networks, but sought that an active transport strategy and network masterplan be established.

Objective – Use and development for informal recreation maintains and enhances the environment.

97. Although rather general in its wording, the objective is seeking to ensure that development within the IRZ enhances the environment, which would be taken into account in circumstances where resource consents would be sought for subdivision and development within the zone. We agree with Ms Edgley that the relief sought by the submitter would typically be addressed through Transport Strategies or the Parks and Open Space strategy.
98. Further guidance is contained in the Land Development and Subdivision Code of Practice 2018. These strategies are more appropriate for addressing non-regulatory initiatives of the kind being promoted by the submitter, and for that reason this submission is recommended to be rejected.
99. Skyline Enterprises Ltd⁴⁰ sought a new objective and six new policies specific to the Ben Lomond Sub-Zone and in particular to the Skyline operations.
100. We note that the land within the Ben Lomond Sub-Zone is intensively used for recreation and tourist based activities, and is an iconic part of the Queenstown visitor experience. The IRZ Purpose Statement has a description which includes that the zone.

".... provides a basic informal recreation experience, including play opportunities (such as flat kick around space) and offers areas for respite and relaxation. In addition the Informal Recreation Zone is intended to provide physical links to other areas (such as cycle ways and pedestrian access ways)". It goes on to state that it "..... encompasses small reserves that provide visual relief from the built environment..." and that "buildings and structures located on the Informal Recreation Zone are generally limited to those that support informal recreation and are typically small scale community buildings and structures".

³⁸ Submission 2485

³⁹ Submission 2078

⁴⁰ Submission 2493

101. It then goes on to state that the IRZ includes the Ben Lomond Sub-Zone which exhibits a visual character and scale of building activity which offers a dramatic contrast in the intensity of activity and scale of buildings compared to that described above. We were left with the impression that the IRZ encompasses such a wildly diverse range of reserves and intensity of public use, such that it is difficult to discern what the focus of the zone actually is. Certainly, the intensity and scale of activities in the Ben Lomond Sub-Zone sits very uncomfortably with the outcome expected for other reserves within the same zone.
102. It is apparent that the Council has concentrated its efforts on differentiating between active and informal recreation, rather than between the intensity and scale of recreation undertaken on reserves within the Active and Informal Recreation Zones. The latter has at least as much significance for the scale of buildings and the kind of rules that might apply, as would be the case with active versus informal recreation. The limitations of the Council's approach were also demonstrated by the submission relating to the land occupied by the Wanaka Yacht Club. However any changes to the approach taken by the Council would require substantial redrafting and are beyond the scope of submissions.
103. It is not surprising to us that, given the somewhat incoherent zone 'Purpose', objective and policies applicable to the Informal Recreation Zone, Skyline Enterprises has sought to further differentiate the Ben Lomond Sub-Zone. The Skyline facilities on Bob's Peak are currently subject to a resource consent process which will substantially expand the already large scale of activities undertaken thereon. This in turn has potential implications for other activities within the zone, particularly those of Kiwi Birdlife Park and the zipline activities undertaken by ZJV. In addition to the objectives and policies, the submissions extend to rules and to a potential extension to the Sub-Zone, as discussed later in this report.
104. The further submission from ZJV⁴¹ also supported (with wording amendments) a bespoke objective and set of policies to apply to the Sub-Zone, with qualified support from Queenstown parapenters⁴².
105. The objective and policies as sought by Skyline Enterprises and outlined in the evidence of Mr Dent for the submitter, were as follows:

38.4.2 Objective – the future growth, development and use of the Ben Lomond Sub-Zone as an Icon destination for residents as well as domestic and international tourists is enabled subject to maintaining the landscape and amenity values of the surrounding ONL.

Policies

38.4.2.1 Control the visual impact of buildings, passenger lift systems, earthworks and infrastructure associated with commercial and commercial recreation activities.

38.4.2.2 Ensure that buildings, passenger lift systems and infrastructure associated with commercial and commercial recreation activities are not highly prominent on the

⁴¹ Further Submission 2778

⁴² Further Submission 2767

skyline and remain subservient to the view of Walter Peak when viewed from the north-east (Malaghans Road/Gorge Road).

38.4.2.3 Provide for and maintain Gondola access between Brecon Street and Bob's Peak including necessary removal of exotic conifers subject to landscape rehabilitation in the event of conifer removal.

38.4.2.4 Ensure the removal of exotic conifer trees in areas other than the Gondola corridor mitigates the post-harvest adverse effects on landscape and visual amenity through landscape rehabilitation.

38.4.2.5 Provide for the continued operation of an informal airport within the Ben Lomond Sub-Zone where the adverse effects on health, safety and amenity are mitigated through the management of the frequency and intensity of daily and weekly flight operations and separation distances from incompatible activities.

38.4.2.6 Control the effects of commercial and commercial recreation activities on amenity values to the management of their scale, nature and intensity.

106. Given our earlier discussion with respect to the somewhat unfocused character of the Purpose, Objective and Policies applying to the IRZ, we agree with the submitter that differentiation is clearly justified with respect to the Ben Lomond Sub-Zone. We note that, in principle, this was accepted in part in Ms Edgley's evidence⁴³. She opposed the addition of a further objective, but supported the incorporation of the proposed policies 38.4.2.1 and 38.4.2.2 drafted by Mr Dent, and an amalgam of policies 38.4.2.3 and 48.4.2.4. She did not consider that proposed Policies 38.4.2.5 and 38.4.2.6 were necessary. One observation we would make about Mr Dent's proposed wording was that it offered scant regard to other activities within the Sub-Zone, although ZJV did not appear to explicitly seek the recognition of its activities at a policy level.

107. Overall, we prefer the evidence of Mr Dent. The very generic wording of objective 38.4.1 would be of little assistance to a decision-maker considering an application in the Ben Lomond Sub-Zone. We recommend that the new Objective 38.4.2 proposed by Skyline Enterprises be accepted and incorporated into Part 38.4 of Chapter 38, subject to wording changes to make it outcome focussed. We recommend it read:

Objective – Use and development of the Ben Lomond Sub-Zone provides a high-quality destination for residents, and domestic and international tourists, while maintaining the landscape values and amenity values of the surrounding Outstanding Natural Landscape.

108. We agree with and accept Skyline Enterprises' submission and Ms Edgley's recommendation with respect to proposed Policies 38.4.2.1 and 38.4.2.2. We prefer the wording of Mr Dent with respect to maintaining separation between proposed Policy 38.4.2.3 and 38.4.2.4 as the former specifically relates to the gondola corridor (which must be clear of trees), and other land within the Sub-Zone where consideration must be given to the effects of removing the exotic conifer trees.

⁴³ C Edgley Section 42A Report paragraph 11.19

109. Proposed Policy 38.4.2.5 addresses a completely different issue, this being the proposed extension of the sub-zone to provide for an informal airport for helicopter landings on a new site to the north of the Skyline lease area adjacent to the 'fire pond' (effectively the highest portion of the Skyline lease). We go on to address this matter later in Section 23.1 of this report.
110. However in the interim, and based on our later reasoning and recommendation, we agree with Mr Dent that the new policy 38.4.2.5 outlined above be incorporated into Part 38.4 of Chapter 38, with one additional amendment. We consider that mention should also be made of the flight paths for helicopters approaching and departing the site, noting this was a concern raised in submissions. Accordingly we recommend it be amended to state:

Provide for the continued operation of an informal airport within the Ben Lomond Sub – Zone where the adverse effects on health, safety, and amenity are mitigated through the management of the frequency and intensity of daily and weekly flight operations, flight paths, and separation distances from incompatible activities.

111. Both the submitter and Ms Edgley agreed that proposed Policy 38.4.2.6 was unnecessary and duplicated existing provisions in the plan, notably Policies 38.4.1.2 and 38.4.1.5.
112. Kiwi Birdlife Park⁴⁴ sought that Objective 38.4.1, Policy 38.4.1.2, and related policies, and any district wide objectives and policies, be amended to provide direct support for commercial activities that enhance wildlife and nature conservation values. The submitter also sought that Policy 38.4.1.2 be amended to encourage commercial activity, through amended objectives or policies provided in the submission. In the course of the hearing, Mr Kavanagh presented evidence which acknowledged that up to 100m² of retail space was permitted in the IRZ⁴⁵ which he conceded would be satisfactory, and we did not hear any evidence as to the likelihood for increases in the scale and nature of retailing on the site.
113. We note that Policy 38.4.1.2 states as follows:

Encourage commercial recreation activities and related commercial activities to complement and enhance other uses and experiences in the Informal Recreation Zone while at the same time maintaining or enhancing the landscape and amenity values of the zone.
(our emphasis)

114. We appreciate and understand the need for complementary retail activities at the Kiwi Birdlife Park, but given the above, we did not consider it was necessary to make further policy changes. Accordingly, we recommend the submission be rejected.
115. Kiwi Birdlife Park also sought that a new Policy 38.4.1.10 be included within the Ben Lomond Sub-Zone to address its concerns that any new proposals do not have adverse effects on the Park's established operations, noting in particular the sensitivity of conservation activities on the site. We agree these are important considerations, but note that they are already addressed under Policies 38.2.1.4, 38.2.1.5(a) and 38.2.3.3 as amended by our recommendations. While these apply to all Open Space and Conservation zones, we think this is appropriate as the effects of activities on other users within a reserve can occur across a range of locations as well as the

⁴⁴ Submission 2569

⁴⁵ P Kavanagh, EiC, paragraph 30

Ben Lomond Sub-Zone. We recommend that this aspect of the submission be rejected on the basis that the matter of concern is already addressed.

116. QAC⁴⁶ sought that Objective 38.4.1 and Policies 38.4.1.2 – 38.4.1.6 be retained as notified and this submission is recommended to be accepted. Christine Byrch⁴⁷ supports Policy 38.4.1.3 and this submission is also recommended to be accepted.

6. SECTION 38.5 – ACTIVE SPORT AND RECREATION ZONE

6.1 Purpose

117. No submissions were lodged in respect of this section. We recommend it be adopted as notified.

6.2 Objective 38.5.1 and Policies

118. Active Transport Wanaka⁴⁸ has sought implementation of a policy for the Active Sport and Recreation Zone (ASRZ) to increase awareness of active transport and to enhance recreational trail networks, cycling and walking linkages within the zone and other zones, to create a contiguous network to assist residents and visitors to move through and around neighbourhoods, and to other destinations, thereby providing an alternative and sustainable mode of transport.

119. The reporting officer noted that land zoned ASRZ is identified as being primarily used for organised sports, is relatively small and tends to be scattered throughout the District. The District-Wide Policy 38.1.1.1(c) addresses the matter of provision of walkways and cycleways which gives effect to Strategic Policies 3.2.2.1 and 4.2.2.2. We concur with her recommendation that further specific inclusion within the ASRZ would duplicate these provisions and recommend that the submission be rejected.

7. SECTION 38.6 – CIVIC SPACES ZONE

120. No submissions were lodged in respect of the purpose or objective or policies for this zone. We recommend they be adopted as notified.

8. SECTION 38.7 – COMMUNITY PURPOSES ZONE

8.1 Purpose

121. No submissions were lodged in respect of this section. We recommend it be adopted as notified.

⁴⁶ Submission 2618

⁴⁷ Submission 2357

⁴⁸ Submission 2078

8.2 Objective 38.7 and Policies

122. Loris King⁴⁹ submitted that the purposes of the Community Purposes Zone be made clearer and aligned with the 2016 Parks and Open Space Strategy particularly with respect to the construction of buildings.

123. The CPZ Purpose Statement describes the zone as:

“... open space areas that play a significant community function, including libraries, halls and recreation centres. It also provides specifically for cemeteries, golf courses, campgrounds and areas that have a significant passive recreation function that are not otherwise encapsulated in other zones, such as the Queenstown Gardens. Community buildings and associated activities are generally provided within the Community Purposes Zone”.

124. Activities permitted within the CPZ⁵⁰ include informal recreation, public amenities, gardens including botanic and community gardens, parks maintenance, recreation facilities, education and research facilities directly related to the open space area and organised sport and recreation with other activities as discretionary activities requiring resource consent. Buildings are permitted up to a maximum floor area of 100m². We consider it is apparent that the CPZ specifically anticipates activities having high levels of public use, and that the scale and range of buildings permitted within it are appropriate. It is recommended that the submission point be rejected.

9. ADDITIONAL OBJECTIVES AND POLICIES SOUGHT

9.1 Queenstown Airport Corporation Submission

125. QAC⁵¹ sought a new zone wide Objective (to be numbered 38.2.5) and Policy (to be numbered 38.2.5.1). It is also sought an additional rule which will be addressed later in this report.

126. The proposed objective and policy would read as follows;

Objective 38.2.5

Queenstown airport is protected from the reverse sensitivity effects of Activities Sensitive to Aircraft Noise

Policy 38.2.5.1

To prohibit the location of any new Activity Sensitive to Aircraft Noise on Open Space and Recreation zone land within the Air Noise Boundary or Outer Control Boundary for Queenstown Airport.

127. The protection of airport operations is specifically recognised under the Strategic Policies in Stage 1 of the PDP, notably Policies 3.3.5, 4.2.2.16, 4.2.2.17 and 4.2.2.18. We note that there is a different or ‘layered’ management approach across different zone provisions relating to noise sensitive activities (ASAN) within the noise contours surrounding Queenstown Airport. These activities are prohibited in the Rural Zone, but are subject to mitigation measures in the

⁴⁹ Submission 2076

⁵⁰ Rule 38.9

⁵¹ Submission 2618

Residential Zones. For the Shotover Delta area, it is proposed that it be zoned for Informal Recreation, where ASAN would be a non-complying activity, rather than a prohibited activity as it was under the Rural Zoning. This was a matter of concern, expressed by Mr Kyle for Queenstown Airport⁵². He sought that prohibited activity status be continued under the Informal Recreation zoning.

128. Ms Edgley noted that, under the Proposed Otago Regional Policy Statement⁵³, in relation to activities resulting in reverse sensitivity effects on nationally or regionally important infrastructure (which includes Queenstown Airport), the establishment of activities that may result in reverse sensitivity effects are to be “restricted” while “significant” adverse effects on the functional needs of such infrastructure should be avoided. In practical terms, she also noted that a blanket prohibition on ASAN within the Informal Recreation Zone would capture the development of travellers accommodation at the Frankton Motor Camp, which she considered would be nonsensical given it was surrounded by a residential zone in which residential development was subject to mitigation measures.
129. We accept that it is appropriate that Council reserve land should be incorporated in the Open Space and Recreation Zones. We readily appreciate the importance of protecting the airport from incompatible activities, but we are satisfied that the range of activities provided for under the Informal Recreation Zone are very limiting and similar to those in the Rural Zone, and in the case of commercial recreation are more restrictive. We consider that non-complying status for new activities and the application of noise mitigation measures is appropriate.
130. For these reasons, we consider that the submission of QAC should be accepted in part, by the inclusion of a new Objective 38.2.5 and accompanying Policy 38.2.5.1 respectively, reading as follows:

Objective – Activities sensitive to aircraft noise within the Queenstown Airport Air Noise Boundary or Outer Control Boundary are avoided or managed to mitigate noise and reverse sensitivity effects.

Policy – Require buildings that contain an Activity Sensitive to Aircraft Noise and located within the Queenstown Airport Air Noise Boundary or Outer Control Boundary to be designed and built to achieve an internal design Sound level of 40 dB L_{dn}.

9.2 Fire and Emergency New Zealand Submission

131. FENZ⁵⁴ sought that additional provisions be added to the PDP to recognise the importance of firefighting and emergency services, and provision for firefighting facilities, and access to water for firefighting. These included requested amendments to policies and rules in Open Space and Recreation Zones.
132. Ms Edgley’s report dealt with both the background and content of the FENZ submission in considerable detail⁵⁵. FENZ did not attend the hearing to respond or present evidence.

⁵² J Kyle, EiC, paragraph 4.8

⁵³ Proposed RPS, Policy 4.3.4

⁵⁴ Submission 2660

⁵⁵ C. Edgley Section 42A Report, paragraphs 12.1 – 12.28

133. Ms Edgley explained that the Hearing Panel’s Report 9A recommended rejection of a submission by FENZ seeking a definition of “Emergency Service Facilities”. Accordingly fire stations and related facilities would fall under the definition of a “Community Activity”. She considered there was a potential for such facilities to have adverse effects, citing the example of a 15m high hose drying tower. She opined that such facilities would be more likely to be located in an urban zone. However she did consider there was a need to provide through the rules, provision for firefighting water supply and vehicular access for emergency and firefighting purposes. This would include rules sought by FENZ respect to requiring activities to provide an adequate water supply, firefighting water connections, and access arrangements.
134. In our assessment of the rules in Part 38.10 (Table 38.2), we agree that it would be appropriate to provide a standard requiring for water supply for firefighting, and access for firefighting vehicles. These matters are addressed later in this report in paragraphs 177 – 178.
135. As a consequential amendment, we consider it will be both appropriate, and within scope, to provide a policy supporting the proposed rules. Accordingly we recommend accepting in part the submission of FENZ, and as part of giving effect to their wider submission, we also recommend the following new policy 38.2.1.7 be added to the chapter:
- 38.2.1.7. Provide adequate firefighting, water, and fire service vehicle access to ensure an efficient and effective emergency response.
136. FENZ also supported objective 38.7.1 and Policies 38.7.1.1 and 38.7.1.3 and we recommend that these submission points be accepted.

10. SECTION 38.8 - OTHER PROVISIONS AND RULES

10.1 General Amendments

137. Clause 38.8.1 draws attention to ‘District Wide’ rules in other Chapters, and Clause 38.8.2 contains Advice Notes. Consistent with the approach taken by the Hearing Panel with respect to the Stage 1 chapters, we recommend the heading of 38.8.2 be renamed under Clause 16(2) to “Interpreting and Applying the Rules”. We also recommend under Clause 16(2) that those matters which are clearly advice notes in 38.8.2 be moved into a new Section 38.8.3 Advice Notes.

10.2 Advice Notes

138. Transpower New Zealand⁵⁶ requested that Advice Note 38.8.2.8 be amended to make it clear that proposals for building structures and sensitive activities, as well as earthworks, needed to be cross referenced to Chapter 30 ‘Energy and Utilities’. While we were uncertain whether any parts of the Open Space and Recreation Zones were affected by lines forming part of the National Grid, we agree with Ms Edgley that this was likely⁵⁷. We also agree that other activities besides earthworks could be potentially affected, and accordingly we recommend that the submission point be accepted.
139. We recommend that 38.8.2.8 be moved to be under 38.8.3 and amended to read:

⁵⁶ Submitter 2442

⁵⁷ C. Edgley, Section 42A Report, paragraph 20.3

Land use activities within the National Grid Yard or Electricity Distribution Corridor are managed in Chapter 30 Energy and Utilities.

140. As part of their submissions, QAC⁵⁸ requested that a further advice note be added to the end of the Advice Notes under Clause 38.8.2 – or alternatively a site-specific rule. This note would refer to the potential for developing buildings or structures which might intrude into the airport approach and protection surfaces adjacent to Queenstown Airport. The only land which we are aware could be potentially affected by such activity would be development within the Queenstown Event Centre site, which is part of the Community Purpose Zone.
141. The land use restrictions associated with these provisions are contained in Chapter 37, Designations, Part D 3. Given this context, rather than a further site-specific rule, we recommend the addition of the following new 38.8.2.4 as sought by the submitter:

Activities, buildings and structures proposed to be established within the vicinity of Queenstown Airport, are referred to Chapter 37: Designations, Part D3 which explains the Airport Approach and Protection Measures, and Airport Protection and Horizontal and Conical Surfaces for Queenstown Airport. Land use restrictions associated within these areas are described in in that section. Persons who wish to undertake activities or develop buildings or structures which enter into these surfaces are advised to consult with the relevant requiring authority and the Civil Aviation Authority.

142. Real Journeys Group requested that the Advice Notes be relocated to the end of Chapter 38. This matter was not raised further by the submitter in evidence to the hearing, and Ms Edgley advised that the amendment proposed would result in the chapter format being inconsistent with other Stage 1 decision chapters. Accordingly we recommend that this submission point be rejected.

11. RULE 38.9 – ACTIVITIES

11.1 Table 38.1 – Activities Open Space and Recreation Zones

143. Part 38.9 ‘Rules – Activities’ as notified comprises Table 38.1 listing 37 activities and their activity status within each of the Open Space and Recreation Zones and their internal subzones.
144. Real Journeys Group sought that all activities listed in Table 38.1 as non-complying activities be reclassified as fully discretionary activities. Remarkables Park Ltd⁵⁹ opposed a non-complying status for activities not listed in Table 38.1 as per Rule 38.9.1.
145. Under the ODP, activities not specifically listed are deemed to be permitted activities. This presumption has been reversed under the PDP, which has also moved from an ‘effects based’ to an ‘activity-based’ method of regulating activities. This is the approach which is been taken in all other chapters. With respect to individual activities, we have taken the approach of assessing the status of each activity individually on its merits where this is been raised through submissions, rather than a wholesale reclassification of activities from non-complying to discretionary. We recommend that these submission points be rejected.

⁵⁸ Submission 2618

⁵⁹ Submission 2462

146. TJ Investments Pte. Limited⁶⁰ opposed Rules 38.9.9 (education and research facilities), 38.9.16, 38.9.17 (restaurants and cafes), 38.9.27 (recreation trails), 38.9.28, and 38.9.29 (vehicle access and car parking areas). The basis of this opposition is that such uses would be inappropriate in Coronet Forest, which, as notified, is zoned as Informal Recreation Zone. A separate submission by the Millbrook Country Club (and other submitters) sought that Coronet Forest be rezoned as Nature Conservation Zone. This matter of the zoning is addressed later in this report in Section 24.2, where we recommend the forest be rezoned Nature Conservation.
147. Under the zoning of Nature Conservation, the permitted activity status of an education and research facility would remain the same. Restaurants and cafes accessory to a permitted activity further than 50m from a residential zone would be a non-complying rather than a controlled activity; restaurants and cafes accessory to a permitted activity within 50m of a residential zone would be non-complying rather than discretionary; recreation trails would remain a permitted activity; vehicle access and car parking areas accessory to permitted activities would remain a controlled activity up to 200m²; and construction of vehicle access and car parking areas accessory to permitted activities exceeding 200m² would be discretionary rather than restricted discretionary.
148. The change in the zoning of Coronet Forest in response to another submission means that some, but not all, of the activities of concern will have a more restrictive activity status, as sought by the submitter. It is considered that accessory education and research facilities would not be inappropriate on this site, and recreation trails are considered appropriate in view of the long-term intention to harvest the existing forest and supplement existing horse trails with biking and walking trails. It is recommended that this submission point be accepted in part, essentially as a consequence of rezoning.
149. Kirimoko No.2 sought that Rules 38.9.16 and 38.9.17 (restaurants and cafes) within the IRZ be changed from discretionary to non-complying in status, and that Rule 38.9.18 (retail activities) in the IRZ be changed from permitted to discretionary in status. Ms Edgley drew attention to the content of Policy 38.4.1.2, which states:
- Encourage commercial recreation activities and related commercial activities to complement and enhance other uses and experiences in the Informal Recreation Zone while at the same time maintaining or enhancing the landscape and amenity values of the zone.*
150. We also note that all of these activities must be accessory to a permitted activity, and are subject to activity standards such as height (6m)⁶¹ and site coverage (100m²)⁶². We consider the rules proposed for these activities are appropriate respect to their status and having regard to the standards applicable. We recommend that the submission point be rejected.
151. Bridesdale Farm Developments Ltd⁶³ sought that Rule 38.9.20 be amended so that commercial recreation activities in the Active Sports and Recreation Zone be either restricted discretionary

⁶⁰ Submission 2564

⁶¹ Rule 38.10.1.2

⁶² Rule 38.10.2.2

⁶³ Submission 2391

or controlled in status. Under this rule as notified this activity would be fully discretionary in status and is only restricted discretionary in status in the Civic Spaces and Community Purposes Zones which anticipate much more intensive development than either the Informal Recreation or Active Sport and Recreation Zones.

152. This is part of a much broader submission relating to the zoning of Bridesdale land north of the Kawarau River. This matter is addressed later in this report in Section 26.1. Meanwhile, we note that commercial recreation activities are not anticipated under Policy 38.5.1.1 which is specific to the Active Sport and Recreation Zone, and we do not consider it is appropriate through restricted discretionary activity status to signal that the activity is broadly appropriate throughout the zone in the District. We recommend that the submission point be rejected.
153. Wanaka Golf Club Inc⁶⁴ requested that Rule 38.9.21 be amended so that commercial activities and buildings associated with, and on the same site as, recreation activities, be a permitted activity. Ms Edgley noted⁶⁵ that it was apparent there had been a typographical error, and that the submitter's reference should have been to Rule 38.9.20 (commercial recreation activities) rather than commercial activities. We did not hear from the Golf Club during the course of the hearing.
154. A specific concern raised by the Golf Club was that the hire of a golf professional for instruction purposes would amount to a commercial recreation activity, requiring resource consent. Ms Edgley confirmed that it was not the intention that this be the case, but was of the opinion that such a person would fall under the ambit of Rule 38.9.14 (Organised sport and recreation) which is a permitted activity in the Community Purposes Zone (Golf Sub-Zone).
155. We agree with Ms Edgley that the activities undertaken by the Golf Club would fall under the definition of Organised Sport and Recreation⁶⁶. As such, we are satisfied that the activity of concern to the Golf Club would be a permitted activity. We recommend that the submission point seeking that commercial recreation activities be permitted be rejected, although we consider that the intent behind the submission has been largely satisfied as explained above.
156. Active Transport Wanaka⁶⁷ supported the permitted activity status of recreation trails in all Open Space and Recreation Zones, and the Queenstown Trails Trust supported the permitted activity status of recreation trails under Rule 38.9.27. We recommend that these submission points be accepted. Kawarau Jet Services⁶⁸ supported the provisions in Activity Table 38.1, and we recommend that this submission point also be accepted.
157. The Wanaka Yacht Club⁶⁹ sought that "the parking or placing of any motor vehicle, boat, caravan, trailer, material or equipment associated with a permitted activity is permitted in the Active Sport and Recreation Zone". Ms Edgley noted that under Rule 29.4.3 in notified Chapter 29 Transport, parking for activities listed in table 29.5 is a permitted activity. However Ms Edgley stated that under notified Rule 29.3.3.6, activities on zoned land outside of roads are also

⁶⁴ Submission 2277

⁶⁵ C. Edgley, Section 42A Report paragraph 21.12

⁶⁶ Ibid, paragraphs 21.14 – 21.15

⁶⁷ Submission 2078

⁶⁸ Submission 2290

⁶⁹ Submission 2232

subject to the zone specific provisions; and provisions relating to activities outside of roads in that chapter do not override zone specific provisions⁷⁰. Rules 38.9.28 and 38.9.29 in this chapter provide for the construction of access and parking for permitted activities up to 200m² as a permitted activity in the Active Sport/Recreation Zone. Vehicle access and car parking areas beyond 200m² in size are a restricted discretionary activity. She added that storage facilities are addressed through controls on buildings.

158. We consider that larger areas of parking or vehicle/equipment storage can create significant adverse visual effects, and displace other activities, bearing in mind that this chapter is concerned with Council reserves, and not commercial land. On that basis, we consider the level of regulation in the zone as notified is appropriate, and that the submission point be rejected. We note however that this is part of a wider submission concerning the zoning of the land on the foreshore of Lake Wanaka adjacent to the Yacht Club. This is addressed later in Section 29.1 of this report.
159. Ngai Tahu Property Ltd⁷¹ sought that two additional rules be included in Table 38.1 specifying that bus shelters and bicycle parking be a permitted activity in the Informal Recreation Zone and the Active Sports and Recreation Zones. Ms Edgley submitted that in her opinion, bus shelters and bicycle parking falls within the scope of a “public amenity” under Rule 38.9.3, which is a permitted activity in both zones. Although not defined as an activity under Chapter 2, she considers that public amenities are facilities made available to the public without charge and that accordingly these activities did not need to be specified in a rule. We agree, and recommend that the submission points be rejected for this reason.
160. Kiwi Birdlife Park Ltd⁷² sought that the activity table be amended to provide for commercial, retail and restaurant/cafe activity, ancillary to the Kiwi Birdlife Park operations, as a permitted activity. (This rule is discussed later from paragraph 189 of this report).
161. Kiwi Birdlife Park Ltd also sought an amendment to Rule 38.9.26 to provide for the keeping, breeding and management of wildlife, to which Ms Edgley’s response was that the rule specifically provided for “species protection and conservation management works”. While we appreciate the submitter’s wish to avoid unnecessary consenting requirements, we agree with Ms Edgley that the wording of the rule clearly encompasses the protection and conservation work undertaken by the submitter. For this reason, we recommend that the submission point be rejected.
162. QAC⁷³ requested a rule be added to Part 38.9 in addition to the Objective and Policy discussed earlier in paragraphs 121-126. The rule that they have specifically sought would read as follows:

*Rule 38.9.38 Activities Sensitive to Aircraft Noise within the Air Noise Boundary or Outer Control Boundary at Queenstown Airport.
(Prohibited in all zones)*

⁷⁰ C. Edgley, Section 42A Report, paragraph 21.2

⁷¹ Submission 2336

⁷² Submission 2569

⁷³ Submission 2618

163. Ms Edgley was opposed to the relief sought on the basis that the rule would seek to prohibit Activities Sensitive to Aircraft Noise (ASAN) in circumstances where such activities can be managed through a requirement for noise insulation. Instead, she proposed that a new activity standard be added instead under Part 38.10.⁷⁴

164. The recommended rule would read as follows:

Table 38.2

Standards for Activities in the Open Space and Recreation zones

Rule 38.10 12

Activities Sensitive to Aircraft Noise

New buildings or additions to existing buildings containing Activities Sensitive to Aircraft Noise located within the Queenstown Airport Air Noise Boundary or Outer Control Boundary shall be designed to achieve an indoor Design Sound Level of 40dB within any Critical Listening Environment (based on the 2037 Noise Contours) and ventilated in accordance with Rule 36.6.2.

(Non –Complying Activity)

165. We agree that this would be an appropriate approach to apply within the Open Space and Recreation Zones subject to airport noise, and is consistent with urban zones. We recommend that the submission point be accepted in part and that the above provisions be added as a new Rule 38.10.

12. RULE 38.10 – STANDARDS

12.1 General Issues Raised

166. Real Journeys Group sought that matters of discretion include consideration of the ‘benefits’ of a proposal, with respect to Rules 38.10.1, 38.10.2, 38.10.4, 38.10.5, 38.10.6, 38.10.7, and 38.10.10. Similar amendments have been sought with respect to provisions in Chapter 29 Transport.

167. This issue has arisen across other chapters and is specifically addressed in some detail in section 3.1 of Report 19.1. For the reasons given therein, we recommend that these submission points be rejected.

168. Real Journeys Group sought that non-compliance with the Rules 38.10.1 (buildings), 38.10.2 (buildings), 38.10.3 (recession planes) and 38.10.8 (recession planes) be changed from discretionary to restricted discretionary, with the addition of matters of discretion.

169. We are mindful that Chapter 38 concerns the regulation of activities within Council parks and reserves. Bearing this in mind, we agree with Ms Edgley⁷⁵ that full discretionary status enables consideration of other relevant documents, and in particular open space strategy documents, community plans and in particular Reserve Management Plans. For this reason, we consider it is appropriate for these rules to continue to apply discretionary activity status where buildings

⁷⁴ C. Edgley, Section 42A Report, paragraph 13.10

⁷⁵ C. Edgley, Section 42A Report, paragraph 14.42

and structures breach the thresholds in part 38.10. We recommend that the submission points be rejected.

170. Fire and Emergency New Zealand⁷⁶ sought that Rules 38.10.1, 38.10.2, and 38.10.4 be amended to include an exemption for emergency service facilities. As described earlier in our discussion of the relief sought by FENZ in paragraphs 127-132, we were satisfied that it would be appropriate to add standards to the rules in Table 38.2 for water supply and access for firefighting facilities. We recommend the adoption of the following standard as proposed by Ms Edgley with the non-compliance status of Restricted Discretionary⁷⁷:

Standards for Activities in the Open Space and Recreation Zones

Water supply and access for firefighting.

All new buildings over 20m² in area that are not connected to the reticulated water supply must make the following provision for firefighting:

- 38.10.11.1 A water supply of 45,000 litres; and
- 38.10.11.2 A hardstand area adjacent to the firefighting water supply connection of a minimum width of 4.5 m and a minimum length of 11 m; and
- 38.10.11.3 A firefighting water connection located more than 6 metres but not less than 90 metres away from the building; and
- 38.10.11.4 Access from the property boundary to the firefighting water connection of a minimum width of 4.5 metres

Discretion is restricted to:

- a) the extent of compliance with any national standards for firefighting water supply;
- b) the accessibility of the firefighting water connection
- c) point for fire service vehicles;
- d) Whether and the extent to which the building is assessed as a low fire risk;
- e) Any advice that may have been received from Fire and Emergency New Zealand.

171. Providing this relief also satisfies two submission points by FENZ seeking that new standards be added for water supply for firefighting and access for firefighting. On the basis of the above amendments to Part 38.10, we recommend that the submission of FENZ be accepted in part. However given the relief proposed, we do not accept that it is then necessary to provide exemptions from Rules 38.10.1, 38.10.2, and 38.10.4, and this part of their submissions are recommended to be rejected.

12.2 Rule 38.10.1 – Building Height

172. Rule 38.10.1.2 specifies a maximum height of 6m for buildings in the Informal Recreation Zone. This has been opposed by Kiwi Birdlife Park⁷⁸, who has sought a 10m height limit. The submitter's position is somewhat unusual, because the 'building' is in the form of a bird aviary. The aviary consists of a netting structure supported by poles, but which still falls within the definition of 'building'.

⁷⁶ Submission 2660

⁷⁷ C Edgley, Section 42A Report, paragraph 12.24

⁷⁸ Submission 2569

173. We disagree with the officer's recommendation to decline this submission point. No submissions were received in opposition to the relief sought. Secondly, the structure concerned is of a highly specialised nature and we are satisfied that a 10m height is necessary for the management and conservation of protected birds. Given its location and character, it would not have the same effect as a solid structure of that height. In any event, it would be difficult to see how consent could be declined should an application be made. In addition, we consider there is some force in Mr Kavanagh's complaint that the Council's position seems inconsistent with that relating to the proposed height of the adjoining Skyline terminal buildings⁷⁹.
174. In normal circumstances, we would agree with the officers that creating a multitude of exceptions is generally undesirable as it can undermine the coherence of a plan. However we also consider that account has to be taken of the particular circumstances that may apply in particular cases, and we consider this is a good example of such a circumstance. Accordingly, we recommend that the submission point be accepted, and the following exception be added to Rule 38.10.1.2:

Except for any aviary at Kiwi Birdlife Park, where the maximum height shall be 10m.

175. Bridesdale Farm Developments Limited⁸⁰ sought that Rule 38.10.1.3 be amended to increase building height limit from 10m to 12m in the Active Sport and Recreation Zone. This is a zoning sought by the submitter for land adjacent to Bridesdale and the Kawarau River, and is effectively a bespoke provision aimed at accommodating possible building development as part of the rezoning their site, a wider issue which is addressed later in this report. We recommend that this submission point be rejected, having regard to the discussion in Section 26.1.

12.3 Rule 38.10.2 – Ground Floor Area of Buildings

176. Rule 38.10.2 regulates the ground floor area of buildings. Rule 38.10.2.6 applies to the Community Purposes Golf Sub-Zone and provides for a maximum floor area of 600 m². The Wanaka Golf Club⁸¹ sought that Rule 38.10.2.6 be amended to allow for a total floor area greater than 600m². In its submission, the Club pointed out that in addition to its clubhouse, the buildings on the golf course (both approved and consented) amount to 1130m². The Club argues that the 600m² threshold is unrealistically low for golf club facilities generally, and that buildings typically expected in association with this activity would not have a significant impact given the land area occupied by golf courses (56 ha in the case of the Wanaka Golf Course).
177. While we see some merit in the Club's argument, it is not simply the floorspace of buildings relative to the size of the whole site, but the size, location, and visual impact of buildings as seen from within the Sub-Zone and from beyond it. 600m² is still a substantial building, and restricted discretionary activity status is not particularly onerous in this context, and bearing in mind that the golf course is located on a public reserve. We recommend that the submission point be rejected.

⁷⁹ P Kavanagh, EiC, paragraph 5.

⁸⁰ Submission 2391

⁸¹ Submission 2277

12.4 Rule 38.10.4 – Setback from Internal and Road Boundary

178. Rule 38.10.4 stipulates setbacks required from internal and road boundaries. QAC⁸² sought that Rule 38.10.4 be amended to require that the setback from internal and road boundaries be amended to require buildings and structures to be set back 1.5 m where it adjoins the Airport Zone. Ms Edgley noted that the rule specifies that where a site adjoins another zone, buildings shall be setback from the boundary the same distance as required by the setback from internal boundaries of the adjoining zone. She went on to explain that where an Open Space Zone adjoins the Airport Zone, Rule 17.5.2.2 requires a setback for buildings adjoining a zone (other than the Residential Zone or a public road) to be 3 metres. This actually provides greater protection than the relief sought in the submission. Given this clarification, we recommend that the submission point be rejected.

12.5 Rule 38.10.5 – Setback of Buildings from Water Bodies

179. The Otago Game and Fish Council⁸³ supported Rule 38.10.5 but sought that the word “indigenous” be removed where reference is made to biodiversity values in the matters of discretion. This is consistent with the relief sought by the submitter earlier on Policy 38.3.1.1. We recommend that the submission point be accepted and that the matter of discretion refer to “Biodiversity values”.

12.6 Rule 38.10.6 – Outdoor Storage

180. Rule 38.10.6 relates to Outdoor Storage. Rule 38.10.6.1 as notified reads as follows:

Outdoor storage and the storage of waste and recycling shall be screened from public places and adjoining zones by planting, solid walls, solid fences or any combination of these to 2m in height along the length of the outdoor storage area. Where such screening is by way of planting it shall be for a minimum depth of 3m as well as 2m high.

181. Wanaka Golf Club⁸⁴ pointed out that the rule as currently drafted would require screening from every potential frontage point noting that public places are defined in Chapter 2 of the PDP as including all reserve land to which the public has access. This has the potential to make the rule nonsensical in some circumstances.

182. In addition, Ms Edgley notes that outdoor storage is defined in Chapter 2 as including the storage of waste, making the inclusion of that wording superfluous. In addition, as noted earlier in section 3.3 of this report, landscaping is defined by Chapter 2 as including ‘screening’. We consider that the necessary amendments to ‘tidy up’ this rule are within the scope of the submission, under Clause 16 (2). We recommend that the submission be accepted in part, and the wording of Rule 38.10.6.1 be changed to read as follows:

Outdoor storage that is visible from roads or adjoining zones shall be landscaped with planting, solid walls, solid fences or any combination of these to 2 m in height along the length of the outdoor storage area. Where such landscaping is by way of planting it shall be for a minimum depth of 3m and a height of 2m.

⁸² Submission 2618

⁸³ Submission 2455

⁸⁴ Submission 2277

12.7 Rule 38.10.7 – Fencing

183. Rule 38.10.7 contains rules relating to fencing. Kiwi Birdlife Park⁸⁵ submitted on Rule 38.10.7.2 which stipulates that:

The maximum height of any fences erected on the boundary of any Open Space and Recreation Zones shall be 1.2 m. (they must also be visually permeable)

184. As was the case with the height of the aviary at this facility, we consider that Ms Edgley’s report failed to consider the unique and specific requirements that the submitter requires. Kiwi Birdlife Park explained that fences for wildlife protection are typically have a height of at least 2.2m⁸⁶, examples being those at Orokonui in Dunedin, and Zealandia in Wellington. While it would be more helpful for the submitter to have actually specified a height limit on its submission, we do not consider that predator proof fences on the submitter’s site have the potential to adversely affect neighbouring properties, noting that the submission was not opposed. The alternative suggestion of the reporting officer of setting back the predator proof fence from the boundary on what is a clearly constrained site is neither realistic nor helpful. For similar reasons relating to the issue of building height addressed earlier in this report, we recommend that the submission point be accepted and an exception added as new Rule 38.10.7.3 stating that:

At Kiwi Birdlife Park, the maximum height of any fence installed for wildlife protection shall be 2.2m, and in such a case Rules 38.10.7.1 and 38.10.7.2 do not apply.

12.8 Rule 38.10.8 – Lighting and Glare

185. Rule 38.10.8 concerns lighting and glare. QAC⁸⁷ sought the retention of Rules 38.10.8.1 and 38.10.8.2. We recommend that these submission points be accepted.

12.9 Rule 38.10.9 – Maximum Gross Retail Floorspace

186. Rule 38.10.9 relates to the Maximum gross retail floorspace allowed in association with activities in specified Open Space and Recreation Zones. It provides for a maximum gross retail floorspace of 100m² or no more than 10% of the gross floor area (whichever is the lesser)
187. The Wanaka Golf Club⁸⁸ sought that this threshold be increased to 200m² in the Community Purposes Golf Sub-Zone. Although critical of the Council’s adoption of what the club sees as an arbitrary number, apart from suggesting a doubling of the permitted retail floorspace, there is no justification offered as to why the standard might be inappropriate. We agree with Ms Edgley that it aligns with the relevant Objective 38.2.3 and Policies 38.2.3.1 and 38.2.3.2 and is consistent with the threshold in the Rural General Zone. We recommend that the submission point be rejected.
188. Kiwi Birdlife Park also sought that Rule 38.10.9 be amended, in this case to increase the maximum gross retail floor space where it is ancillary to permitted activities. This submission did not specify what would be an alternative appropriate threshold. In his evidence⁸⁹ Mr

⁸⁵ Submission 2569

⁸⁶ P Kavanagh, EiC, paragraph 23

⁸⁷ Submission 2618

⁸⁸ Submission 2277

⁸⁹ P Kavanagh, EiC, paragraph 31

Kavanagh stated that he did not necessarily oppose the 100m² threshold, provided that the Park's existing operations were protected (presumably by existing use rights).

13. RULE 38.11 - INFORMAL RECREATION ZONE: BEN LOMOND SUB-ZONE

13.1 Overview of Table 38.3

189. The PDP has effectively 'separated out' the rules applicable to the Ben Lomond Sub-Zone, presumably on the basis of the specific characteristics and relative complexity of the Sub-Zone.

13.2 Rule 38.11.1 – Buildings

190. Rule 38.11.1 provides that the construction, relocation, addition or alteration of any building in the Sub-Zone be a Restricted Discretionary Activity. Two separate submissions were received on this rule, one from ZJV⁹⁰ and the second from Skyline Enterprises⁹¹. It was apparent that ZJV entertained some concerns about the implications of activities by Skyline Enterprises on its zipline operation, including (what appeared to be competitive) access to the reserve. It also entertains concerns about the effects of forestry activities, and the potential effects of helicopter operations to and from the Skyline site.

191. Beginning with the Skyline submissions, the submitter sought that the matters of discretion be amended by adding stormwater disposal as a matter of discretion, and removing effects on the transportation network from the matters of discretion under Rules 38.11.1 and 38.11.3. A similar submission was made in respect to Rule 38.11.5 which also made reference to the traffic generation and traffic assessments.

192. Having regard to the effects on the transportation network, Ms Edgley submitted that given the nature of activities that occur within the reserve, ongoing increases in visitor numbers and cumulative effects, and acknowledging that transport related considerations are included as matters of discretion under similar rules in other zones (and within this chapter), effects on the transportation networks should still remain as a matter of discretion. This was accepted by Mr Dent in his evidence⁹².

193. However we agree with the submitter, as did Ms Edgley, that a number of these provisions duplicated those addressed under Chapter 29 Transport. This includes assessment of high traffic generators where 50 or more car parking spaces are proposed, or which required assessment beyond specified levels of traffic generation. Similarly, matters relating to access, parking layout and design, pedestrian and vehicle access are also addressed under Chapter 29. Thus, while we accept that effects on transportation networks should remain as a matter of discretion, we consider that the requirement to assess transport network effects and the provision of an integrated transport assessment is not required as part of the rules in Chapter 38 for this Sub-Zone. We recommend that the submission be accepted in part. We agree it is appropriate to include stormwater disposal as a matter of discretion.

⁹⁰ Submission 2485

⁹¹ Submission 2493

⁹² S Dent, EiC, paragraph 163

194. ZJV sought some more complex wording amendments through adding additional matters of discretion. In summary, these included the location and external appearance of buildings; the spatial layout of buildings in public reserves and their relationship with open space and methods of access to activities and to the reserve; discretion to include the manner in which access is gained to ensure fair and reasonable access to the reserve is maintained for current and future operators, including effects on building and related activities on nearby reserve users; and that biological and ecological values be enhanced as part of the development of the reserve.
195. Ms Edgley was not persuaded that the amendments sought by ZJV to Rule 38.11.1 were necessary, primarily on the basis that they were already addressed in the existing matters of discretion.
196. The concerns of the submitter with respect to Rule 38.11.1 were more focused in the evidence presented by Mr Brown⁹³ to the hearing, who considered that one additional matter of discretion that was justified was a requirement to consider public access to and use of open space in the reserve, which he argued was not captured by any of the other matters of discretion. We consider this is a valid consideration and recommend that the submission point be accepted in part by the addition of the following matter of discretion to Rule 38.11.1:

Public access to, and the use of, open space.

13.3 Rule 38.11.3 – Commercial Recreation Activity

197. Rule 38.11.3 regulates commercial recreation activity in the Ben Lomond Sub-Zone. ZJV sought an amendment to this rule to add additional matters of discretion having regard to the more rural than urban nature of the reserve. Skyline sought that the rule be amended by making it applicable to commercial and commercial recreation activity, (effectively by differentiating between the two) and providing for commercial recreation undertaken on land outdoors and involving not more than 10 persons to be a restricted discretionary activity.
198. With respect to the Skyline submission, we agree that the rule should reflect the distinction between the two activities – for example, retail sales of souvenirs, the operation of a restaurant or conference facilities, are distinct from people undertaking active recreation activities at the site. Ms Edgley explained that, as drafted⁹⁴, the rule was intended to ensure that commercial activities or retail activities are associated with and ancillary to the commercial recreation activity. With respect to the number of people, she noted that the Stage 1 definition of commercial recreation did not limit the number of people, and that such a change as sought was unnecessary.
199. Turning secondly to the ZJV submission, we agree with Ms Edgley that a number of the matters raised in the submission point are already covered by the Council’s reserve management and reserve planning functions outside the Act and the District Plan. However, at the hearing Mr Brown⁹⁵ for the applicant focused on the more detailed wording of Rule 38.11.3.2 and submitted that the words “related”, “associated with” and “ancillary to” may have different interpretations and were potentially confusing, noting that the words “ancillary to” was

⁹³ J Brown, EiC, paragraph 13

⁹⁴ C. Edgley, Section 42A Report, paragraph 11.26

⁹⁵ J Brown, EiC, paragraph 14

preferable because it is used in other instances within the PDP. We note that the rule as notified reads as follows:

38.11.3.2 Commercial activity only where:

- a) *The commercial activity is associated with and located on the same site as, the commercial recreation activity; or*
- b) *Commercial activity is retail ancillary to the commercial recreation activity.*

13.4 Rule 38.11.4 – Harvesting and Management of Existing Forestry

200. ZJV sought that Rule 38.11.4 have an additional matter of discretion added to ensure that any harvesting or forestry will not impact its operations and that harvesting trees should not impact other leisure activities that rely on the naturalness that forestry planting brings to the reserve. This is linked to the submitter’s concerns that their zipline operation is entirely dependent on the presence of the existing large exotic trees in the reserve.

201. In his evidence to the hearing, Mr Brown stated that forest harvesting should be changed from controlled to a restricted discretionary activity. Leaving aside issues of scope, we subsequently understood that the submitter accepted the existing controlled activity status applicable to this rule. Mr Brown sought that an additional matter of control be added reading as follows:

Effects on the amenity values of the forest and other uses of the reserve.

202. Although Ms Edgley felt such an amendment was unnecessary, we consider that the inclusion of this as an additional matter of control was justified given the potential effects of harvesting operations on the submitter’s business. We recommend that this matter be added as a matter of control and that the submission point be accepted in part.

203. In addition, Mr Brown raised another matter with respect to the wording of the rule which refers to “harvesting and management of existing Forestry”⁹⁶. We understand that harvesting does not simply imply that trees are removed and disposed of, but that they are removed and used for other purposes. Mr Brown points out that the inclusion of the word ‘management’ could mean that everyday forestry activities including pruning for example, would require a resource consent. It could also raise issues with respect to the removal of exotic species within Open Space and Recreation zones generally, having regard to Rule 38.9.30 in Table 38.1. This matter is of sufficient significance, that we recommend that the Council consider amending this provision by way of a variation to the PDP.

204. Skyline also sought an additional matter of control for Rule 38.11.4 reading as follows:

Debris flow and rock fall hazards and long-term slope stability

205. Given the nature of the terrain and the scale of works potentially undertaken within the reserve in association with the development of tourist infrastructure, we recommend that this submission point be accepted and the proposed wording be added as a matter of control.

⁹⁶ J Brown, EiC, paragraphs 18 – 19

13.5 Rule 38.11.5 – Parking: Lower Terminal Area

206. Skyline sought that Rule 38.11.5 be amended such that parking within the Lower Terminal Area of the Ben Lomond Sub zone be made a permitted rather than a controlled activity. Mr Dent⁹⁷ explained that the basis of this submission is that Skyline has obtained a lease from the Council which allows for the development of a commercial car parking building for Skyline patrons and other users of the Ben Lomond Recreation Reserve. He argued that while no landscaping exists within the existing 'at grade' car park, the site is entirely screened from Brecon Street by the Lower Terminal Building, and that the Kiwi Birdlife Park is being extensively planted along its western boundary in combination with plants provided by Skyline. He added that topography and vegetation currently screen the western and northern areas of this car park area.
207. In her rebuttal evidence, Ms Edgley⁹⁸ responded that reliance cannot be placed on the retention of trees on the Kiwi Birdlife Park site (and perhaps more realistically) forested areas to the north and west. While we accept the development of a large car parking structure is now almost inevitable, and that the matter is finely balanced, we consider that in this case it would be prudent to maintain provision for on-site landscaping as a matter of control. We do not consider that this level of regulation would be onerous, and recommend that this submission point be rejected.

13.6 Rule 38.11.7 – Building Height

208. Notified Rule 38.11.7 concerns building height within the Ben Lomond Sub-Zone. Skyline sought that Rule 38.11.7c be amended to provide a building height of 20m instead of 17m as notified. Skyline is in the process of obtaining consents through the Environment Court for further major redevelopment of their facilities within the Reserve, and under an interim decision from the Court would have the ability to erect the car parking building to the height of 18.5m⁹⁹. Ms Edgley was amenable to supporting a building of this height. However, the proposed car park building is subject to a further application lodged with the Council in October 2017 and awaiting a final decision from the Environment Court¹⁰⁰. This building would have a maximum height of 19.918m.
209. In order to address the potential visual impacts of a building of this height, the submitter sought landscape evidence from Ms Michelle Snodgrass. She undertook an assessment of the visual effects of development of the gondola top and bottom stations, car park building and gondola corridor from a range of vantage points, which was presented to the Hearings Panel. This concluded that the effects of the height of the car parking building, and bearing in mind its location at the bottom site, would range in visual terms from negligible to moderate (e.g. from the car parking area for climbing Queenstown Hill).
210. The Council did not bring evidence challenging that of Ms Snodgrass. Our strong inclination would be to recommend that this part of the submission be granted, but we are aware that the height of the building is going to be subject to the Environment Court's findings on RM 171172, and we consider it would be inappropriate to pre-empt the findings of the Court on this matter. Ms Edgley made the valid point that if RM 171172 is consented, Skyline would be able to rely

⁹⁷ S. Dent, EiC, paragraphs 168 – 172

⁹⁸ C. Edgley, Rebuttal Evidence, paragraph 5.13

⁹⁹ RM 160647

¹⁰⁰ RM 171172

on that consent to build to their preferred height. For this reason we recommend that the submission point be accepted in part, to the extent that the permitted height be increased to 18.5 m.

211. ZJV sought an amendment to height Rule 38.11.7 to add a new standard providing for a building height limit of up to 20m for treehouse structures and other buildings associated with zipline operations. The submitter uses platforms and structures (typically up to 10m² floor area) attached to the tall Douglas Fir trees within the reserve to anchor and provide access to this ziplines. The effect of the relief sought by the submitter would be to provide for structures lower than 20m in height as a restricted discretionary activity, rather than a fully discretionary activity as for other buildings.
212. We assume the purpose of the amendment to the rule would be to keep options open for further development of ziplines, as we heard no specific proposals as to future intentions or where the ziplines might be within the reserve. The effect of the relief sought would be to provide a slight differentiation in consent status between the height of buildings generally, and those associated with ziplines. We recommend that the submission be rejected.

13.7 Additional Rules Sought

213. Skyline Enterprises sought that an additional rule be added to make buildings within the Gondola Corridor a non-complying activity. ZJV¹⁰¹ sought that the width of the Gondola Corridor Area be reduced. Ms Edgley advised that the 75m wide corridor both east and west of the gondola cableway centreline is sought to provide for the future upgrading of the gondola, and was based on Skyline Enterprises submission on Stage 1¹⁰² and the interim resource consent granted by the Environment Court in 2017¹⁰³. We recommend that the submission by ZJV be rejected. Given that buildings would logically not be anticipated within the gondola corridor, we recommend that the submission of Skyline Enterprises be accepted and a new rule 38.11.7 be added reading as follows:

Building within the Gondola Corridor Area
Any building within the Gondola Corridor Area excluding passenger lift systems
(non-complying activity)

214. Skyline Enterprises¹⁰⁴ also sought that a new rule be added providing for Informal Airports as a restricted discretionary activity with matters of discretion.
215. Under the 'Rezoning' part of this report (in Section 23.1) we discuss a request by the submitter to establish a helipad adjacent to the northern edge of the Ben Lomond Sub-Zone. As part of our assessment of that submission point, we agreed that the relief sought was appropriate, and as a consequence it is necessary to have an accompanying rule, providing for what the PDP has defined as an 'Informal Airport' within the zone.
216. Mr Dent's evidence for the submitter included a draft rule, which also included a provision only allowing for one such facility within the zone given concerns raised by the reporting officers

¹⁰¹ Submission 2485

¹⁰² Submission 574

¹⁰³ RM 160647

¹⁰⁴ Submission 2493

(although we agree with Mr Dent that the likelihood of a second helipad within the zone was unlikely). We recommend adopting the wording proposed by Mr Dent with some minor alterations to better address potential effects on other activities within the Sub-Zone such as ZJV and Kiwi Birdlife Park. Furthermore, we note that the proposal put forward by Mr Dent for Skyline was preferred by Mr Brown in his evidence for ZJV¹⁰⁵. We recommend that the submission point be accepted, and the proposed wording of the rule for a restricted discretionary activity be as set out below:

38.11.8 Informal Airport Located within the Future Helipad Area
Discretion is restricted to the following:

- a. Aviation safety including helicopter landing area design and proximity to on ground structures and track networks;
- b. the frequency and intensity of daily and weekly flight numbers;
- c. separation distance and potential effects on the operations of other existing or incompatible occupiers within the Ben Lomond Sub-Zone.
- d. Helicopter flight paths

The information requirements for aviation safety shall include provision of either a PT157 Determination issued by the Director of Civil Aviation New Zealand or an independent aviation safety assessment prepared by a suitably qualified professional.
(Restricted Discretionary Activity)

38.10.9 Two or More Informal Airports within the Bob's Peak Area of the Ben Lomond Sub-Zone
(Non-complying Activity)

217. As a consequence, existing Rules 38.11.7 and 38.11.8 are renumbered 38.11.10 and 38.11.11 respectively.

14. RULE 38.12 - NON—NOTIFICATION OF APPLICATIONS

218. Skyline Enterprises¹⁰⁶ sought that Rule 38.12.2 be deleted. This rule states:

Controlled activities within the Informal Recreation Ben Lomond Sub-Zone shall not be publicly notified but may require the written approval of affected persons or give limited notification to affected persons.

219. We understand that controlled activities in the Sub-Zone include passenger lift systems in parts of the Sub-Zone, harvesting and management of existing forestry, and parking in the Lower Terminal Area. An expectation with controlled activity status is that the activity is appropriate and consent will be granted, possibly subject to conditions, we do not consider that a limited notification requirement for these activities is appropriate.

220. Counsel for ZJV¹⁰⁷ was of the view that limited notification¹⁰⁷ for controlled activities may be appropriate, and suggested that the rule be amended to specify (by way of an advice note)

¹⁰⁵ J Brown, EiC, paragraph 9

¹⁰⁶ Submission 2493

¹⁰⁷ Submission 2485

where ‘special circumstances’ may exist. However, we are of the view that in terms of requiring written approval of affected persons, or providing limited notification, the Council is obligated to work through the steps under section 95B of the Act. We doubt whether the Council’s discretion can be fettered by a provision of the nature sought by the submitter. Accordingly we recommend that the submission point be accepted and Rule 38.12.2 be deleted.

15. RULE 38.13 - MATTERS OF CONTROL FOR CONTROLLED ACTIVITIES

221. Ms Edgley advised that there was a typographical error in Rule 38.13.3¹⁰⁸ where Rule 38.9.16 is duplicated ahead of Rule 38.9.28 (to which Rule 38.13.3 relates). This requires the removal of the first paragraph which reads:

Rule 38.9.16: Restaurants and cafes that are accessory to a permitted activity and are located further than 50m from a Residential Zone in the Civic Spaces Zone, Informal Recreation Zone, Active Sports and Recreation Zone, CP Z CPZ (Golf), CPZ (Camping Ground)

222. We recommend that an amendment deleting the above clause be made pursuant to Clause 16(2).

16. RULE 38.14 - MATTERS OF DISCRETION FOR RESTRICTED DISCRETIONARY ACTIVITIES

223. Ms Edgley advised¹⁰⁹ that while there were no submissions on this clause of the plan, she noted that a rule (which we assume to be rule 38.9.14) listed as restricted discretionary in Table 38.1 was left out of the provisions listed under Part 38.14 in error, which means there are no matters of discretion for that rule relating to organised sport and recreation. She noted that there were no submissions providing scope to make amendments, and that Council’s legal advice was that because the notified rule did not meet the description of a restricted discretionary activity under Section 77A (3) of the Act, the appropriate status for the activity is fully discretionary.

224. We recommend amending Rule 38.9.14 (organised sport and recreation activities in the Informal Recreation Zone) to show the activity as fully discretionary.

17. SECTION 38.15 - LANDSCAPE ASSESSMENT MATTERS FOR DISCRETIONARY AND NON-COMPLYING ACTIVITIES

225. These provisions set out the landscape matters that the Council must be satisfied are applied when considering applications for discretionary and non-complying activities in the Open Space and Recreation Zone. The landscape assessment matters are structured as those that apply to Outstanding Natural Landscapes, Outstanding Natural Features, Rural Character Landscapes, and those that are applicable to all landscape categories.

¹⁰⁸ C. Edgley, Section 42A Report, paragraph 23.1

¹⁰⁹ Ibid, paragraphs 24.1 – 24.2

226. Real Journeys Group¹¹⁰ sought the deletion of the landscape assessment matters on the basis that much of the Council’s reserve land is not afforded protection under Section 6 of the Act, and is not recognised as being ONL/ONF.
227. Under the section “Variation to Stage 1 Chapter 6 Landscapes” below (Section 19), we address the wider issue of the application of landscape matters to land zoned Open Space and Recreation. Under that section we recommend the addition of a new policy under Chapter 6 relating to landscapes within Open Space and Recreation Zones.
228. We note that there is a substantial policy framework in Chapter 38 in support of restrictions on activities, which in turn reflect the classification of the open space and question¹¹¹. These were extensively covered in the Section 42A Report¹¹². There was little evidence presented at the hearing in support of the submission. However a significant issue does arise within the scope of this submission. We do not believe that it is appropriate in law to have assessment matters for a non-complying activity, particularly noting the application of section 104D of the Act. Such activities must be assessed in terms of their effects, and the application of the objectives and policies of the district plan. Accordingly we recommend that the submission be accepted in part, and that reference to the assessment matters under this rule having application to non-complying activities, be deleted.

18. RECOMMENDED AMENDMENTS UNDER CLAUSE 16(2)

229. Clause 16(2) provides that:

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

230. Throughout the report we have recommended a number of Clause 16(2) amendments to correct errors. In addition, we recommend a further three such amendments be made pursuant to this clause.

231. Policy 38.2.1.5 (c) as notified reads:

maintains and/or enhances the recreation and amenity values.

232. We recommend that subclause be amended to read:

maintains or enhances the recreation and amenity values.

233. Rule 38.13.3 concerns “Matters of control for Controlled Activities identified in Table 38.1”. Rule 38.13.3 incorrectly makes reference to restaurants and cafes and duplicates the identical wording under Rule 38.13.1. We recommend that the first four lines of the text under Rule 38.13.3 be deleted.

¹¹⁰ Submissions 2466, 2581, 2494

¹¹¹ Policies 38.2.1.1, 38.2.1.4, 38.2.1.5, 38.2.2.4, 38.2.2.5 and all policies under Objectives 38.3 and 38.4

¹¹² at paragraphs 25.4 and 25.5

234. Rule 38.15 concerns “Landscape Assessment Matters for Discretionary and Non-Complying Activities”.
235. Under Rules 38.15.2 and 38.15.3, the text makes reference to “Rural Landscape Classification (RLC)” and “Rural Landscape”. In accordance with the terminology used as a result of Stage 1 decisions, it is necessary to change the wording to read “Rural Character Landscapes (RCL)”. We recommend that these clauses be changed to reflect the correct terminology.

PART B – AMENDMENTS TO STAGE 1 CHAPTERS

19. VARIATION TO STAGE 1 CHAPTER 6 LANDSCAPES

236. As part of Chapter 38 Open Space and Recreation, the PDP Stage 1 Chapter 6 Landscapes was varied to address issues arising with the application of the landscape provisions in Chapter 6 to zones other than Rural. With respect to Open Space and Recreation Zones introduced through Chapter 38, a difficulty arose as land outside the Urban Growth Boundary and within reserves was zoned Rural under Stage 1 of the PDP. Landscape provisions with respect to any land which was classified as Outstanding Natural Landscape (ONL) or Outstanding Natural Feature (ONF) only applied to land which was zoned Rural, and did not apply to former Rural zoned land now incorporated within the new Open Space and Recreation Zones introduced through Chapter 38 as part of Stage 2 of the PDP¹¹³.
237. Matters relating to this variation have however been addressed separately under the Stream 14 report relating to the Chapter 6 variation¹¹⁴. This reflects the fact that nearly all of the submissions relating to the variation to Chapter 6 lodged in Stage 2 were made with reference to Chapter 24 and other rural zones.
238. Ms Edgley addressed the background to this matter in some detail in her Section 42A Report on Chapter 38. She explained that there was a difficulty in making any amendments to policies in Chapter 6, as many of these were already subject to appeal. She recommended that the matter be resolved by the addition of the following new policy to Chapter 6:

6.3XX

Classify the Open Space and Recreation zones land located outside the Urban Growth Boundary as ONL, ONF or RCL, and provide a separate regulatory framework for the Open Space and Recreation Zones within which the remaining policies of this chapter do not apply.

239. We concur with this recommendation, and her recommendations with respect to the submissions on Chapter 38 relating to this matter. We recommend it be included as Policy 6.3.3B.
240. Stream 14 have recommended to us a further policy to include in Chapter 6 to give effect to the variation and respond to the submissions lodged on this variation. We accept the reasoning provided in Report 18.1 and recommend that the following Policy 6.3.3A be included in Chapter 6:

Provide a separate regulatory regime for the Wakatipu Basin Rural Amenity Zone, within which the Outstanding Natural Feature, Outstanding Natural Landscape and Rural Character Landscape categories and the policies of this chapter related to those categories do not apply. (3.2.1.1, 3.2.1.7, 3.2.1.8, 3.2.5.2, 3.3.20-24, 3.3.32).

¹¹³ C Edgley, Section 42A Report, paragraph 10.5

¹¹⁴ Refer Section 2.5, Report 18.1

20. VARIATIONS TO CHAPTERS 35 AND 36

241. Amendments were proposed to Rules 35.4.7 and 36.5.4 (notified Stage 1 rule numbers). No submissions were received on these variations. Rule 35.4.7 has been renumbered as 35.4.3 in the Decisions Version of the PDP and Rule 36.5.4 has been renumbered 36.5.2. We recommend that Decisions Version Rules 35.4.3 and 36.5.2 be amended as proposed in the variation.

21. AMENDMENTS TO CHAPTER 2

242. QAC¹¹⁵ requested some amendments to Chapter 2 'Definitions', to add definitions for informal recreation, public amenities, parks maintenance, recreation facilities, organised sport and recreation and recreational trails. The basis of the submission was that these were new terms included within the PDP and it is difficult to interpret the meaning and intent of these provisions.
243. Ms Edgley was of the view that most of these terms will be understood within their ordinary meanings¹¹⁶. However in reviewing the submission, she noted that 'Recreation Facilities' is the subject of its own rule¹¹⁷, but is also included within the definition of Commercial Recreation Activity. In order to clarify potential confusion, she recommended that 'Recreation Facility' be defined as follows:

A facility where the primary purpose is to provide for sport and recreation activities and includes recreation centres, swimming pools, fitness centres and indoor sports centres, but excludes activities otherwise defined as Commercial Recreation Activities.

244. Related to the matter of definitions, Ms Edgley noted that a Minute from the Hearings Panel¹¹⁸ had requested the following information particularly relating to the Open Space and Recreation chapter:

Provide definitions of terms used to differentiate activities in Table 38.1, such as informal recreation, organised sport and recreation and public amenities and advise on whether scope exists to include those definitions in Chapter 2.

245. In her response to this Minute, she noted that 'Commercial recreation' and 'Recreation' are both defined in Chapter 2, however 'Informal recreation' and 'Organised sport and recreation' are not.
246. She added that scope to add some additional definitions was available under the submission by QAC. These included the following:

Informal recreation: Means a pastime, leisure, sport or exercise activity that occurs on an ad hoc basis or irregularly and contributes to a person's enjoyment and/or relaxation. Excludes organised sport and recreation.

¹¹⁵ Submission 2618

¹¹⁶ *ibid*, paragraphs 13.14 – 13.16

¹¹⁷ Rule 38.9.6

¹¹⁸ Minute of Hearings Panel, 28 September 2018.

Organised sport and recreation: Means activities that require physical effort and skills, are competitive, occur on a regular basis, have formal rules, referees and officials, and are organised within formal structures. The activity typically involves the following:

- *exclusive use of public open space during the course of the activity;*
- *participants and spectators;*
- *use of clubrooms, changing facilities;*
- *training and practice sessions;*
- *payment of money to conduct activity;*
- *organised by a club, sporting body or group;*
- *booking and recording system of scheduled hours per week of each sport filed by the owner or administrator of the sports field.*

247. She added that these definitions were derived from the Auckland Unitary Plan. Other definitions she considered were within scope included the following:

Parks Maintenance: Means maintenance and repair undertaken within Council-controlled reserves, including:

- *maintenance and repair of any buildings and structures;*
- *maintenance and repair of foot paths and tracks;*
- *clearing or reforming drainage channels;*
- *topsoiling, reseeding, sandslitting of sports fields and grassed areas;*
- *weed management, grass mowing and planting of trees and gardens;*
- *replacement, repairs, maintenance or upgrading of existing bridges boardwalks and culverts; and resealing and sealing metalled parking and access drives and internal park roads.*

248. She also identified an issue with the activity 'Recreation Trails' in Rule 38.9.27. She said that the term "trail" is already defined in Chapter 2 and explicitly excludes public access routes over any reserve administered by the Council, the Crown or any of its entities. She recommended that Rule 38.9.27 be amended to refer to recreational tracks rather than trails. She proposed the following definition of recreational tracks:

Recreational tracks: Means a sealed or unsealed pathway or greenway within Council controlled reserves that is used for informal or organised recreational purposes such as walking, cycling, horse-riding, or fitness.

249. We concluded that Ms Edgley's approach to the submission and her suggested amendments were appropriate, apart from minor grammatical changes, and on this basis we recommend that the submission point be accepted in part.

PART C - REZONING REQUESTS

22. BASIS FOR ASSESSMENT

250. In Stage 1 the Hearings Panel set out its conclusions on the 'zoning principles' in the Queenstown rezoning recommendation report. Those matters are reproduced in Report 19.1¹¹⁹, and it is useful to repeat them, as set out below:

- a) *whether the change implements the purpose of the PDP Strategic Direction, Urban Development and Landscape and Rural Character Chapters;*
- b) *the overall impact of the rezoning gives effect to the ORPS and the PRPS;*
- c) *whether the objectives and policies of the proposed zone can be implemented on land;*
- d) *economic costs and benefits are considered;*
- e) *changes to the zone boundaries are consistent with the maps in the PDP that indicate additional overlays or constraints (e.g. Airport Obstacle Limitation Surfaces, SNAs, Building Restriction Areas, ONL/ONF);*
- f) *changes should take into account the location and environmental features of the site (e.g. the existing and consented environment, existing buildings, significant features and infrastructure);*
- g) *zone changes are not consistent with the long term planning for provision of infrastructure and its capacity;*
- h) *zone changes take into account the effects on the environment or providing infrastructure onsite;*
- i) *there is adequate separation between incompatible land uses;*
- j) *rezoning in lieu of resource consent approvals, where a portion of a site has capacity to absorb development does not necessarily mean another zone is more appropriate (i.e. rezoning of land when a resource consent is the right way to go); and*
- k) *zoning is not determined by existing use rights, but these will be taken into account.*

251. This Hearings Panel reiterates its support for these principles, and has taken these zoning principles into account, in our recommendations to the Council.

¹¹⁹ Section 2.4

23. CENTRAL QUEENSTOWN

23.1 ZJV (NZ) Limited – Submission 2485; Skyline Enterprises Limited – Submissions 574 & 2493

Property and submission information	
Further Submitters	Submission 574.5 FS1370 - ZJV (NZ) Limited – oppose FS1063 – Peter Fleming and Others - oppose Submission 2485.2 FS2777 – Skyline Enterprises Limited – oppose Submission 2493.1 FS2756 – Kiwi Birdlife Park Limited - oppose
Land area/request referred to as	Section 1 SO Plan 24832 and Section 1 SO Plan 22971 (574) BLSZ - Bob’s Peak (2485, 2493) BLSZ – Corridor Area (2485)
Area	Approximately 2645m ² (2461) (QLDC GIS)



Figure 23.1 Aerial photo of site subject to submissions, showing Ben Lomond Sub-Zone (hatched) and overlays (Pink – Bob’s Peak, Blue – BRA, Green – Gondola Corridor, Red – Lower Terminal Area).

252. These submissions relate to the Ben Lomond Sub-Zone (BLSZ), particularly around the upper area of Bob’s Peak. The BLSZ is shown as a large hatched area over part of the Informal Recreation Zone which extends over an even larger area on the western side of Queenstown. At this point we record that there are overlapping planning maps affecting this complex area of zoning and “areas”, which we have recommended that the Council rectify with the planning map of a larger scale showing the Ben Lomond Sub-Zone, and these constituent “areas”. As notified, the BLSZ includes the ‘Bob’s Peak’ Area (Rules 38.11.2, 38.11.6, 38.11.7 and 38.11.8); the ‘Gondola Corridor’ Area (Rules 38.11.2 and 38.11.7; and the ‘Lower Terminal’ Area (Rules 38.11.5 and 38.11.7). Added to this is a ‘Building Restriction Area’ which in turn is within the ‘Bob’s Peak Area’ (Rule 38.11.6).

253. The distinctions between these areas are important, because it was apparent that there was some confusion at the hearing as to the relationship between the Ben Lomond Sub-Zone and the “areas” within it, which form the basis of differences between the application of rules¹²⁰.
254. Furthermore, the complex background to the zoning of this area as set out below is closely based on the description provided in Ms Edgley’s Section 42A Report. Skyline submitted on Stage 1 of the PDP review¹²¹, seeking the rezoning of the Ben Lomond reserve area from Rural Zone (at that time) to a new ‘Commercial Tourism and Recreation Sub-Zone’. Its submission included a suite of provisions for the new zone.
255. Prior to decisions being released on Stage 1, the majority of the land referred to in Skyline’s Stage 1 submission was notified as Informal Recreation Zone, and within that overall zone, the BLSZ. The submission (as it applied to the varied land) was deemed to be on the variation under clause 16B(1) of the First Schedule to the Act, and was transferred to the Open Space and Recreation Chapter hearing for consideration.
256. Skyline also submitted on Stage 2, and its submission has effectively overtaken its Stage 1 submission as it relates to this land, as the Stage 1 submission was largely given effect to through the notification of the BLSZ in Chapter 38. Skyline noted in its Stage 2 submission that it is generally supportive of Chapter 38.
257. Part of Skyline’s Stage 1 submission, that was considered by the Hearings Panel in Stage 1 and subject to Stage 1 decisions, was its request to rezone a portion of DOC owned land immediately to the north of the land zoned BLSZ in Stage 2. The Hearings Panel decided that the most appropriate course would be to retain the existing Rural zoning to protect the landscape values of the site, and assess any potential future development through a consent process.
258. The Hearings Panel’s Minute of 16 April 2018 confirmed at paragraphs 15 – 16 that this residual area cannot be considered in isolation and should be considered as a consequential and incidental extension that is ‘on’ Stage 2.
259. Skyline, in its Stage 2 submission, again sought rezoning of this area of land, and requested that the BLSZ be extended beyond the north-eastern boundary of its lease area into the Ben Lomond Scenic Reserve, to include a possible future site for a helicopter landing area. In addition, Skyline sought that the BLSZ Bob’s Peak Area be extended immediately west of its lease area to encompass existing vehicle tracks, submitting that this is the most logical area for further development from a landscape perspective.
260. Figure 1 above shows the extent of the notified Sub-Zone, while Figures 2, 3 and 4 below show the extent of the new areas sought by Skyline in its submission and the existing lease areas on Ben Lomond. We record at this time that a further submission¹²² offering qualified support to the Skyline Enterprises submission was received from Queenstown Commercial Parapenters who operate their business from a site in close proximity to the Skyline Enterprises’ (top) Terminal building.

¹²⁰ C. Edgley, Reply Evidence, paragraph 9.1

¹²¹ Submission 574

¹²² Further Submission 2767

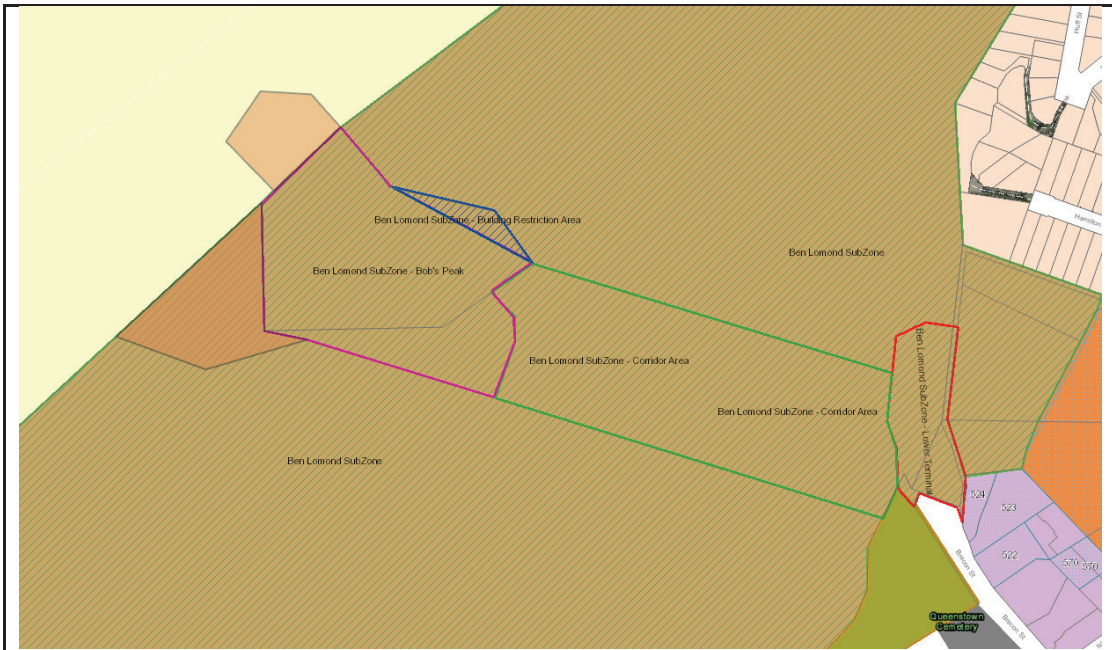


Figure 23.3 Showing current extent of BLSZ and requested increase in BLSZ area to the north into land currently zoned Rural and administered by DOC, and the extension to the west of the Bob's Peak overlay (orange).

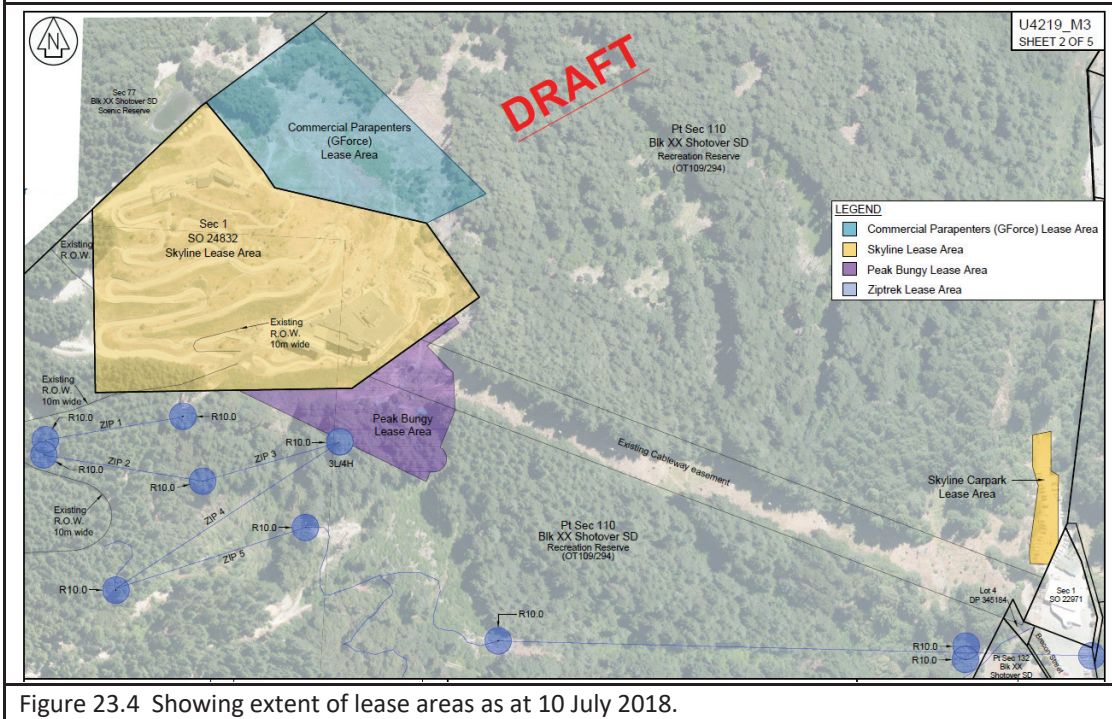


Figure 23.4 Showing extent of lease areas as at 10 July 2018.

263. She noted that the extension to the north was sought to provide for the submitter's plans for a helicopter landing area. This is a small cleared area adjacent to the upper extent of the Bob's Peak 'area' and adjacent to a fire pond. She stated Chapter 21 (Rural) includes provisions for informal airports, as a discretionary activity, as is the case under the Informal Recreation Zone as notified. (Skyline have sought Restricted Discretionary activity status for informal airports in the Sub-Zone)

264. Another issue raised by the reporting officers was the potential effects of the proposed rezoning on landscape and visual effects. Based on previous advice from the Council's consultant

landscape architect at the time (Dr Read), we consider that the proposed sub-zone would be acceptable from a visual and landscape perspective.

265. Looking firstly at the proposed northern extension onto land owned by the Department of Conservation, Mr Dent on behalf of Skyline Enterprises noted that the Department of Conservation had not opposed the submissions seeking the extension of the zone over its land. He also noted that the Conservation Management Strategy for the land identified it as an area where a concession application to land on aircraft was likely to be granted¹²³.
266. We are satisfied that this would be the most suitable site above the gondola and its large associated facilities for a helipad to be established, as likely visual impacts would not be significant, and it was the most remote site with respect to noise concerns that have been expressed by ZJV and by Kiwi Birdlife Park. With respect to the fact that the site is on Department of Conservation land, we think there is a significant distinction here between applying a zoning over this land and over private land. This is because the provisions of the Reserves Act can also be implemented in tandem with those in the PDP. There is no evidence that the Department of Conservation is either unaware or opposed to Skyline Enterprise's proposal.
267. Mr Dent sought that the establishment of a helipad (Informal Airport) on the site be a restricted discretionary activity. We consider this provides sufficient opportunity to address any adverse effects that might be associated with the facility, and particularly the frequency of flights, their approach/departure paths, and the potential for disturbance to other leaseholders within the Sub-Zone. The details of an appropriate rule have been addressed earlier in paragraphs 207 - 209 under Part 38.11 of Chapter 38.
268. Accordingly, with respect to this part of the submission by Skyline Enterprises we disagree with the reporting officer's conclusion and recommend that this part of the submission be accepted, with an appropriate amendment to the planning maps, as shown on Figure 23.5, and the addition of a new rule as set out earlier in Part 38.11.

¹²³ S Dent, EiC, paragraphs 142 – 145

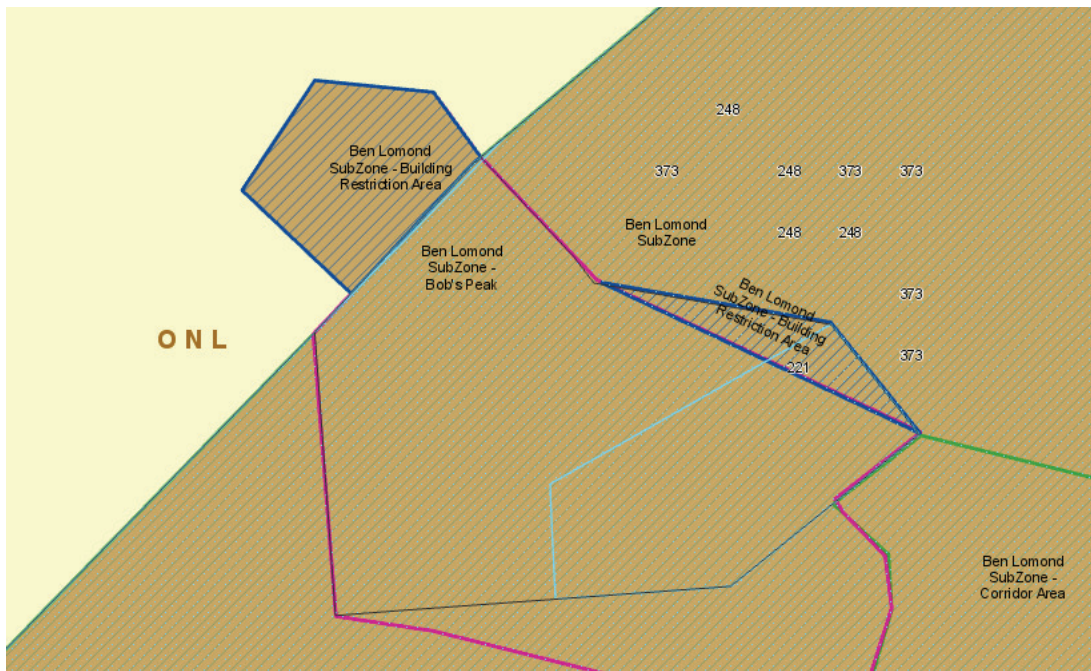


Figure 23.5: Extension of Informal Recreation Zone – Ben Lomond Sub-Zone with Building Restriction Area applied.

269. With regard to the extension to the west, this is an area which is already within the BLSZ, and what Skyline is in fact seeking is not an extension to the Sub-Zone, but to the Bobs Peak ‘Area’ component of that Sub-Zone. The effect of this would be that buildings would be permitted to have a maximum height of 10 metres, as opposed to 6 metres in the Sub-Zone generally, and that a 15% building coverage rule would apply. Ms Edgley noted that no landscape or visual evidence had been provided regarding the effect of this additional height in the new area. However, she conceded that earlier landscape advice¹²⁴ from Dr Read had considered the height in the Bob’s Peak area in her evidence in Stage 1, and considered 10 metres height and 15% site coverage to be appropriate as a restricted discretionary activity within the Bob’s Peak area of the Sub-Zone. The evidence of Ms Snodgrass for the submitter also concluded that any visual landscape effects would be minor¹²⁵. However, we were not satisfied that the submitter had provided a sufficient evidential basis for the requested extension to the Bobs Peak ‘Area’, or how the activities of other uses might be potentially affected. Accordingly we recommend that this submission be rejected.
270. ZJV¹²⁶ opposed the southern and western boundaries of the Ben Lomond Sub Zone – Bob’s Peak ‘Area’ and the Corridor ‘Area’ and seeks a smaller area. The submission sought the reduction of the BLSZ in this area to reduce potential impacts on its operations. No reduced Sub-Zone extent was provided with the submission, and this aspect of its submission was not expanded on in Mr Brown’s evidence for the submitter.
271. We recognise that an appropriate balance has to be struck between the sometimes competing interests of parties operating within the Ben Lomond Sub-Zone, particularly between the activities of Skyline Enterprises and ZJV. However, we consider that the objectives, policies and

¹²⁴ C. Edgley, Section 42A Report, paragraph 27.13

¹²⁵ M Snodgrass, EiC, paragraphs 112 – 115

¹²⁶ Submission 2485

rules as recommended to be amended through this report are appropriate in terms of providing for the multiple users within the Sub-Zone.

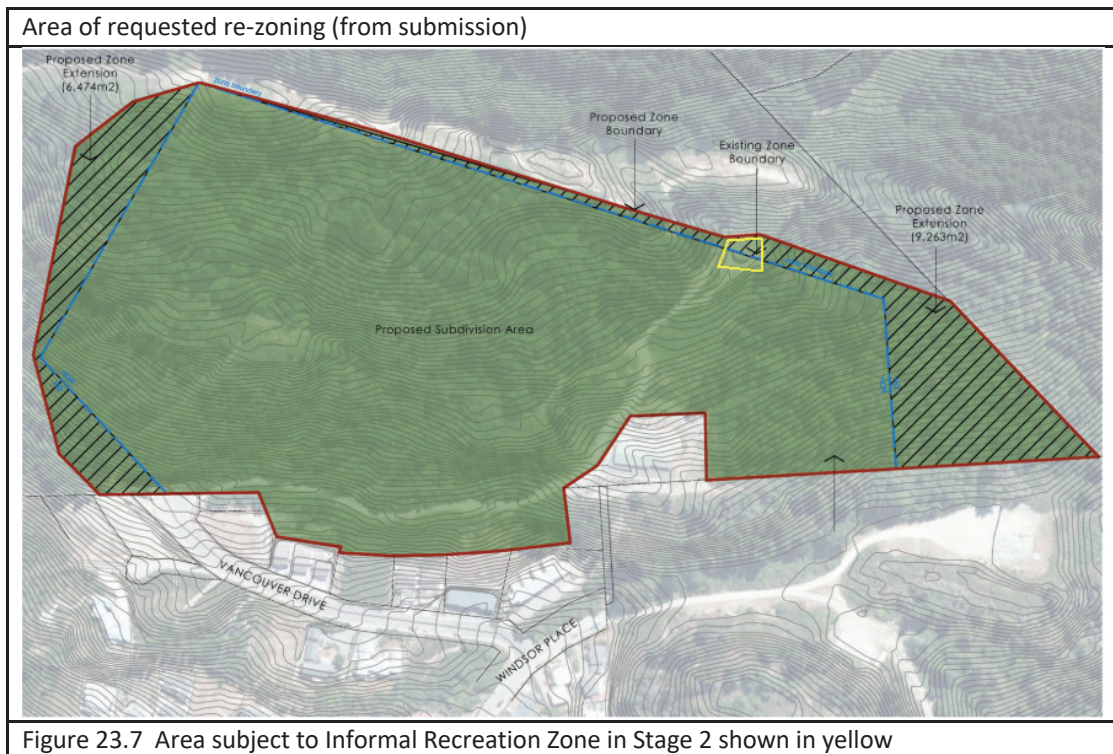
272. We recommend that this part of the ZJV submission be rejected.

23.2 Queenstown Lakes District Council – Submission 790

Property and submission information	
Further Submitters	None
Land area/request referred to as	Commonage Reserve, Section 1 SO 23185
Legal Description	Section 1 SO 23185
Area	423m ²



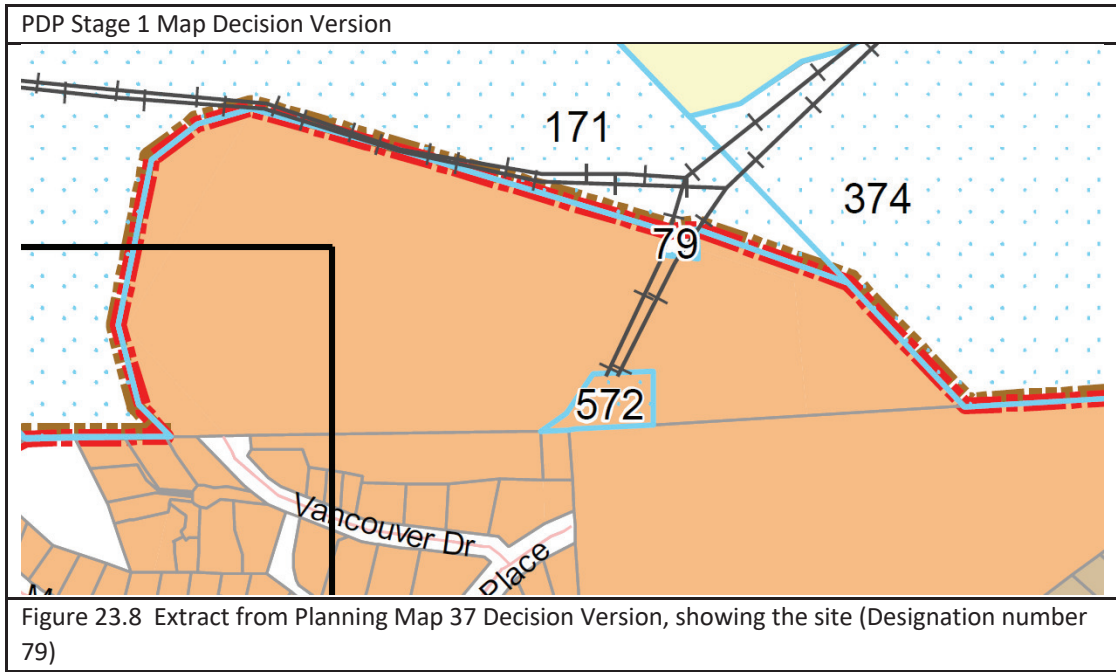
Figure 23.6 Aerial photo – site subject to submission outlined in red



273. Queenstown Lakes District Council¹²⁷ requested that the small parcel of land currently designated for Larchwood Reservoir Purposes (Designation 79, confirmed in Stage 1) be included in rezoning of the larger area of land known as ‘The Commonage’ to Medium Density Residential Zone (MDRZ). The larger area of land, located within the wider Queenstown Hill Recreation Reserve, was considered under the Stage 1 hearings and in Report 17-2 the Hearings Panel accepted the proposed rezoning of this land to MDR. The consideration of the area of land subject to Designation 79 was transferred to Stage 2, because it was varied to Informal Recreation zoning in Stage 2.
274. The Stage 1 submission asking for MDRZ was considered by both the Council’s landscape expert, Dr Marion Read, and the Section 42A Report author, Ms Devlin, in Stage 1. Dr Read considered that the inclusion of the additional areas within the MDR would not result in any adverse effects above and beyond those already facilitated by the existing zoning as notified¹²⁸. Following the release of decisions on Stage 1 of the PDP review this 423m² parcel is located within the Urban Growth Boundary and surrounded by MDRZ to the east, west and south. The adjoining land to the north is zoned Informal Recreation.

¹²⁷ Submission 790

¹²⁸ Paragraph 7.14, Statement of Evidence of Marion Read for Queenstown Mapping Hearing 24 May 2017



275. Ms Galavazi stated in her evidence that the land is not required for an open space and recreation purpose. There were no submissions opposing this rezoning, and we accept the evidence of Ms Galavazi and Ms Edgley. We recommend that the submission to rezone this land to MDRZ be accepted. The recommended zoning is shown on Figure 23.9 below.

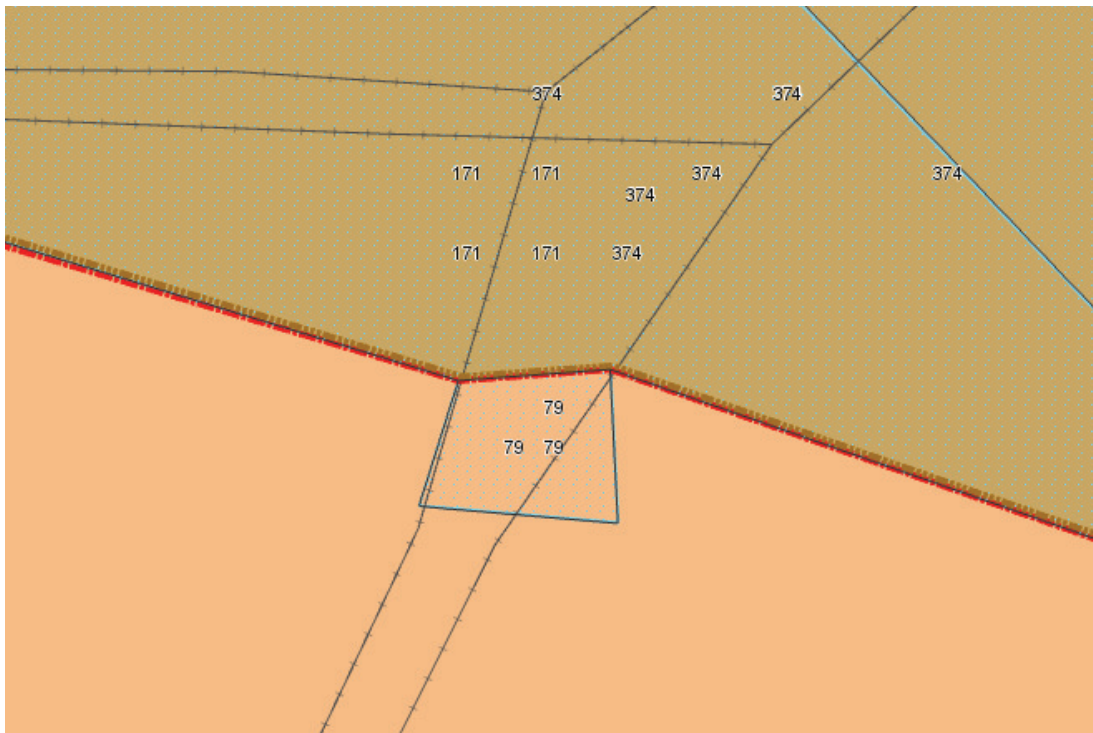


Figure 23.9: Expanded view of land showing recommended zoning and Stage 1 zoning.

23.3 Ngai Tahu Property Limited – Submission 2336

Property and submission information	
Further Submitters	None
Land area/request referred to as	Warren Park
Legal Description	Pt Lot 48 DP 8591
Area	2.4725Ha (QLDC GIS)



Figure 23.10 Aerial photo – site subject to submission outlined in red

276. The site is surrounded by the High Density Residential Zone under the ODP. This area of Gorge Road is not currently included in the PDP and is likely to be subject to Stage 3 of the PDP review. This area surrounding Gorge Road is sandwiched from the east and west by Queenstown Hill Recreation Reserve and Ben Lomond Recreation Reserve. Both of these areas are zoned Informal Recreation Zone, are relatively steep, and are utilised by existing commercial recreation leaseholders and well as more passive recreation activities such as walk and cycle tracks.
277. Ms Galavazi stated in her evidence that with the nearby Queenstown Recreation Ground there is sufficient provision for sport and active recreation facilities in the surrounding area, and Council Parks do not require Warren Park as a sports ground in the long term. The zoning of Warren Park to Informal Recreation Zone would provide a flat passive recreation space to serve the adjoining residential areas, and its proximity to Queenstown Town Centre means that it is more likely to be appropriate for commercial recreation activities (subject to a resource consent process).

278. We note that there were no submissions opposing this rezoning, and based on the evidence of Council officers, we recommend that the rezoning request to Informal Recreation Zone be accepted. The recommended zoning is shown on Figure 23.11.

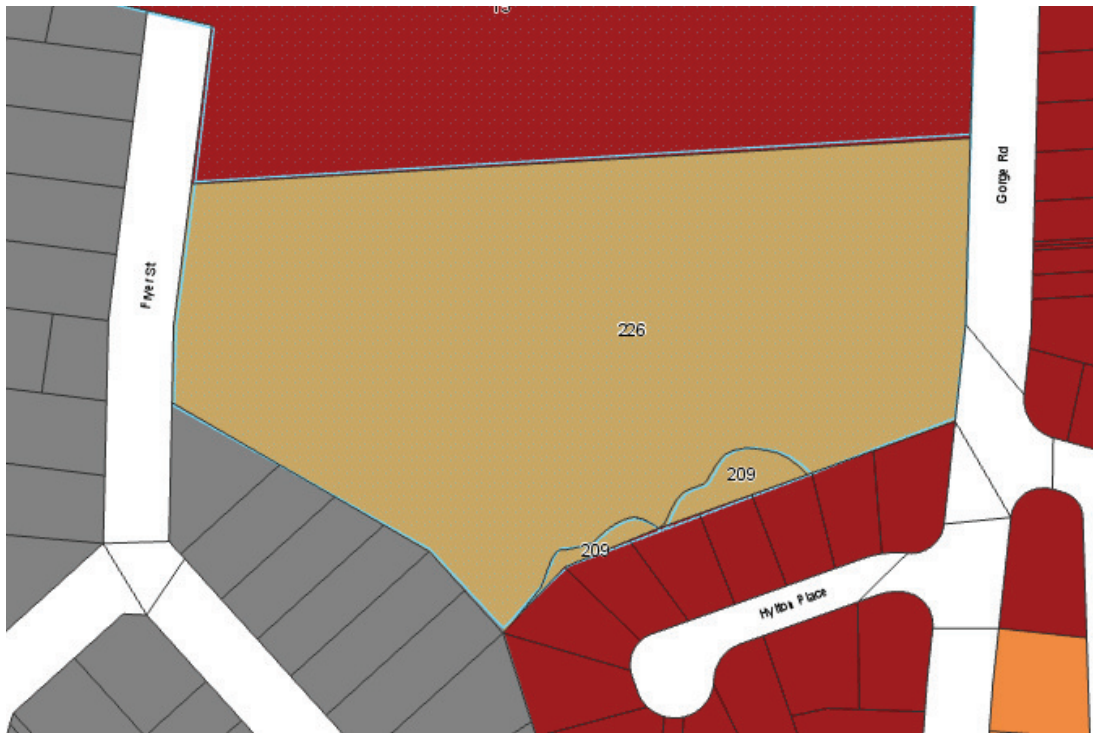


Figure 23.11: Warren Park rezoned Informal Recreation Zone

23.4 Ngai Tahu Property Limited and Ngai Tahu Justice Holdings Limited – Submission 2335

Property and submission information	
Further Submitters	None
Land area/request referred to as	Section 10 Block XVIII, Stanley Street
Legal Description	Section 10 BLK XVIII TN of Queenstown
Area	681m2 (QLDC GIS)



Figure 23.12 Aerial photo – site subject to submission outlined in red

Area of requested re-zoning (from submission)



Figure 23.13 The submission site as shown in submission 2335

279. Ngāi Tahu Property Limited and Ngāi Tahu Justice Holdings Limited opposed the proposed Informal Recreation zoning of Section 10 Block XVIII, Stanley Street as identified on PDP Map 36. The submission identified that this site is included in the redevelopment plans in the Queenstown Town Centre Masterplan as part of the 'Community Heart' precinct and is part of the preferred location for a combined Council office. The submission stated that the zoning as notified would constrain the development potential of the overall block and that a zoning of Queenstown Town Centre will provide more options for development.
280. The site is located on the corner of Gorge Road and Stanley Street and is grassed with some bench seating and a number of mature trees. It was zoned Queenstown Town Centre Zone in Stage 1 of the PDP review, and its designation was confirmed in Stage 1 of the PDP review.
281. Ms Galavazi stated that the site is not required for an open space function and that it is a freehold parcel that is not vested as Council reserve. The lack of vested reserve status means that zoning this property something other than an Open Space and Recreation zone is not inconsistent with the application of these zones, and there would be no change from the notified Stage 1 zoning of this land.
282. There are no submissions opposing this rezoning to Queenstown Town Centre, and we recommend that the submission be accepted. The recommended zoning is shown on Figure 23.14.

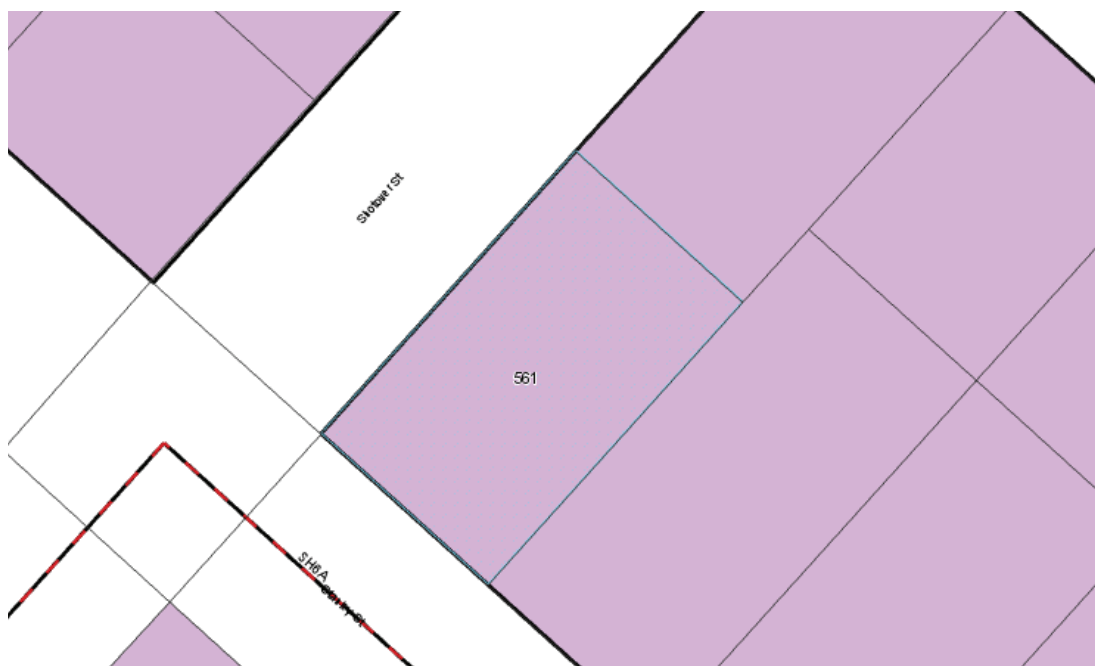


Figure 23.14: Subject site rezoned Queenstown Town Centre Zone

24. MILLBROOK AREA

24.1 Millbrook Park – Submission 2295

Property and submission information	
Further Submitters	Submission 2295.14 FS2710 McGuinness Pa Limited – support FS2745 Julie QT Limited – oppose FS2720 Boundary Trust – oppose FS2723 Spruce Grove Trust – Malaghans Road – oppose FS2724 Spruce Grove Trust – Butel Road – oppose
Land area/request referred to as	Millbrook Park
Legal Description	Section 8 SO 434963
Area	3.0211Ha (QLDC GIS)



Figure 24.1: Aerial photo – site subject to submission outlined in red

283. Millbrook Country Club submitted that the proposed Active Sport and Recreation zoning at Millbrook Park is inappropriate and unnecessary and requested that the site be zoned Millbrook Resort Zone.
284. The subject site contains a cricket field with a clubroom, practice nets and small carpark located on the western boundary. Millbrook Country Club described this reserve as a “community sports field” in its submission. This land was zoned Millbrook Special Zone and was subject to a Structure Plan in Chapter 43 prior to being included in Stage 2 of the PDP review.

285. In its submission Millbrook Country Club raised concerns about compliance with its Stakeholders Deed that it has with the Council and the application of the Reserve Management Plan. Ms Edgley stated that the Stakeholders Deed is a legal document separate from the PDP, and any issues with compliance with that document are a legal matter¹²⁹. Ms Galavazi noted in her evidence that the Reserve Management Plan for this reserve will continue to apply. The Reserve Management Plan contains a Millbrook Park-specific policy that states:

15.1 The land shall be used only for sporting activities, either organised or informal sport/recreation¹³⁰.

286. This is one of only two examples where the proposed zoning of a Council reserve has been challenged through submissions on Chapter 38. In his evidence for the submitter however Mr Edmonds' primary concern was about the classification given to the reserve as Active Sport and Recreation Zone. Among the uses of the reserve is cricket (which can be regarded as an organised sport) and hence consistent with the proposed zoning. However Mr Edmonds noted that:

This proposed zoning provides for a range of activities and buildings that can be established within the reserve that are inconsistent and at odds with the underlying Millbrook zoning, the deed that saw this land transferred to the Council, and the Reserve Management Plan. For example, buildings could be up to 10 m high with a floor area of 400m² and setback only 6 m from either Malaghans or Arrowsdown Lake Hayes Road.

287. It is apparent to us that this reserve has a very bucolic character, which is inconsistent with the Active Sport and Recreation zoning, and while used for 'organised' sport, illustrates the deficiencies associated with this particular zone classification. In short, there is a complete disjoint between the 'active sports' concept behind the zoning, and the scale of building activity permitted in the zone. While acknowledging that because the rules in the zone allow a certain scale of building, it does not necessarily follow that buildings will be built to that scale, this does not detract from the fact that the rules' framework for this land is quite inappropriate under the current zoning.

288. In response to questions however, Mr Edmonds was unable to substantiate any unforeseen consequences that would arise as a consequence of the reserve having an open space and recreational zoning, versus remaining within the Millbrook Resort Zone. However, we agree with his conclusions with respect to the appropriate zoning, and recommend instead that the reserve be zoned 'Informal Recreation Zone'. We note also that the recreation reserve at Jacks Point (subject to a submission considered below) contains a cricket pitch and other organised sport facilities, but has been zoned Informal Recreation. We consider that rezoning this land at Millbrook is within the overall scope of the submission, and on this basis we recommend that it be accepted in part by rezoning the park as Informal Recreation. The recommended zoning is shown on Figure 24.2.

¹²⁹ C. Edgley, Section 42A Report, paragraph 31.3

¹³⁰ Policy 15, Arrowsdown – Lake Hayes Reserve Management Plan 2013

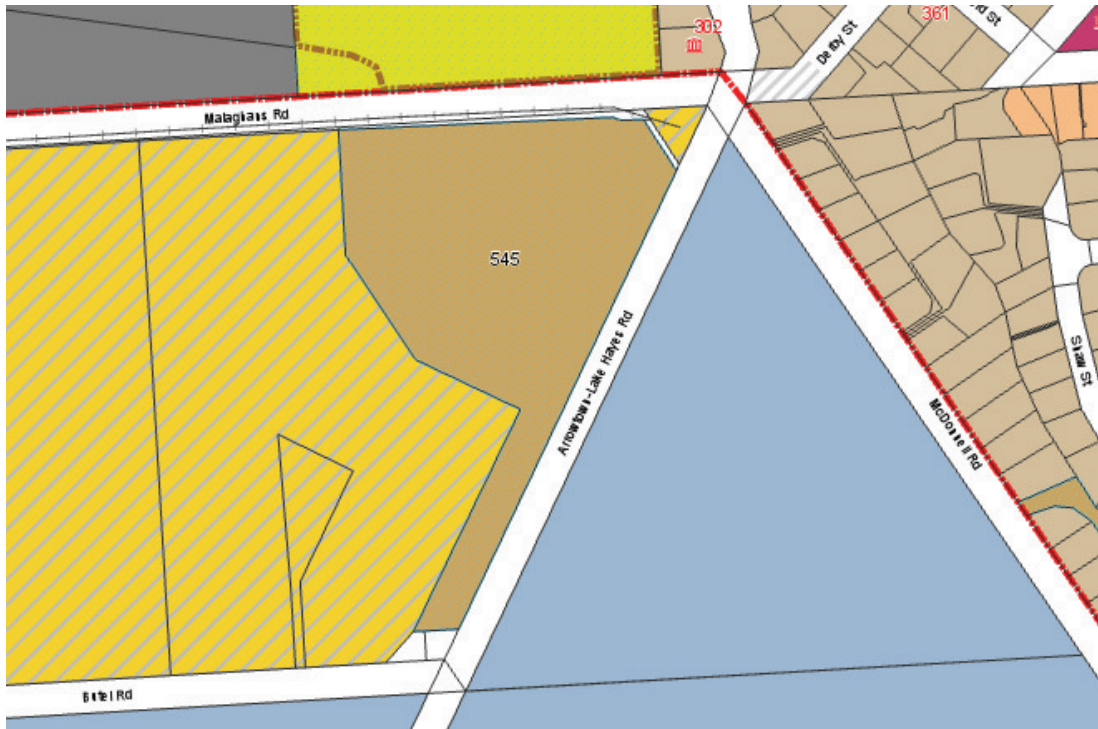


Figure 24.2: Millbrook Park zoned Informal Recreation Zone

24.2 Coronet Forest

Property and submission information	
Submissions	Millbrook Country Club – Submission 2295 TJ Investments Pte Limited – Submission 2564 C Dagg – Submission 2586 Kim Fam – Submission 2589
Further Submitters	Submission 2295.14 FS2710 McGuinness Pa Limited – support FS2745 Julie QT Limited – oppose FS2720 Boundary Trust – oppose FS2723 Spruce Grove Trust – Malaghans Road – oppose FS2724 Spruce Grove Trust – Butel Road – oppose
Land area/request referred to as	Coronet Forest
Legal Description	Sections 23-24 Block XVII Shotover SD, Lot 1 DP 21922
Area	412.82Ha (QLDC GIS)



Figure 24.3: Aerial photo – site subject to submission outlined in red

289. Millbrook Country Club¹³¹ opposed the zoning of Coronet Forest as Informal Recreation Zone, and proposed instead that it be included within the Nature Conservation Zone. Submitters TJ Investments Pte Limited¹³², C Dagg¹³³, and Kim Fam¹³⁴ all lodged similar submissions also opposing the Informal Recreation zoning for landscape reasons, but did not propose a replacement zone.
290. The southern face of the feature is currently planted out in Douglas Fir pine forest. The site is subject to a designation for Forestry Operations purposes, and a portion of land on the northern

¹³¹ Submission 2295

¹³² Submission 2564

¹³³ Submission 2586

¹³⁴ Submission 2589

boundary is identified as a Significant Natural Area for its *olearia odorata*–*matagouri* shrubland and mountain beech forest.

291. Ms Galavazi noted in her evidence that Council Parks intend to harvest the existing forest (at the time of writing an application for Outline Plan is being prepared for this purpose) and further develop the existing horse trails with a number of biking and walking trails. The area is then likely to be replanted with a mix of indigenous vegetation and exotics.
292. Both the Informal Recreation Zone and the Nature Conservation Zone would allow for the future activities anticipated by the Council as a permitted activity. However the objectives and policies of these two zones are different in that the Informal Recreation Zone offers greater scope for development, subject to maintaining the values of the zone, whereas the Nature Conservation Zone seeks to limit development to that directly related to its natural values.
293. Only Mr Edmonds for Millbrook presented evidence on this matter at the hearing, and supported the officer’s recommendation that the Nature Conservation Zone is the most appropriate zone for Coronet Forest. We recommend that the zoning be changed accordingly to Nature Conservation Zone and that the submission of Millbrook be accepted, and those of TJ Investments Pte Limited, C Dagg, and Kim Fam be accepted in part. The recommended zoning is shown on Figure 24.4.

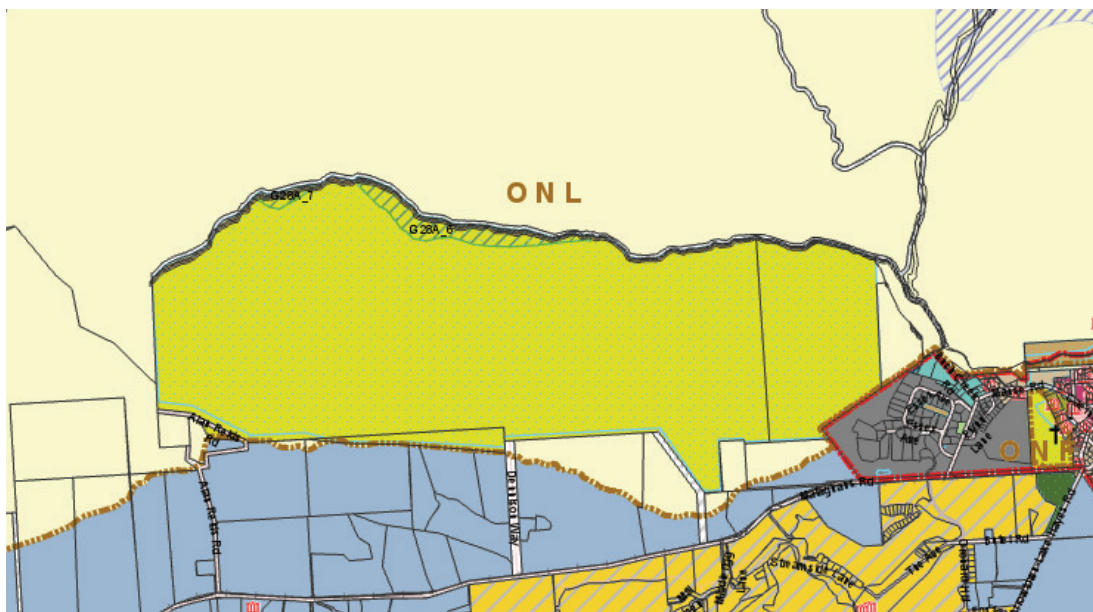


Figure 24.4: Coronet Forest zoned Nature Conservation Zone

25. JACK'S POINT

25.1 Jacks Point Reserve

Property and submission information	
Submission	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd – Submission 2381
Further Submitters	None
Land area/request referred to as	Jacks Point Reserve
Legal Description	Lot 13 DP 364700
Area	5.417Ha (QLDC GIS)



Figure. 25.1 Aerial photo – site subject to submission outlined in red

294. The submitter¹³⁵ sought that Map 41 be amended so that the area of Informal Recreation Zone be rezoned and retained as Jacks Point Zone.
295. This property was included in the notification of Stage 1 as Jacks Point Zone, with designation 537 (Recreation Reserve). This was subsequently varied as part of Stage 2 of the PDP review which had the effect that this area of land, while no longer subject to the Jacks Point Zone provisions, was still included in the Jacks Point Structure Plan in Chapter 41 as an 'Open Space Residential Activity Area' (OSA).

¹³⁵ Submission 2381


296. The site contains a playground, a cricket/soccer field, tennis courts and associated car park. The site is primarily flat, but with a bund surrounding the sports field.
297. The submission raised concerns about the integration of the reserve land with the wider Jacks Point Zone, and the potential for the Structure Plan (which covers the extensive Jacks Point Zone) to be compromised. Mr Ferguson presented brief evidence on this matter, and was of the view that the land should remain part of the OSA 'Activity Area'. We note that the Structure Plan for Jacks Point contains 'Activity Areas' as part of the single Jacks Point Zone covering the entire area. Mr Ferguson cited provisions under Chapter 41 (Jacks Point Zone) arguing – with some justification – that the rules for the OSA Activity Area provided an adequate framework for managing the Council reserve without the need to apply an Informal Recreation zoning to the reserve.
298. In her rebuttal evidence, Ms Edgley pointed out that the "status quo" zoning as described by Mr Ferguson¹³⁶ had never in fact been the OSA Activity Area or the Jacks Point Zone, as the zoning of this land was varied prior to the decisions on Chapter 41 being released¹³⁷.
299. We consider that the zoning of the reserve as Informal Recreation means the provisions of the Structure Plan in Chapter 41 no longer apply to the reserve. Notwithstanding the objective and policy provisions cited by Mr Ferguson (e.g. Objective 41.2.1, Policies 41.2.1.1 and 41.2.1.22), there did not appear to be any conflict created with them by zoning the land as Informal Recreation. The most that could be said is that there will be a single zone (in contrast to surrounding 'Activity Areas') which may appear somewhat incongruous in mapping terms. It appears from a response to a question to Mr Ferguson that the submitter wants to perpetuate the technique of identifying Activity Areas as an alternative to zoning, notwithstanding the fact that the Activity Areas function as zones in all but name.
300. Mr Ferguson expressed concern about duplication and complexity as a result of the continued designation of this and other reserves proposed to be zoned as various forms of Open Space and Recreation Zones, and the fact that zoning the Council reserve contrasts with the adoption elsewhere within the wider Jacks Point Zone of identifying Activity Areas. Nevertheless, this is a Council reserve (other land in the Jacks Point Zone being private), and we do not agree that the sanctity of the 'Activity Area' approach justifies having this one reserve remaining outside of the zoning system applied to all other Council reserves in the district. For these reasons, we recommend that the submission point be rejected.

¹³⁶ C Ferguson, EiC, paragraph 120

¹³⁷ C Edgley, Rebuttal Evidence paragraph 3.5

26. BRIDESDALE RIVER FLATS

26.1 Bridesdale Farm Developments Ltd – Submissions 655 & 2391

Property and submission information	
Further Submitters	Submission 655.1 FS1064.1 – Martin MacDonald – oppose FS1071.2 – LHECA – oppose FS1340.129 – Queenstown Airport Corporation – oppose Submission 2391.2 FS2759 - Queenstown Airport Corporation – oppose
Land area/request referred to as	Bridesdale Farm, Lake Hayes (655) The balance of the Bridesdale Special Housing Area being the lower lying flood plain that sits above the Kawarau River (2391)
Legal Description	Lots 301, 304, 307 and 308 DP 505513 (655) Lot 400 DP 44523 and Lot 321 DP 379403 (2391)
Area	Approximately 29Ha (655) (QLDC GIS) Approximately 18Ha (2391) (QLDC GIS)
	
<p>Figure 26.1: Aerial photo – site subject to submission 655 outlined in red and showing land parcels rezoned to Informal Recreation in Stage 2</p>	

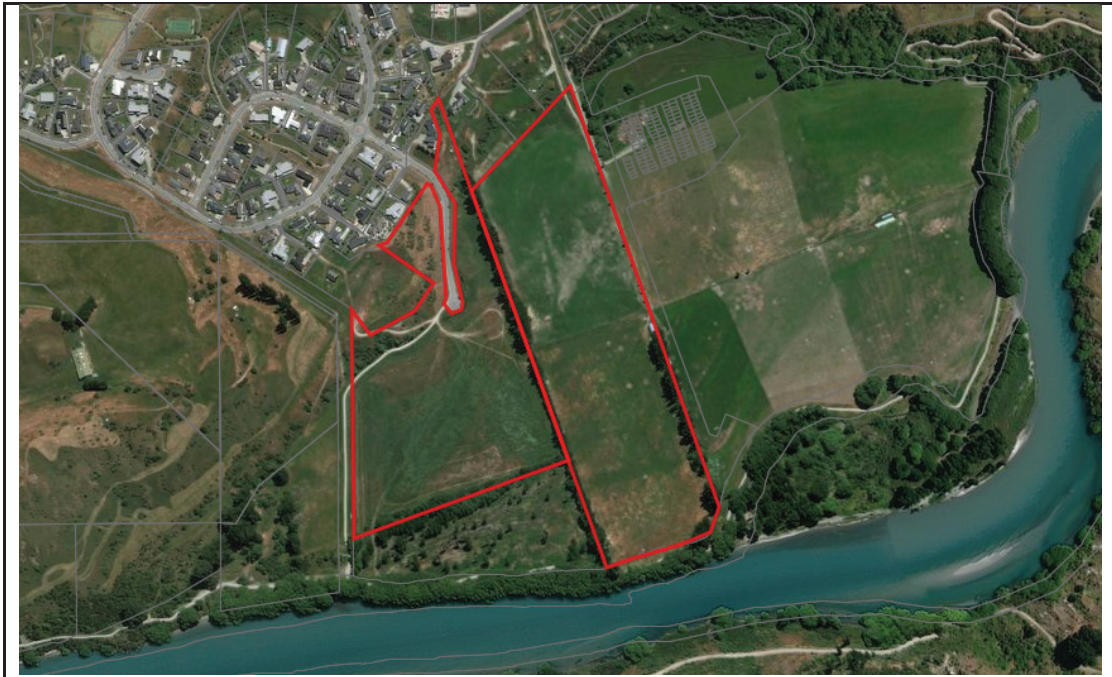


Figure 26.2: Aerial photo – Council-owned parcels subject to submission 2391 outlined in red.

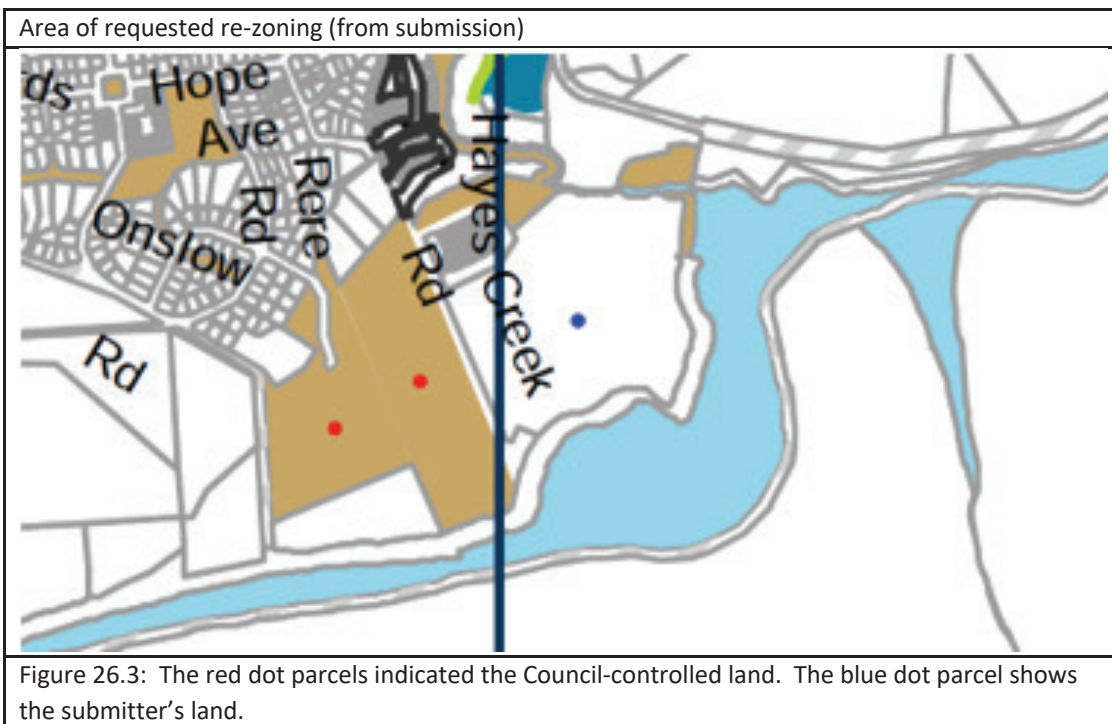


Figure 26.3: The red dot parcels indicated the Council-controlled land. The blue dot parcel shows the submitter’s land.

301. This is a substantial submission affecting a large area of land adjacent to Bridesdale, a residential area on the south-eastern side of the Lake Hayes Estate subdivision. For the purpose of this report, the land will be referred to as the ‘Bridesdale River Flats’ in reflection of its location adjacent to the Kawarau River, and to distinguish it from the Bridesdale Special Housing area located above on the terrace to the north.
302. The Bridesdale River Flats subject to the submission includes approximately 16.8ha owned by Bridesdale Farm Developments Limited, and approximately 18ha of adjoining Council-owned land. There are also a number of other parcels of Council and reserve land in the immediate

vicinity as outlined in the table in Mr Edmonds' evidence for the submitter¹³⁸. The land is sited on the river terrace adjacent to the Kawarau River, and west of Hayes Stream draining into the Kawarau River from Lake Hayes. The land is generally flat but subject to periodic flooding during high rainfall events.

303. At present the land is undeveloped except for 137 garden allotments established as part of the Bridesdale Special Housing Area. The Council has zoned its own land on the Bridesdale River Flats as part of the Informal Recreation Zone but left the balance land owned by the submitter zoned Rural. The Council land is shown outlined in red on Figure 15 above, with the Bridesdale land comprising the large area adjacent to the east. If developed, access would either have to be obtained from Widgeon Place to the west or from Hayes Creek Road/Red Cottage Road to the east. A metalled road currently extends across the Bridesdale River Flats to the northern margins of the Kawarau River adjacent to the Twin Rivers Cycle Trail.
304. With respect to land holdings, the submission has two parts. Bridesdale Farm Developments Limited¹³⁹ submitted that the two Council owned parcels be zoned Active Sport and Recreation rather than Informal Recreation. The submitter also sought the rezoning of its own land as Active Sport and Recreation, seeking that the Council and Bridesdale land be combined to provide a large area of land to primarily meet the recreational needs of the growing communities at Lake Hayes Estate and Shotover Country.
305. As further background, we were advised that resource consent has been sought by the submitter for the development of a tennis academy on the Bridesdale land¹⁴⁰. The submitter also made a submission on Stage 1¹⁴¹, seeking the rezoning of Bridesdale land to MDRZ which is shown in Figure 14 above. This submission point has been addressed in Hearing Stream 14.
306. Ms Edgley raised the issue of whether the submission was within scope in her Section 42A Report, but after this was strongly challenged by the submitter, the Council did not pursue this matter any further. We have also concluded that there is no jurisdictional issue for us to address here.
307. The applicant presented legal submissions and produced a substantial body of expert evidence, which was not subject to challenge through similar evidence on behalf of the Council. A key issue arising in this case was whether or not it was appropriate for private land to have an open space and recreation zoning under Chapter 38. This was stoutly resisted by the reporting officers. In summary, Mr Goldsmith, in his submissions for the submitter submitted that:
- a) *the Council had failed in its section 32 analysis to justify why private land could not be zoned for open space and recreation purposes – in this case, classified as part of the Active Sport and Recreation Zone;*
 - b) *there were no provisions in Chapter 38 which precluded the zoning of private land, with the exception of a statement in the 'Purpose' for Open Space and Recreation Zones;*
 - c) *the Council's Parks and Open Space Strategy 2017 did not preclude zoning of private land;*

¹³⁸ J Edmonds, EiC, paragraph 11

¹³⁹ Submission 2391

¹⁴⁰ RM 180882

¹⁴¹ Submission 655

- d) *with reference to Objective 38.2.1 and Policy 38.4.1.6, it was apparent that the Council had simply zoned its existing reserve network and had manifestly failed to address future needs as required by the objective and policy;*
- e) *in order to meet Council aspirations for open space linkages throughout the District, it was inevitable that this would need to include private land.*

308. In response to concerns raised by the reporting officers that confusion would arise within a zone containing both privately owned and council owned land, it was contended firstly that the split zoning would be illogical, and secondly that private activities on Council land (citing the example of the Ben Lomond reserve) proved that this could be managed successfully. We were not entirely persuaded on the final point, bearing in mind that in the case of the Ben Lomond Reserve (and others containing private facilities) the provisions of the Reserves Act could still be applied and the Council could exercise ultimate control through its leasing arrangements. That would not be the case with the split land ownership at Bridesdale.
309. Nevertheless, we agree that there was some force in the arguments put forward on behalf of the submitter. A split zoning did not seem logical, and as Mr Goldsmith pointed out, if it was acceptable for the Council's land to have an Informal Recreation zoning, it was difficult to see how retaining a Rural zoning over the submitters land could be justified. This still left issues as to what kind of zoning should apply to privately owned land generally, and on this site in particular; the timing of any zoning over this land; and the kind of activities that should be provided for within it.
310. Mr Andy Carr presented traffic evidence for the submitter. He undertook an assessment of likely traffic demand on the local street network based on the activities which could occur if the Bridesdale River Flats was zoned Active Recreation and Sport, and having regard to the Council's Subdivision Code of Practice. Depending on which part of the land was accessed through either Widgeon Place or Hayes Creek Road (through Red Cottage Road), he concluded there would be sufficient capacity to accommodate between 13.8 and 35.5 ha of development¹⁴². In his opinion, the site was also well served with walking and cycling links, and public transport was available in the Lake Hayes Estate subdivision.
311. Dr Shayne Galloway of Galloway Recreation Research Limited, presented evidence relating to the demand for recreational space in the area, and how the Bridesdale River Flats could meet this demand. He noted that the Lake Hayes Estate and Shotover Country Community Association had submitted on the QLDC Long Term Plan with respect to the rapidly growing need for recreational space. He said the site was well located to serve the needs of residents in Bridesdale Farm, Lake Hayes Estate, Shotover Country, and Quail Rise. He said he was not aware of any other similar sized site in the immediate area which could meet these demands, and was of the view that the Council had not adequately provided for future needs. In support of this he cited a list of zoned land in the area¹⁴³. He said the development of the Bridesdale River Flats would be consistent with Objective 38.5 of the Active Sport and Recreation Zone.
312. In his view, the Bridesdale River Flats was ideal for recreation which required large areas of land, but not substantial buildings associated with this. With respect to the proposed tennis

¹⁴² A Carr, EiC, paragraph 5.9

¹⁴³ S Galloway, EiC, Table 1, paragraph 21

academy, he said that the buildings and courts had been designed specifically to cope with periodic flooding events.

313. Mr Stephen Skelton presented brief landscape evidence, noting that the area's landscape character had been significantly affected by development of the escarpment above it, and through the establishment of the community gardens. In his view he considered that the landscape within the Bridesdale River Flats had transitioned from a pastoral to a parkland character¹⁴⁴.
314. At this stage, we think it appropriate to observe that with respect to the differences between the Informal Recreation Zone and the Active Sports Recreation Zone, the latter provides for recreation facilities as a permitted, as opposed to a discretionary, activity. Commercial recreation activities and associated buildings are discretionary in either zone, while informal recreation and public amenities are permitted in either zone. Building coverage in the Active Sport and Recreation Zone is 400m² and a maximum height of 10m as provided for; as compared to 100m² and 6m height respectively for the Informal Recreation Zone. We add at this point that the submitter sought a height limit of 12m on the Bridesdale River Flats site on the basis that this will be needed to accommodate the buildings associated with the proposed tennis academy.
315. In response to the submitter's case, the Council strongly emphasised its opposition to the zoning of private land for Open Space and Recreation purposes. It was Ms Edgley's evidence that a number of notified provisions would not make sense if the scope of the zones were extended to cover private land, citing the example of Policy 38.2.1.6 which makes reference to the Council's functions under the Reserves Act. It was her opinion that if private land within an ONL were to be zoned Active Sport and Recreation (as in this case) the notified standard for height was unlikely to be appropriate. She also considered that the following provisions would need to be added or amended:
- a) *the permitted activity criteria under Rule 35.4.4 for temporary events;*
 - b) *Minimum areas for subdivision and maximum coverage by impervious services;*
 - c) *Minimum floor levels for buildings in flood risk areas;*
 - d) *Minimum site areas for more intensive activities;*
 - e) *building colour requirements, such as expanding Rule 38.10.10 to apply to all zones;*
 - f) *limits on hours of operation.*
316. She added that if an open space was made up of more than one legal parcel, a building of the maximum GFA could be built on each parcel regardless of its size. This was not a problem with Council reserves because subdivision of Council reserves was unusual. She suggested that if the Hearings Panel were minded to allow the submission, any buildings and recreation facilities on privately owned land in all Open Space and Recreation zones should be a fully discretionary activity.
317. We consider that the submitter put forward much more evidence than the Council with respect to the merits of this land being rezoned for recreation purposes. Even leaving aside the deficiencies discussed earlier in this report with the manner in which the Informal and Active

¹⁴⁴ S Skelton, EiC, paragraph 25

Recreation Zones have been promulgated, we consider that the most appropriate approach would be for a bespoke zone to apply to land which is in private ownership (or a combination of private and public land). Such a zoning is provided for under the Christchurch City District Plan, with its Open Space Metropolitan Facilities Zone. We reject the notion that private land cannot have an Open Space and Recreation zoning, only that it does not sit comfortably with zonings applying to Council land specifically.

318. We acknowledge that the Bridesdale River Flats have little future potential for farming activities, and defending an ongoing Rural zoning over only part of the land is undermined when the balance of it is proposed to be zoned Informal Recreation by the Council itself. Should the resource consent to establish the tennis academy succeed, the Rural zoning would be completely undermined by 'facts on the ground'.
319. There are other factors which are relevant to our recommendations. While we accept that there is likely to be increasing demand for open space facilities in what is a rapidly growing area, we note that notwithstanding the paucity of 'zoned' Active Sport and Recreation land in the area, a large part of the needs associated with this demand are met by way of the Queenstown Events Centre and surrounds, albeit that they are zoned Community Purposes. This is not to say that further land should not be zoned, but rather that in practical terms the availability of land for active sport and recreation is not as limited as might appear to be the case by the zoning classifications. We also consider that the Council is not quite as dilatory as the submitter was suggesting.
320. With respect to flood risk, we accept that buildings may be designed to cope with periodic flooding, but if a formal zoning were to be applied across the Council and private land on the Bridesdale River Flats, there would need to be some certainty as to the appropriate development plan framework for the area as a whole, given this somewhat unusual constraint. In terms of traffic, we accept that the area can be served through two possible access routes, but at this point in time the balance between these two routes and the amenity effects of this traffic on the neighbourhood through which they pass have not been discussed with the local affected community.
321. We consider these matters need to be resolved first, and that there needs to be a process whereby the local community can have formal input into such a process.
322. We think the weight of evidence clearly favours the submitter with respect to whether their land should remain zoned Rural or be used for recreational purposes. This is not a small or insignificant area of land. However, we believe its identification as a combined recreational amenity would best be achieved through a further public process and a bespoke zoning with its own objective, policy, and rules framework. The results flowing from the application for the proposed tennis academy would be a logical point at which to initiate such a process.
323. At this point we consider the proposed zoning framework put up by the submitter to be premature, and that we do not have scope available to make the necessary changes to give effect to the development of what would be a very substantial recreation facility on the Bridesdale River Flats, notwithstanding our acknowledgement that there is arguable case to do so. For these reasons we recommend that the submission be rejected.

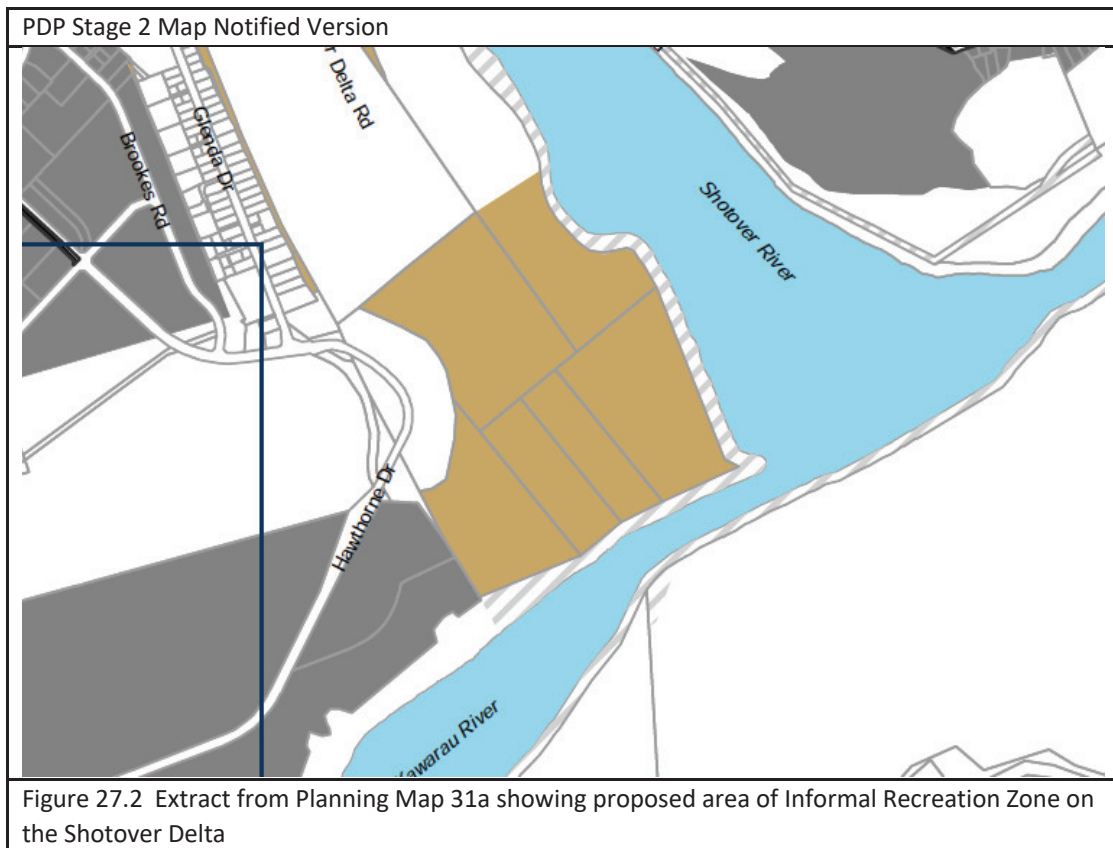
27. SHOTOVER RIVER DELTA

27.1 Queenstown Airport Corporation – Submission 2618; Queenstown Park Limited – Submission 2462; Remarkables Park Limited – Submission 2466

Property and submission information	
Further Submitters	Submission 2618.23 FS2754 - Remarkables Park Limited – Oppose FS2755 - Queenstown Park Limited – Oppose
Land area/request referred to as	The Informal Recreation zoning over the Lower Shotover Delta at the end of the Runway End Safety Area.
Legal Description	Lots 2-3 DP 422388 and Sections 143, 144 and 153 Block I Shotover SD, Section 4 SO 409393
Area	Approximately 43Ha (QLDC GIS)



Figure 27.1 Aerial photo – site subject to submission outlined in red



324. Queenstown Airport Corporation¹⁴⁵ sought that the Informal Recreation Zone over the Lower Shotover Delta, at the end of the Runway End Safety Area either retain the Stage 1 zoning of Rural, or alternatively create a new “Shotover Delta Sub-Zone” and restrict activities within this Sub-Zone to the following:

- Informal recreation (Rule 38.9.2);
- Public amenities (Rule 38.9.3);
- Parks maintenance (Rule 38.9.5);
- New buildings associated with a permitted activity, not otherwise listed in Table 38.1 (Rule 38.9.24);
- Recreation Trails (walking, horse and cycling trails) (Rule 38.9.27);
- Construction of vehicle access and car parking areas, accessory to permitted activities, up to 200m² (Rule 38.9.29); and
- All other activities should be a non-complying activity, except for ASAN, the parking or placing of any motor vehicle, boat, caravan, trailer or material for the purposes of sale or lease, or mining activities which should all be a prohibited activity.

325. Conversely, Remarkables Park Limited and Queenstown Park Limited¹⁴⁶ sought that the Shotover Delta be zoned for Active Sport and Recreation rather than Informal Recreation. The basis of this submission was that the land area involved was large and flat, was sheltered, had reasonably high amenity and was reasonably well connected to the urban environment and the presence of growing housing estates nearby.

¹⁴⁵ Submission 2618

¹⁴⁶ Submissions 2462, 2466

326. The land is located on the broad alluvial flats of the Shotover River, east of Queenstown Airport runway. It is made up of a number of legal parcels and is undeveloped but utilised extensively for passive recreation. The Queenstown Trail's Twin Rivers ride runs through the subject site.
327. Ms Galavazi advised in her evidence that the inclusion of part of Section 4 SO 409393 as Informal Recreation Zone was in error, and that parcel should be zoned entirely Rural. This is because it is not land administered by the Council and the recommended zoning for this area is shown below in Figure 19. We recommend that this be amended pursuant to Clause 16(2) on the basis that it is correcting a minor mapping error. We note also that this amendment is within the scope of the Queenstown Airport Corporation submission.
328. Turning to the relief sought in the Queenstown Airport submission, Ms Galavazi noted that (with the exception of the above minor error) all of subject land is Council-administered land. She argued that to leave it zoned Rural would be inconsistent with the intention of the Council through Chapter 38 to provide Open Space and Recreation zonings over all reserve land.
329. Ms Edgley explained that a number of activities permitted in the Informal Recreation Zone are also permitted in the Rural Zone, such as Recreational Activity, and buildings in some circumstances. She added that commercial recreation activities involving less than 12 people are permitted in the Rural Zone, whereas in the Informal Recreation Zone they are discretionary regardless of the number of people. She was of the opinion that the Informal Recreation Zoning generally provided the same level of protection as the Rural Zone.
330. QAC sought a number of amendments to protect the airport from reverse sensitivity effects, and particularly the establishment of Activities Sensitive to Aircraft Noise (ASAN). Insofar as any Open Space and Recreation zones are concerned, objective, policy, and rule provisions were sought to be added to Chapter 38 consistent with this approach. These have been addressed earlier in submissions on objectives, policies, and rules (refer Sections 9.1, 10.2 and 11.1).
331. In his evidence for the submitter, Mr Michael Clay noted that a Runway End Safety Area (RESA) was provided at the end of the runway but he added that an additional protective measure had already been implemented at some airports¹⁴⁷ to provide an additional buffer area in the event of a runway incident. The corporation was content with the use of the Shotover Delta for passive recreation, but was concerned the range of activities enabled by the Informal Recreation Zone would potentially encourage greater public presence in the area.
332. In addition to noise, the submitter was also concerned about highly unlikely but potentially serious hazard associated with an aircraft overshoot/under shoot on the approach to the main runway, and the potential for activities to attract birds and thereby create a potential bird strike hazard for aircraft.
333. We note that Queenstown Airport has designations to protect their operational requirements, and amendments have been recommended with respect to the objective, policy and rules provisions in Chapter 38 earlier in our report – for example proposed Rule 38.10.12. The submitter indicated at the hearing that they no longer see it is necessary to revert to a Rural zoning. However, while we do not have as many concerns about the concept of a bespoke zone

¹⁴⁷ M Clay, EiC, paragraph 3.4

as the reporting officers, we do not agree that it is necessary to create such a subzone to address the issues raised in the submission. We are satisfied that the Informal Recreation Zoning proposed over the site will have the effect of significantly constraining activities which could have an adverse effect on airport operations, and on the intensity of activity in the Shotover Delta.

334. With respect to the Remarkables Park submission, we do not consider that sufficient information is available to contemplate developing the Shotover Delta for active recreation, including potentially large buildings. Even if we were to disregard effects on Queenstown Airport, considerable work would need to be undertaken to establish that the site was suitable for much more intensive recreational activity, and no evidence was put before us to establish that. We recommend that the submissions of Remarkables Park and of Queenstown Airport be rejected.

335. We acknowledge the need for the rezoning of Section 4 SO 409393 to Rural, to correct a mapping error. Figure 27.3 shows the recommended zoning taking account of that correction.

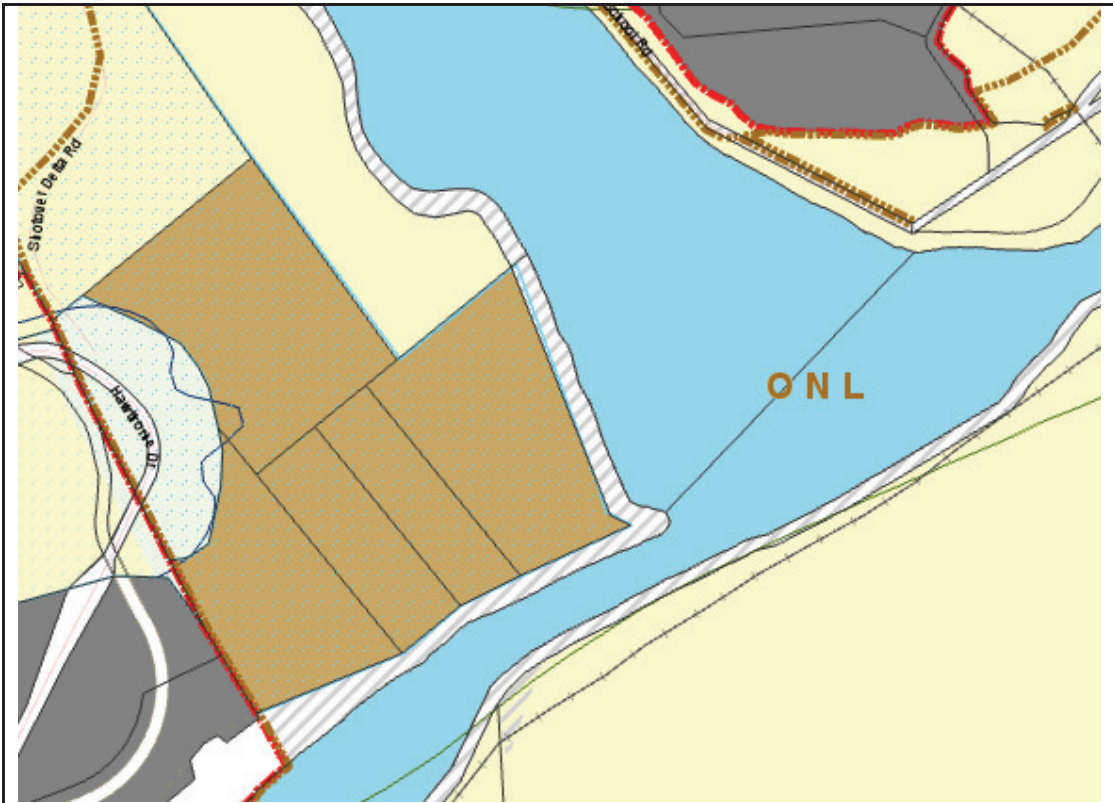


Figure 27.3 Recommended zoning to correct a mapping error.

28. FRANKTON

28.1 Frankton Community Association – Submission 2369

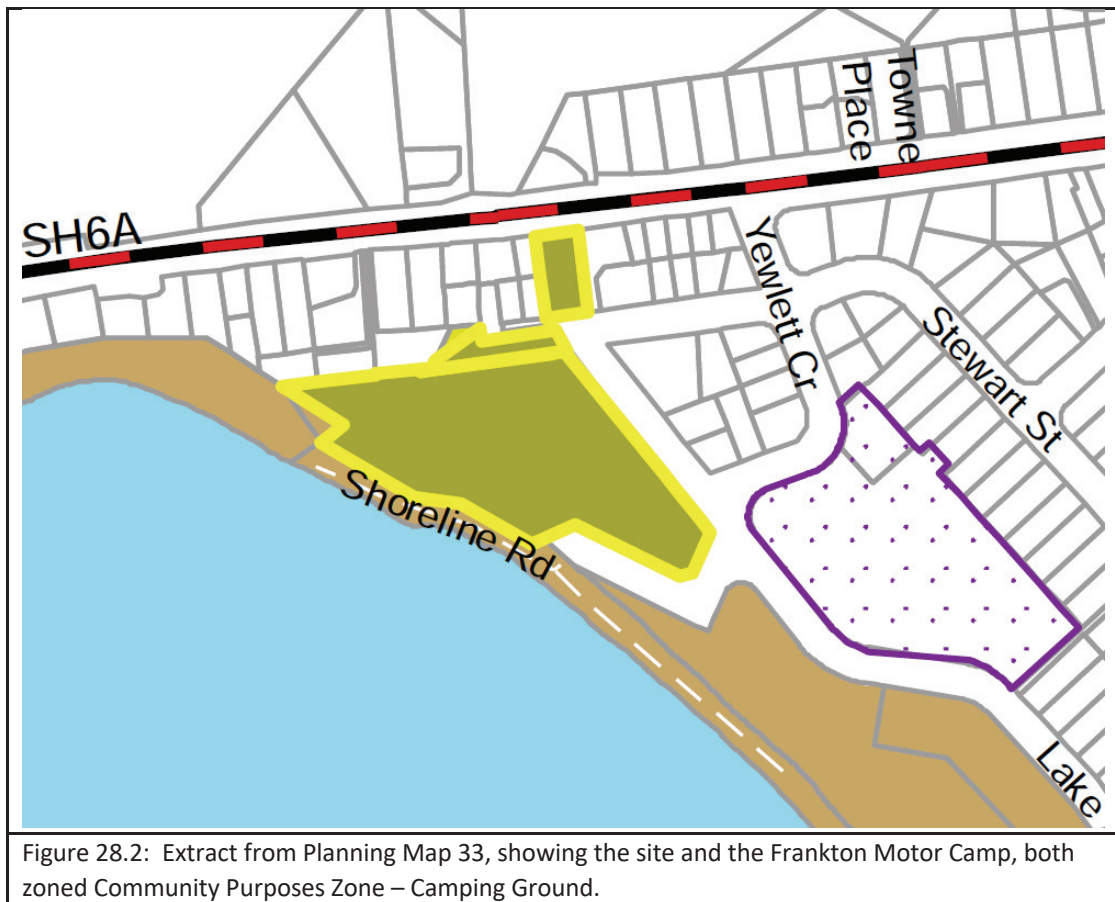
Property and submission information	
Further Submitters	None
Land area/request referred to as	8 and 10 Stewart Street, Frankton.
Legal Description	Sections 8-9 and 16-17 Block XXIV Town of Frankton
Area	1164m2



Figure 28.1: Aerial photo – site subject to submission outlined in red

336. The Frankton Community Association¹⁴⁸ sought that the proposed Community Purposes Zone - Campground zoning for the properties at 8 and 10 Stewart Street, Frankton, be rejected and replaced with Low Density Residential Zone (now known as Lower Density Suburban Residential Zone (LDSRZ) since the release of decisions on Stage 1). The properties are located between Frankton Road and Stewart Street with a residential unit on 10 Stewart Street. We understand number 8 is vacant but used in conjunction with number 10.

¹⁴⁸ Submission 2369



337. The LDSRZ provides primarily for residential activity. The reporting officers opposed the zoning of the land for residential purposes as this is not an activity that the Council undertakes on the land that it administers. It was concluded that, if the Council was to revoke the reserve status and withdraw the designation and dispose of the land, only then would the LDSRZ be the appropriate zoning.
338. There was no evidence that the land was going to be required for Campground purposes either now or in the future. Furthermore, it is physically separated from the balance of the campground. We agree with the Frankton Community Association that given the adjoining zoning pattern this land would logically be zoned Low Density Suburban Residential. We recommend that the submission point be accepted and that the land be zoned Low Density Suburban Residential. This is shown on Figure 28.3.

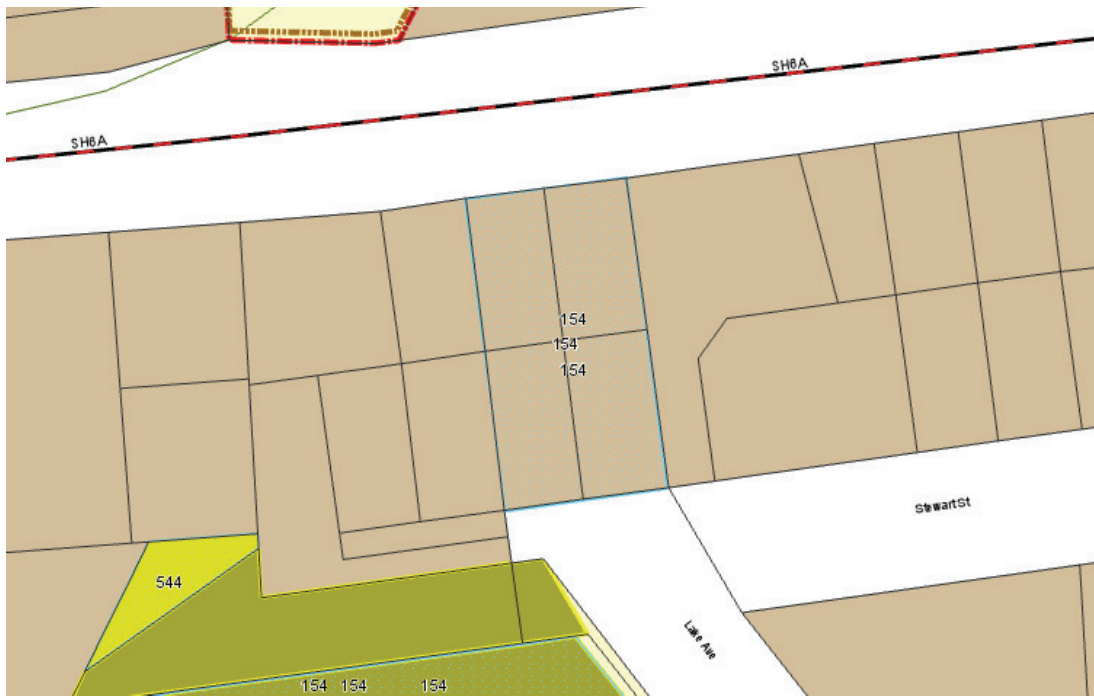


Figure 28.3: Map showing zoning in vicinity of 8 and 10 Stewart Street incorporating our recommended zoning of those sites as Lower Density Suburban Residential.

29. WANAKA

29.1 Wanaka Yacht Club – Submission 2232

Property and submission information	
Further Submitters	None
Legal Description	Sections 6, 9 and 14 Block XV Town of Wanaka
Area	Approximately 9360m ² (QLDC GIS)



Figure 29.1 Aerial photo – site subject to submission outlined in red

339. The Wanaka Yacht Club submitted that the zoning of land around Wanaka Marina be amended from Informal Recreation to Active Sport and Recreation Zone.
340. The current use of this land includes boat ramps, large areas of parking (both sealed and unsealed) for vehicles and boats, and a small toilet block. The Wanaka Yacht Club clubhouse is located towards the northern end of the site.
341. Ms Edgley explained that the Informal Recreation Zone has been applied to the shores of Lake Wanaka, reflecting that the land is highly visible, has high use by the public and is generally used for passive activities such as walking, picnicking, and admiring the view. Some activity that has a direct relation to the water may be located in these areas, for example, Wanaka Yacht Club and the proposed new Wanaka Watersports Facility. District wide Objective 38.2.4 and its related policies recognise the special natural character of waterbodies and their margins and seek to manage the interface between them.
342. Mr White represented the Yacht Club at the hearing. Apart from the intense activity in the vicinity of the site during the summer months, Mr White explained that the yacht club is likely to replace its existing club building with a larger structure. In practical terms, the proposed Informal Recreation zoning provides for a building of 100m², and a maximum height of 6m,

whereas if the site was zoned Active Sport and Recreation this would allow a building of 400 m² and a maximum height of 10m. At our request, Mr White submitted a plan identifying the actual area sought for rezoning so that it can be differentiated from the extensive linear zoning that would remain as Informal Recreation Zone. Mr White also claimed that the existing Reserve Management Plan provided for a 10 m building height. Ms Edgley advised that this was in fact a provision of the operative designation conditions for all recreation reserves¹⁴⁹.

343. It appeared the primary reason for the rezoning sought was to provide greater flexibility and an easier consenting path for future redeveloped a new yacht club building, particularly with regard to building height. We consider that this is not a sufficient reason to change from the proposed Informal Recreation zoning, and to create a 'break' in the zoning pattern along the lake shore. Furthermore, we consider that buildings of the scale allowed under the zoning sought justified a consent process being required.
344. That said, this is another example of widely varying outcomes and environments that seem to be provided for within the Informal Recreation Zone, which do not always align well with the rules' framework. Intuitively, one might expect that the intense level of activity associated with this section of the lakeshore is not consistent with what one would be led to expect by the zoning itself and rules framework within it.
345. We recommend that the submission point be rejected.

¹⁴⁹ C. Edgley, Reply Evidence, paragraph 8.4

29.2 Pembroke Park – David Gray Submission 2155

Property and submission information	
Further Submitters	None
Appears to seek that ODP be reverted to.	
Legal Description	Section 1 Block L Town of Wanaka
Area	10.52Ha



Figure 29.2 Aerial photo – site subject to submission outlined in red.

346. David Gray requested that Pembroke Park be excluded from consideration for zoning under the PDP. He raised concerns about the types of activities that have permitted, controlled or discretionary status because of the proposed Community Purposes zoning and requested that many of them be prohibited. No alternative zoning was proposed, although the submitter requested that the Council abide by the current Pembroke Park Management Plan.
347. Of the particular activities singled out for concern in the submission, some are discretionary (38.9.7 – community centres and halls, and 37.9.8 – day care facilities including buildings) which would require a resource consent. Others (38.9.16 restaurants and cafes accessory to a permitted activity, 38.9.18 – retail accessory to a permitted activity, 38.9.24 – new buildings associated with permitted activity and 38.9.28 – construction of vehicle access and car parking areas accessory to permitted activities up to 200 m²) are controlled or permitted but are all activities that must be associated with permitted activities in the zone and cannot be established in isolation.
348. We recommend that the submission be rejected. The Reserve Management Plan for this land will continue to apply as requested in the submission, and the establishment of most of the

activities of concern would require a resource consent and provide the opportunity for public involvement.

30. MISCELLANEOUS REZONING SUBMISSIONS

30.1 Remarkables Park Limited

349. Remarkables Park Limited¹⁵⁰ sought the land at the southern end of Riverside Road (that is shown as unformed road on Map 31a) to be zoned Informal Recreation Zone. Under Chapter 29 Transport, and the associated variation to Chapter 37 Designations, roads do not have a zoning. The end of Riverside Road would require to be stopped under the Local Government Act 1974¹⁵¹ before a zone could subsequently be applied. The resultant rules that would apply would then be determined in accordance with the provisions of the Transport Chapter, before a plan change to apply a zoning to that land on the plan maps. We recommend that the rezoning request be rejected.

30.2 Felzar Properties Limited

350. Felzar Properties Limited¹⁵² submitted in Stage 1 of the PDP review for the rezoning of land at the southern end of Lake Hayes from Rural to Rural Residential.

351. This land was subsequently varied in Stage 2 of the review of the PDP, and was then largely heard as part of Stream 14 submissions relating to the Wakatipu Basin. However, one parcel of that area of land was subsequently notified as Informal Recreation Zone in Stage 2 of the PDP, so that part of the land (Part Section 57 Block IX Shotover SD) therefore falls to be considered here.

352. The submitter did not make another submission in Stage 2 of the PDP review, and there has been no further evidence or appearance at the hearings to assess the rezoning request. Accordingly we recommend that the submission be rejected as it relates to Part Section 57 Block IX Shotover SD and the Informal Recreation Zone should apply.

30.3 David Crawford

353. David Crawford¹⁵³ sought to rezone land along Anderson Road in Wanaka to Medium Density Residential Zone. The majority of the submission has been struck out¹⁵⁴ as not being within scope, but the portion of the submission relating to the land notified Informal Recreation Zone in Stage 2 can be considered.

354. The land zoned Informal Recreation in the vicinity of Anderson Road is designated for a mixture of Local Purpose Reserve and Recreation Reserve purposes, with the larger area known as Domini Park. It is not clear from the submission if this land was intended to be included in the rezoning request, but with these areas currently operating as recreation and open space and no supporting evidence in the submission for the rezoning, we support the reporting officer's recommendation that it be rejected.

¹⁵⁰ Submission 2468

¹⁵¹ Section 342

¹⁵² Submission 229

¹⁵³ Submission 2325

¹⁵⁴ Decision Relating to Submissions Not "on" Stage 2, dated 16 May 2018

31. OVERALL RECOMMENDATIONS

355. Having considered the evidence and submissions before us, we are satisfied that objectives we are recommending in chapter 38 are the most appropriate way to meet the purpose of the Act in terms of the Council's reserves. We are also, to the extent provided by scope in the submissions, are satisfied that the policies, rules and other provisions to give effect to those objectives and the most effective and efficient means of doing so.
356. For the reasons set out throughout this Report, we recommend that:
- a. Chapter 38 be adopted in the form set out in Appendix 1 Part A;
 - b. The variations to Stage 1 Chapters 27, 35 and 36 as set out in Appendix 1 Part B be adopted;
 - c. The definitions set out in Appendix 1 Part C be included in Stage 1 Chapter 2; and
 - d. The submissions on these provisions be accepted, accepted in part or rejected as set out in Appendix 2.

For the Hearing Panel

A handwritten signature in blue ink, appearing to read 'Nugent', is written over a light blue circular stamp.

Denis Nugent, Chair

Date: 11 January 2019

Appendix 1: Recommended Revised Chapter 38 Open Space and Recreation and Associated Variations

38 Open Space and Recreation Zones

38.1 Purpose

The purpose of the Open Space and Recreation Zones is to enable recreation activities and provide for associated infrastructure while protecting, maintaining and enhancing landscape values, nature conservation values, ecosystem services and amenity. The zones apply to Council administered reserves, and do not apply to water bodies (including surface of water), Conservation Land (including lakes and rivers) or private open space. In general, the zones do not apply to Crown Land (including lakes and rivers), other than for discrete situations (such as Queenstown Gardens, where the Crown Land reserve is integral and indistinguishable from the Council reserve land surrounding it). Where a reserve adjoins a water body, the reserve is zoned to recognise, and provide for, the interrelationship between the water activities and the land based component of those activities.

Open Space is a significant resource to the District and Region. This resource requires protection from inappropriate activities that could degrade its qualities, character and values.

Commercial recreation and tourism operators are located within some of the zones and a wide range of commercial recreation and tourism activities utilise the resources available within the zones. Some of these operators have substantial assets associated with the activity established within the zones. The desire for the maintenance and development of existing activities and development of further new opportunities for these activities needs to be provided for on the basis commercial activities are carefully managed to maintain and enhance the valued qualities of the zones and established operations.

The Open Space and Recreation Zones can be grouped according to the following features and uses:

- a. visual amenity (such as gardens and tree plantings, areas of indigenous vegetation and landscape values);
- b. children's play (such as playground equipment and neighbourhood parks);
- c. active sports (such as team sports, golf, and tennis);
- d. passive use of open space (such as areas for walking, running, cycling, picnicking, or enjoying a particular landscape);
- e. waterfront access (such as lakeside and riverside walkways and beaches, access to lakes and rivers for fishing and water-based sports);
- f. linkages (such as walking tracks and cycle ways);
- g. built facilities (such as halls, gymnasiums, clubrooms, swimming pools and libraries);
- h. heritage sites and heritage features;
- i. nature conservation (such as water margins, wetlands and indigenous vegetation); and
- j. commercial opportunities (such as gondolas, ziplines, events and guided walks).

The District provides a wide range of recreation opportunities. Its outstanding natural environment which includes lakes, rivers, mountains and basins provide an ideal setting for a variety of outdoor recreation activities. Together, the activities and the environments that they occur within are internationally recognised as the basis for the District's importance as a visitor destination, are crucial to the tourism industry and economy, as well as encouraging residents to settle within the District. The climate is conducive to outdoor recreation and its proximity to Mt Aspiring and Fiordland National Parks provides further opportunities for outdoor recreation.

Within the town centres, urban areas and townships, there are opportunities for indoor recreation and community activities, such as libraries, swimming pools and community halls, as well as outdoor venues for more formal sporting activities.

Open space is an important recreation and community resource. It can provide visual relief and amenity amongst the developed residential and commercial environments, opportunities for education concerning the natural environment, as well as active use (such as walking and cycling) and passive use (such as children's play, or picnicking, sitting and contemplation) for both residents and visitors.

Five zones and four sub-zones are used to manage activities on land zoned Open Space and Recreation within the District, these are:

- Nature Conservation Zone;
- Informal Recreation Zone, which includes the Ben Lomond Sub-Zone;
- Active Sport and Recreation Zone;
- Civic Spaces Zone; and
- Community Purpose Zone which includes the Community Purposes – Cemeteries, Community Purposes – Golf and Community Purposes – Camping Ground Sub-Zones.

38.2 Objectives and Policies – District Wide

38.2.1 Objective - The open space land and facilities administered by the Council make a major contribution towards meeting the needs of the District's residents and visitors for passive and active recreation.

Policies

38.2.1.1 The design, development, management and maintenance of Open Space and Recreation Zones shall provide for:

- a. the needs of the community in the area in which the zones are located, and the needs of the wider community and visitors to the District;
- b. the effective and efficient use of resources so as to ensure that Open Space and Recreation Zones are fit for purpose and safe for all users;
- c. the maintenance and enhancement of integrated public access connections to walking and cycling networks throughout the District, including along lake and river margins;
- d. recognise and provide for users of all ages and different physical capacities
- e. the location within which Open Space and Recreation Zones are situated, responding to recognised natural character, landscape and heritage values; and
- f.. the provision of infrastructure necessary to service Open Spaces and Recreation Zones, including recreation facilities and amenities.

38.2.1.2 Encourage multiple use of Open Space and Recreation Zones wherever possible and practicable.

38.2.1.3 Promote the protection of existing ecological values having regard to the purpose, objectives and policies specific to each Open Space and Recreation Zone, and opportunities for enhancing natural values-

38.2.1.4 Protect open space, recreation and amenity values by managing the adverse effects of, and conflicts between, different types of recreation activities.

38.2.1.5 Avoid activities that do not have a practical or functional need to be located within Open Space and Recreation Zones, unless a particular activity:

- a. is compatible with and does not affect the continued operation of established activities;
- b. does not preclude the development of new open space and recreation activities; and
- c. maintains ~~and~~ or enhances the recreation and amenity values.

- 38.2.1.6** Provide a District Plan framework that establishes the roles, functions and activities for each Open Space and Recreation Zones, within which the outcome of public participation into the design, development, management and enhancement of reserves can be implemented through processes other than through the Act, such as reserve management plans.
- 32.2.1.7** Provide adequate firefighting, water, and fire service vehicle access to ensure an efficient and effective emergency response.
- 38.2.2** **Objective - Recreation activities are undertaken and facilities constructed in a way that maintains or enhances the values of open space areas and the recreation opportunities available within the District.**

Policies

- 38.2.2.1** Ensure activities are undertaken, in a manner that maintains or enhances the amenity values of the relevant reserve and surrounding environment, including natural, scenic and heritage values.
- 38.2.2.2** Limit activities, buildings and structures to those compatible with the role and function of the zone, and the sensitivity of the surrounding environment, and which are necessary to maintain or enhance the anticipated use or values of the zone.
- 38.2.2.3** Require areas surrounding buildings, structures, outdoor storage and parking areas to be screened and landscaped to mitigate visual impacts and maintain or enhance amenity values.
- 38.2.2.4** Ensure the scale and location of buildings including associated structures, trails and accesses, and noise and lighting associated with recreation activities is consistent with the level of amenity anticipated in the zone and in the surrounding environment, having particular regard to the following where new buildings, structures or lighting are proposed:
- a. the purpose, number, size and location of new buildings, structures and lighting are appropriate, in terms of their function and the sensitivity of the environment;
 - b. that building design and appearance positively contributes to amenity, cultural, ecological and landscape values;
 - c. that buildings or structures do not unduly preclude or limit public access, particularly along the margins of the District's lakes and rivers;
 - d. that cumulative adverse effects of buildings and activities are taken into account; and
 - e. the provision for and standard of lighting, including:
 - i. its siting and location, in particular, how it contributes to public safety; and
 - ii. minimising upward light spill on the night sky.
- 38.2.2.5** Ensure that any buildings or structures located within, adjoining or nearby to an Outstanding Natural Feature or Landscape, protect, maintain or enhance those values by:
- a. limiting development and activities in the vicinity of water bodies to the land based components of community recreation water based activities, which have a practical and functional need to be located within these areas; (refer also to Objective 38.2.4)
 - b. preserving the natural character of the margins of waterbodies; (refer also to Objective 38.2.4)
 - c. ensuring buildings are located in areas that are least sensitive to change and have capacity to absorb development;
 - d. requiring buildings to be designed and finished so they:
 - i. avoid visual dominance; and
 - ii. mitigate or remedy adverse effects on the values of the Outstanding Natural Feature or Landscape; and

- e. ensuring trails, access and carparking areas (including associated earthworks) do not degrade visual amenity values or disrupt the natural character or landforms.

38.2.2.6 Ensure the development and use of Open Space and Recreation Zones maintains the amenity values enjoyed by residents and visitors such as walking, social activities, and the protection of, view shafts as seen from adjoining land and roads.

38.2.2.7 Ensure that the development and use of Open Space and Recreation Zones, and the interface with the surface of water bodies adjoining these zones, is managed to protect amenity values and maintaining and ensuring the safe movement of people and goods.

38.2.3 **Objective – Commercial activities are limited to those that have a functional requirement to locate within Open Space and Recreation Zones and maintain open space and recreation values.**

Policies

38.2.3.1 Ensure that commercial activities have a genuine link with the open space and recreation resource.

38.2.3.2 Ensure that commercial activities ~~do not degrade~~ maintain the quality, amenity values and landscape values of open spaces.

38.2.3.3 Provide for commercial recreation activities that maintain ~~do not detract from~~ the quality of the experience of people partaking in other commercial recreation activities and other passive and active informal recreation activities, having particular regard to the scale, intensity and cumulative effects of commercial recreation activities.

38.2.4 **Objective – The interface between activities within the Open Space and Recreation Zones are managed to protect, maintain or enhance the natural character of waterbodies and their margins (refer also to Policies 38.2.2.5 a and b).**

Policies

38.2.4.1 Provide recreation, commercial and public transport opportunities within Open Space and Recreation Zones in a manner that supports the preservation of the natural character and nature conservation values of lakes, rivers and their margins from inappropriate activities.

38.2.4.2 Recognise and provide for the maintenance and enhancement of public access to, and enjoyment of, the margins of lakes and rivers, particularly where access and enjoyment is compatible with protecting the natural character and nature conservation values of those lakes and rivers.

38.2.4.3 Enable people to have access to a wide range of community recreational experiences on the margins of waterbodies, including the limited provision of commercial recreation activities that maintain landscape, amenity and nature conservation values, especially where they integrate with recreation activities on and under the surface of the waterbody.

38.2.5 **Objective – Activities sensitive to aircraft noise within the Queenstown Airport Air Noise Boundary or Outer Control Boundary are avoided or managed to mitigate noise and reverse sensitivity effects.**

Policy

- 38.2.5.1** Require buildings that contain an Activity Sensitive to Aircraft Noise and are located within the Queenstown Airport Air Noise Boundary or Outer Control Boundary to be designed and built to achieve an internal design sound level of 40 dB L_{dn}.

38.3 Objectives and Policies – Nature Conservation Zone

Purpose

The Nature Conservation Zone primarily applies to open space and recreation areas that border lakes and rivers, or are recognised for their natural, ecological, and landscape values. The Nature Conservation Zone provides for informal recreation and access to the District's unique landscapes. These areas offer diverse recreation opportunities such as biking, walking and water activities, together with providing connections with nature.

To protect the values of the Nature Conservation Zone, recreation activities and development are limited in scale and intensity. Infrastructure, buildings, structures, and activities provided for within this zone relate specifically to conservation, recreation, and visitor information.

- 38.3.1 Objective - Use and development complements and protects the nature conservation values and natural qualities of the Nature Conservation Zone.**

Policies

- 38.3.1.1** Provide for appropriate use and development by:

- a. limiting activities, buildings and structures to those necessary to maintain or enhance the use or values of the zone and only allowing these where they cannot be located on other adjoining or nearby land for the same purpose;
- b. locating and designing new buildings, structures, additions and parking areas to protect and maintain the character and values of the zone;
- c. mitigating the visual impacts of buildings, structures and parking areas through appropriate landscaping and design responses; and
- d. identifying opportunities to enhance biodiversity and providing for these opportunities to be realised as part of the mitigation of the adverse effects of subdivision of adjoining land and use and development within the zone.

38.4 Objectives and Policies – Informal Recreation Zone

Purpose

The Informal Recreation Zone applies to open space and recreation areas that are primarily easily accessible for the immediate community and visitors or within easy walking distance for residents within the area. It provides a basic informal recreation experience, including play opportunities (such as flat, kick-around space) and offers areas for respite and relaxation. In addition, the Informal Recreation Zone is intended to provide physical links to other areas (such as by cycle ways or pedestrian access ways).

The Informal Recreation Zone encompasses both small local parks and neighbourhood reserves, through to large open areas fronting the District's Lakes. It also encompasses small reserves that provide visual relief from the built environment. While some civic activities may take place on these reserves, it is anticipated that larger and more formal civic events will occur within the Civic Spaces Zones.

The Informal Recreation Zone accommodates a number of facilities, including public toilets, children's playgrounds, public barbeques, public art, car parks, tracks and general park furniture.

The foreshore reserves such as those along Roys Bay in Wanaka and Queenstown Bay also contain the majority of the lake-related commercial leases and concessions.

Buildings and structures located on the Informal Recreation Zone are generally limited to those that support informal recreation and are typically small-scale community buildings and structures.

Much of the Informal Recreation Zone is readily accessible, and are located within and adjacent to areas of high interest, landscape and amenity values. A range of commercial recreation and tourism activities exist in the zone and there is a desire to develop existing and new activities. The scale and intensity of these activities and associated buildings and infrastructure need to be carefully managed.

The Informal Recreation Ben Lomond Sub Zone recognises and manages the existence and extent of commercial and informal recreation activities in the Ben Lomond Recreation Reserve. This site is of particular importance because of its close proximity to the Queenstown Town Centre and its popularity with visitors and residents. The Ben Lomond Recreation Reserve is also unique in terms of the breadth of activities present, which include a gondola and restaurant, luge, zipline operations, helicopter flights, parasailing, management of forestry, wildlife park and trails used for both commercial and informal recreation. Further development is contemplated where it is undertaken in a manner that is sensitive to other occupiers and users, and where it will maintain the overall landscape values, visual amenity values and recreation experiences of users of the sub zone.

38.4.1 Objective – Use and development for informal recreation maintains and enhances the environment

Policies

- 38.4.1.1** Enable a variety of informal recreation activities, including small-scale community uses and accessory activities.
- 38.4.1.2** Encourage commercial recreation activities and related commercial activities to complement and enhance other uses and experiences in the Informal Recreation Zone while at the same time maintaining or enhancing the landscape and amenity values of the zone.
- 38.4.1.3** Provide for multiple recreation activities while managing conflicts between multiple uses, and ensuring public safety and public access to informal recreational opportunities are maintained and enhanced.
- 38.4.1.4** Ensure that buildings and activities that exclude or restrict public access are limited so as to encourage public use and maintain open space for informal recreation, recognising that the existing facilities that have been established within this zone are appropriate to remain and in some instances, may be extended or redeveloped.
- 38.4.1.5** Limit the intensity of activities to minimise adverse effects such as noise, glare and traffic on amenity values, peace and enjoyment of the Informal Recreation Zones and surrounding environment.
- 38.4.1.6** Opportunities are taken to enhance recreational trail networks, cycling and walking linkages within the zone, and to other zones, to create a contiguous network to assist residents and visitors to move through and around neighbourhoods, and to other destinations, thereby providing an alternative and sustainable mode of transport.

Within the Ben Lomond Sub-Zone

- 38.4.2 Objective – Use and development of the Ben Lomond Sub-Zone provides a high-quality destination for residents, and domestic and international tourists, while maintaining the landscape values and amenity values of the surrounding Outstanding Natural Landscape.**

Policies

- 38.4.2.1** Control the visual impact of buildings, passenger lift systems, earthworks and infrastructure associated with commercial and commercial recreation activities.
- 38.4.2.2** Ensure that buildings, passenger lift systems and infrastructure associated with commercial and commercial recreation activities are not highly prominent on the skyline and remain subservient to the view of Walter Peak when viewed from the north east (Malaghans Road / Gorge Road).
- 38.4.2.3** Provide for and maintain Gondola access between Brecon Street and Bob's Peak including necessary removal of exotic conifers subject to landscape rehabilitation in the event of conifer removal.
- 38.4.2.4** Ensure the removal of exotic conifer trees in areas other than the Gondola corridor mitigates the post-harvest adverse effects on landscape and visual amenity through landscape rehabilitation.
- 38.4.2.5** Provide for the continued operation of an informal airport within the Ben Lomond Sub-Zone where the adverse effects on health, safety, and amenity are mitigated through the management of the frequency and intensity of daily and weekly flight operations, flight paths, and separation distances from incompatible activities.
- 38.4.2.6** Control the effects of commercial and commercial recreation activities on amenity values through the management of their scale, nature and intensity.

38.5 Objectives and Policies – Active Sport and Recreation Zone

Purpose

The Active Sport and Recreation Zone includes larger parks and reserves that are primarily used for organised sport and events, usually with associated buildings and structures. The zone primarily applies to open space that is easily accessible, used for indoor and outdoor organised sports, active recreation and community activities.

The Active Sport and Recreation Zone areas are designed and used for organised sport and recreation with toilets, changing facilities, car parking and turf or playing surfaces formally maintained to an appropriate standard for the relevant sports code. These include sports fields, hard-court areas, club facilities as well as associated infrastructure such as car parking and changing rooms.

Commercial activities accessory to sport and active recreation activities, such as those that provide food or beverage services to support recreational use, may be undertaken in appropriate locations within this zone.

The Active Sport and Recreation Zone applies in the main urban centres and contain provisions that recognise the intensive use made of these areas, and the need to provide sufficient facilities to support these uses, while at the same time, providing for the open space and amenity values of a park or reserve within this zone, as well as avoiding or mitigating adverse effects on the surrounding areas.

- 38.5.1 Objective - Active sport and recreation activities are provided for in appropriate locations, while managing adverse effects on surrounding areas and communities.**

Policies

- 38.5.1.1** Provide for indoor and outdoor organised sports, active recreation, recreation facilities, community activities, accessory activities and associated buildings and structures.
- 38.5.1.2** Active sport and recreation and associated buildings, structures (including additions) and car parking, are designed, located and operated to be compatible with the surrounding

environment in which they are located, particularly within or adjacent to residential environments, and to avoid or mitigate any adverse effects of the activities (such as noise, hours and frequency) and of buildings, including visual dominance, outlook from adjoining or nearby sites and buildings, and shading.

38.6 Objectives and Policies – Civic Spaces Zone

Purpose

The Civic Spaces Zone provides for civic activities.

Civic spaces contribute to the character of centres and urban areas and provide opportunities for informal recreation, social interaction and community gatherings and events. They also support local character and provide a sense of identity.

The Civic Spaces Zone receives a high level of use and the zone and facilities shall be designed, operated and maintained with a high level of service. Events are often held within civic spaces, such as festivals and markets. They are places that help to establish communities and a sense of place. These areas are typically subject to higher demand from public and commercial use and are important civic spaces that directly support the District's tourism industry.

38.6.1 Objective – Civic spaces are the community focal points for civic and community functions, events and informal recreation of benefit to both the community and the District.

Policies

38.6.1.1 Manage and promote passive recreation activities, while providing for commercial and community activities of a temporary nature that are of public benefit.

38.6.1.2 Limit buildings and structures to those that are necessary to support civic activities, and where this is demonstrated, ensure that buildings and structures enhance the amenity values, functionality and use of the zone.

38.6.1.3 Enable public amenities and the installation of artworks and interpretive signs, that enhance the use and enjoyment of civic spaces.

38.7 Objectives and Policies – Community Purposes Zone

Purpose

The Community Purposes Zone primarily accommodates open space areas that play a significant community function, including libraries, halls and recreation centres. It also provides specifically for cemeteries, golf courses, campgrounds and areas that have a significant passive recreation function that are not otherwise encapsulated in other zones, such as the Queenstown Gardens. Community buildings and associated activities are generally provided within the Community Purposes Zone.

Community Purposes Zones located within the townships and outlying settlements often have multiple activities that host a variety of passive and active activities and associated infrastructure.

Where the Community Purposes Zone is for a specific function, the zone has been broken into sub-zones for the purposes of better articulating management outcomes for each sub-zone. The three sub-zones are:

Community Purposes Zone (Cemeteries);

Community Purposes Zone (Golf); and
Community Purpose Zone (Camping Ground).

Both the Community Purposes Zone (Golf) and the Community Purposes Zone (Camping Ground), comprise the District's golf courses and campground facilities that are owned by the Council, but are leased to private interests. These two sub-zones include provisions that recognise the specialised use of these open space areas. Accordingly, the Community Purposes Zone allows for greater flexibility in the scale and nature of development of these spaces, while at the same time ensuring that development of these spaces is sympathetic to adjoining areas. As an example, this includes where a Community Purposes Zone (Camping Ground) may border one of the District's lakes or Outstanding Natural Landscapes.

38.7.1 Objective – Community activities that meet the current and future social, cultural, recreation, health and community needs of both local communities and visitors to the District are provided for within a diverse range of open spaces.

Policies

38.7.1.1 Enable community activities and associated buildings and structures (including indoor and outdoor organised sports, active recreation and recreation facilities) that contribute to the function of the zone as focal points for District and Regional activities, while ensuring that the location and design of new buildings and structures, additions to existing buildings and structures and parking areas, maintain the character and values of each Community Purposes Zone.

38.7.1.2 Enable the continued operation of the District's existing cemeteries while maintaining public access, the open space amenity, and any historic heritage values of these community spaces.

38.7.1.3 Buildings, structures and activities associated with the community activities themselves are designed and located so that any adverse effects including noise, lighting and traffic effects, are managed to maintain the level of amenity value of the surrounding environment within which they are located.

38.7.1.4 Ensure that the development of golf courses and camping ground areas continue to provide for a mixture of restricted and full public use, as well as the open space visual amenity enjoyed by the wider public.

38.7.1.5 Ensure that the development of golf courses and camping grounds maintains and enhances the landscape and amenity values of the surrounding environment.

38.8 Other Provisions and Rules

38.8.1 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	29 Transport	30 Energy and Utilities

31 Signs	32 Protected Trees	33 Indigenous Vegetation and Biodiversity
34 Wilding Exotic Trees	35 Temporary Activities and Relocated Buildings	36 Noise
37 Designations	Planning Maps	

38.8.2 Interpreting and Applying the Rules

- 38.8.2.1** A permitted activity must comply with all of the rules listed in the Rules - Activities (Table 38.1) and Rules - Standards (Table 38.2) for the Open Space and Recreation Zones and Table 38.3 for the Informal Recreation Ben Lomond Sub Zone, and any relevant district wide rules.
- 38.8.2.2** Where an activity does not comply with a standard listed in the Rules - Standards for the Open Space and Recreation Zone tables, the activity status identified by the 'Non-Compliance Status' column shall apply. Where an activity breaches more than one Standard, the most restrictive status shall apply to the activity.
- 38.8.2.3** The Ben Lomond Sub-Zone and the 3 Community Purpose Sub-Zones, being sub-zones of the Informal Recreation Zone and Community Purpose Zone, require that all rules applicable to the Zone apply. Where specific rules are identified for the sub-zone, these shall prevail over the rules of the Informal Recreation Zone or Community Purpose Zone.
- 38.8.2.4** The surface of lakes and rivers are zoned Rural, unless otherwise stated in the District Plan or identified on the Planning Map
- 38.8.2.5** Activities, buildings and structures proposed to be established within the vicinity of Queenstown Airport are referred to Figures 1 and 2 of the Planning Maps which identify the Airport Approach and Protection Measures, and Airport Protection Inner Horizontal and Conical Surfaces for Queenstown Airport. Land use restrictions associated within these areas are further described in Chapter 37: Designations, Part D.3. Persons who wish to undertake activities or develop buildings or structures which enter into these surfaces are advised to consult with the relevant requiring authority and the Civil Aviation Authority.
- 38.8.2.6** Table 38.1 specifies the activity status of land use activities in the Open Space and Recreation Zones, pursuant to section 9(3) of the Resource Management Act 1991. Notwithstanding the following rules, the Reserves Act 1977 applies to land vested under section 14 of the Reserves Act 1977. Reserves and land controlled by Council or the Department of Conservation may be subject to further controls under the Reserves Act 1977 or through Reserve Management Plans. Discussion should be held with these agencies as to the existence and nature of these controls.
- 38.8.2.7** These abbreviations are used in the Rules – Activities (Section 38.9) and Rules - Standards for the Open Space and Recreation Zone (Section 38.10) tables. Any activity which is not permitted (P) or prohibited (PR) requires resource consent.

P	Permitted	C	Controlled
RD	Restricted Discretionary	D	Discretionary
NC	Non-Complying	PR	Prohibited

- 38.8.2.8** The following abbreviations are used within this chapter.

CPZ	Community Purpose Zone
CPZ (Golf)	Community Purpose Sub Zone (Golf)
CPZ (Camping Ground)	Community Purpose Sub Zone (Camping Ground)
CPZ (Cemeteries)	Community Purpose Sub Zone (Cemeteries)

38.8.3 Advice Notes:

- 38.8.3.1** Freedom camping in the District is controlled by the Council’s Freedom Camping Control Bylaw.
- 38.8.3.2** Resource consent may be required for activities associated with telecommunications under the Resource Management (National Environmental Standards for Telecommunication Facilities) Regulations 2016. In these instances, this NES applies instead of the District Plan provisions.
- 38.8.3.3** Resource consent may be required for activities associated with electricity transmission under the Resource Management (National Environmental Standards for Electricity Transmission Activities) regulations 2009. In these instances, this NES applies instead of the District Plan provisions.
- 38.8.3.4** Land use activities within the National Grid Yard or Electricity Distribution Corridor are managed in Chapter 30 Energy and Utilities.

38.9 Rules – Activities

Table 38.1: Activities Open Space and Recreation Zones.

- a. For the activities identified in Table 38.1 as controlled activities, the Council will reserve its control to the matters in Part 38.13.
 b. For the activities identified in Table 38.1 as restricted discretionary activities, the Council will restrict its discretion to the matters in Part 38.14.

Rule	Activities	Nature Conservation Zone	Informal Recreation Zone	Active Sports/ Recreation Zone	Civic Spaces Zone	CPZ	CPZ (Golf)	CPZ (Camping Ground)	CPZ (Cemeteries)
38.9.1	Any activity not listed in Table 38.1	NC	NC	NC	NC	NC	NC	NC	NC
38.9.2	Informal recreation	P	P	P	P	P	P	P	P
38.9.3	Public amenities	P	P	P	P	P	P	P	P
38.9.4	Gardens, including botanic and community gardens	P	P	P	P	P	P	P	P
38.9.5	Parks Maintenance	P	P	P	P	P	P	P	P
38.9.6	Recreation facilities	NC	D	P	D	P	P	P	P
38.9.7	Community centres and halls	NC	D	D	D	D	NC	NC	NC
38.9.8	Day Care Facilities including buildings	NC	NC	D	NC	D	NC	NC	NC
38.9.9	Education and research facilities directly related to the open space area	P	P	P	P	P	D	D	NC
38.9.10	Art galleries, arts and cultural centres including buildings	NC	D	D	D	D	NC	NC	NC
38.9.11	Clubrooms including buildings	NC	D	P	NC	D	P	D	NC
38.9.12	Libraries including buildings	NC	NC	NC	NC	P	NC	NC	NC
38.9.13	Grandstands	NC	NC	D	NC	D	NC	NC	NC
38.9.14	Organised sport and recreation	D	<u>RDD</u>	P	D	P	P	D	NC
38.9.15	Camping grounds	D	D	NC	NC	NC	NC	P	NC
38.9.16	Restaurants and cafes that are accessory to a permitted activity and are located within 50m of a Residential Zone including buildings	NC	RD	RD	RD	RD	RD	RD	NC

Rule	Activities	Nature Conservation Zone	Informal Recreation Zone	Active Sports/ Recreation Zone	Civic Spaces Zone	CPZ	CPZ (Golf)	CPZ (Camping Ground)	CPZ (Cemeteries)
38.9.17	Retail accessory to a permitted activity that complies with the floor area standards for retail activities (Rule 38.10.9)	D	P	P	P	P	P	P	NC
38.9.18	Retail not otherwise provided for in Table 38.1	NC	D	D	D	D	D	D	NC
38.9.19	Commercial Recreation Activities and buildings associated with Commercial Recreation Activities	D	D	D	RD	RD	RD	RD	NC
38.9.20	Commercial Activities and buildings associated with, and located on the same site as recreation activities	D	D	D	RD	RD	RD	RD	NC
38.9.21	Artworks	P	P	P	P	P	P	P	P
38.9.22	Demolition of buildings (which is not a listed as a protected feature)	P	P	P	P	P	P	P	P
38.9.23	New buildings associated with a permitted activity, not otherwise listed in Table 38.1	P	P	P	P	P	P	C	P
38.9.24	Construction, addition or alteration to existing buildings	P	P	P	P	P	P	C	P
38.9.25	Conservation Planting, species protection and conservation management works, including associated trapping, restoration and re-vegetation work, noxious plant and pest control and scientific research	P	P	P	P	P	P	P	P
38.9.26	Recreation tracks (walking, horse and cycling tracks)	P	P	P	P	P	P	P	P

Rule	Activities	Nature Conservation Zone	Informal Recreation Zone	Active Sports/ Recreation Zone	Civic Spaces Zone	CPZ	CPZ (Golf)	CPZ (Camping Ground)	CPZ (Cemeteries)
38.9.27	Construction of vehicle access and car parking areas accessory to permitted activities, up to 200m ²	C	C	P	P	P	P	P	P
38.9.28	Construction of vehicle access and car parking areas accessory to permitted activities exceeding 200m ²	D	RD	RD	RD	RD	RD	RD	RD
38.9.29	Harvesting and management of existing Forestry within the Outstanding Natural Features or Landscapes	D	D	D	D	D	D	D	D
38.9.30	Planting of new Forestry within the Outstanding Natural Features or Landscapes	NC	D	D	NC	NC	NC	NC	NC
38.9.31	Farming including grazing of stock	RD	P	RD	RD	RD	RD	RD	RD
38.9.32	Cemeteries	D	NC	NC	NC	NC	NC	NC	P
38.9.33	The parking or placing of any motor vehicle, boat, caravan, trailer, or material for the purposes of sale or lease	PR	PR	PR	PR	PR	PR	PR	PR
38.9.34	Mining Activity	PR	PR	PR	PR	PR	PR	PR	PR
38.9.35	Boat Ramps, Jetties and Marinas	D	D	D	D	D	D	D	NC
38.9.36	Informal Airports	D	D	D	D	D	D	D	D

38.10 Rules - Standards for Open Space and Recreation Zones

	Table 38.2: Standards for Activities in the Open Space and Recreation Zones	Non- compliance Status
38.10.1	<p>Building Height</p> <p>The maximum height in the following zones shall be:</p> <p>38.10.1.1 Nature Conservation Zone: 4m.</p> <p>38.10.1.2 Informal Recreation Zone: 6m.</p> <p>Except for any aviary at Kiwi Birdlife Park, where the maximum height shall be 10 m.</p> <p>38.10.1.3 Active Sports and Recreation Zone: 10m.</p> <p>38.10.1.4 Civic Spaces Zone: 8m.</p> <p>38.10.1.5 CPZ: 10m.</p> <p>38.10.1.6 CPZ (Golf): 8m.</p> <p>38.10.1.7 CPZ (Camping Ground): 8m.</p> <p>38.10.1.8 CPZ (Cemeteries): 8m.</p>	D

	Table 38.2: Standards for Activities in the Open Space and Recreation Zones	Non-compliance Status
38.10.2	<p>Ground Floor Area of Buildings</p> <p>The total maximum ground floor area of buildings per site in the following zones is:</p> <p>38.10.2.1 Nature Conservation Zone: 50m².</p> <p>38.10.2.2 Informal Recreation Zone: 100m².</p> <p>38.10.2.3 Active Sports and Recreation Zone:400m².</p> <p>38.10.2.4 Civic Spaces Zone: 100m².</p> <p>38.10.2.5 CPZ: 300m².</p> <p>38.10.2.6 CPZ (Golf): 600m².</p> <p>38.10.2.7 CPZ (Camping Ground): 600m².</p> <p>38.10.2.8 CPZ (Cemeteries): 50m².</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Building dominance; b. Effects on visual amenity and landscape character values and in particular views of significance; c. The size, design and location of buildings relative to the public realm and adjoining properties; d. Consistency with the character of the locality and the role and function of the open space; e. Pedestrian and vehicle access; f. Functional needs; g. Scale and intensity; h. Cumulative effect of buildings; and i. Design and integration of landscaping.

	Table 38.2: Standards for Activities in the Open Space and Recreation Zones	Non-compliance Status
38.10.3	<p>Recession Plane</p> <p>38.10.3.1 Where a building is proposed on a site that adjoins another zone, the building shall comply with the recession plane standard for the adjoining zone, applied at the zone boundary.</p> <p>38.10.3.2 In the CPZ (Camping Ground) the following standards shall apply:</p> <ul style="list-style-type: none"> a. On boundaries adjoining a site zoned Low and Medium Density Residential Zones, buildings shall not project beyond a building envelope constructed by a recession line inclined towards the site at the following angles: <ul style="list-style-type: none"> i. Northern Boundary: 2.5m and 55 degrees; ii. Western and Eastern Boundaries: 2.5m and 45 degrees; and iii. Southern Boundary: 2.5m and 35 degrees. b. On boundaries adjoining a site zoned High Density Residential Zone, buildings shall not project beyond a building envelope constructed by a recession line inclined towards the site at the following angles: <ul style="list-style-type: none"> i. Northern Boundary: 2.5m and 55 degrees; and ii. All other boundaries: 2.5m and 45 degrees. 	D

	Table 38.2: Standards for Activities in the Open Space and Recreation Zones	Non-compliance Status
38.10.4	<p>Setback from Internal and Road Boundaries</p> <p>Setback from internal boundaries</p> <p>38.10.4.1 Where a site adjoins another zone, buildings shall be setback from the boundary the same distance as required by the set back from internal boundaries of the adjoining zone.</p> <p>Setback from roads</p> <p>38.10.4.2 The minimum road boundary setbacks that apply to the open space and recreation zones, shall be the standards that apply in the adjoining zone.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Building dominance; b. Privacy effects on adjoining properties; c. Access to sunlight and impacts on shading; d. Effects on visual amenity; e. The size, design and location of buildings relative to the public realm and adjoining properties; f. Consistency with the character of the locality; and g. The historic heritage value of any adjacent heritage item and or feature.

	Table 38.2: Standards for Activities in the Open Space and Recreation Zones	Non-compliance Status
38.10.5	<p>Setback of buildings from water bodies</p> <p>The minimum setback of any building from the bed of a river or lake or wetland shall be 10m.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. biodiversity values; b. Public access; c. Effects on visual amenity and landscape character values; d. Open space e. The functional and locational need and interaction of the development with the water body; f. Landscaping; g. Environmental protection measures (including landscaping and stormwater management); and h. Natural hazards.

	Table 38.2: Standards for Activities in the Open Space and Recreation Zones	Non-compliance Status
38.10.6	<p>Outdoor Storage</p> <p>38.10.6.1 Outdoor storage that is visible from roads or adjoining zones shall be landscaped with planting, solid walls, solid fences, or any combination of these, to 2m in height along the length of the outdoor storage area. Where such landscaping is by way of planting it shall be for a minimum depth of 3m and a height of 2m.</p> <p>38.10.6.2 Any outdoor storage area shall not be located within the minimum setbacks specified in Rule 38.10.4 and 38.10.5.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> Visual amenity; The location relative to the public realm and adjoining residential properties; Consistency with the character of the locality; Landscaping; Practical and functional constraints; and Pedestrian and vehicle access.
38.10.7	<p>Fencing</p> <p>38.10.7.1 Fences erected on the boundary of any Open Space and Recreation Zone shall be at least 50% visually permeable.</p> <p>38.10.7.2 The maximum height of any fences erected on the boundary of any Open Space and Recreation Zone shall be 1.2m.</p> <p>38.10.7.3 At Kiwi Birdlife Park, the maximum height of any fence installed for wildlife protection shall be 2.2m, and in such a case Rules 38.10.7.1 and 38.10.7.2 do not apply.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> Visual amenity values; Opportunities for passive surveillance; Consistency with any established fencing; and Functional constraints, including the use of land, security, and wind shelter.

	Table 38.2: Standards for Activities in the Open Space and Recreation Zones	Non-compliance Status
38.10.8	<p>Lighting and Glare</p> <p>38.10.8.1 No activity on a Nature Conservation Zone, CPZ, CPZ (Golf), CPZ (Camping Ground) and CPZ (Cemeteries) shall result in a greater than 2.5 lux spill (horizontal or vertical) of lights onto any other site measured at any point inside the boundary of the other site (when measured or calculated 2.0m inside the boundary of the adjoining property).</p> <p>38.10.8.2 No activity on an Informal Recreation Zone, Active Sports and Recreation Zone and Civic Spaces Zone shall result in a greater than a 3.0 lux spill (horizontal or vertical) of lights onto any other site measured at any point inside the boundary of the other site (when measured 2.0m inside the boundary of the adjoining property).</p>	D
38.10.9	<p>Maximum gross retail floor space</p> <p>Within the Informal Recreation Zone, Active Sports and Recreation Zone, CPZ, CPZ (Golf), and CPZ (Camping Ground) the maximum gross retail floor space associated to recreation activities permitted within these zones shall be 100m² or no more than 10% of the gross floor area (whichever is the lessor) of the building supporting the recreation and leisure activities.</p>	D
38.10.10	<p>Building Colours Within the Nature Conservation, Informal Recreation and Community Purposes (Camping Ground) Zones</p> <p>38.10.10.1 All exterior surfaces, including fences, shall be coloured in the range of browns, greens, greys or black (except soffits), with a maximum reflective value of 35%.</p> <p>38.10.10.2 All roofs shall have a maximum reflective value of 20%.</p> <p>38.10.10.3 All other surface finishes shall have a maximum reflective value of 30%.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> a. External appearance; b. Visual prominence from both public places and private locations; and c. Effects on visual amenity and landscape character values and in particular views of significance.

	Table 38.2: Standards for Activities in the Open Space and Recreation Zones	Non-compliance Status
38.10.11	<p>Water supply and access for firefighting</p> <p>All new buildings over 20m² in area that are not connected to the reticulated water supply must make the following provision for firefighting:</p> <p>38.10.11.1 A water supply of 45,000 litres; and</p> <p>38.10.11.2 A hardstand area adjacent to the firefighting water supply connection of a minimum width of 4.5 metres and a minimum length of 11 metres; and</p> <p>38.10.11.3 A firefighting water connection located more than 6 metres but not less than 90 metres away from the building; and</p> <p>38.10.11.4 Access from the property boundary to the firefighting water connection of a minimum width of 4.5 metres.</p>	<p><u>RD</u></p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> the extent of compliance with any national standards for firefighting water supply; the accessibility of the firefighting water connection point for fire service vehicles; whether and the extent to which the building is assessed as a low fire risk. any advice that may have been received from Fire and Emergency New Zealand.
38.10.12	<p>Activities Sensitive to Aircraft Noise</p> <p>New buildings or additions to existing buildings containing Activities Sensitive to Aircraft Noise located within the Queenstown Airport Air Noise Boundary or Outer Control Boundary shall be designed to achieve an Indoor Design Sound Level of 40dB within any Critical Listening Environment (based on the 2037 Noise Contours) and ventilated in accordance with Rule 36.6.2.</p>	<p><u>NC</u></p>

38.11 Informal Recreation Zone: Ben Lomond Sub Zone

	Table 38.3: Activities and Standards for Activities in the Ben Lomond Sub Zone	Activity or Non-compliance Status
	Activity	Activity Status
38.11.1	<p>Buildings</p> <p>Construction, relocation, addition or alteration of any building.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Landscape and visual amenity values; b. Scale, intensity and cumulative effects; c. Associated earthworks and landscaping; d. Lighting; e. Provision of water supply, sewerage treatment and disposal, storm water disposal, electricity and communication services; f. Natural Hazards; and g. Effects on the transportation network. h. Public access to, and the use of, open space.

	Table 38.3: Activities and Standards for Activities in the Ben Lomond Sub Zone	Activity or Non-compliance Status
38.11.2	<p>Passenger Lift Systems</p> <p>Passenger Lift Systems within the 'Bob's Peak' area and the 'Gondola Corridor' area of the Ben Lomond Sub Zone.</p>	<p>C</p> <p>Control is reserved to:</p> <ul style="list-style-type: none"> a. Location, external appearance and alignment; b. Other occupiers or users; c. Night lighting; d. Height; e. Associated earthworks; and f. Natural Hazards.
38.11.3	<p>Commercial recreation activity and ancillary Commercial activity</p> <p>38.11.3.1 Commercial recreation activity</p> <p>38.11.3.2 Commercial activity only where the commercial activity is ancillary to, and located on, the same site as, the commercial recreation activity</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Intensity and scale of the activity and effects on recreation use and amenity values; b. Noise; c. Public access to, and use of the open space; d. Other occupiers or users of the site or adjoining sites; e. Infrastructure; f. Access and parking; and g. Effects on the transportation network.

	Table 38.3: Activities and Standards for Activities in the Ben Lomond Sub Zone	Activity or Non-compliance Status
38.11.4	Harvesting and management of existing Forestry	<p>C</p> <p>Control is reserved to:</p> <ul style="list-style-type: none"> a. Hours of operation; b. Noise; c. Health and safety; d. Traffic generation; e. Earthworks; f. Soil erosion, sediment generation and run-off; g. Debris flow and rock fall hazards and nong- term slope stability; h. Landscape rehabilitation; and i. Effects on the amenity values of the forest and other users of the reserve
38.11.5	Parking within the Lower Terminal area of the Ben Lomond Sub Zone.	<p>C</p> <p>Control is reserved to Landscaping.</p>
38.11.6	<p>Building within the Building Restriction Area: Bob's Peak Area</p> <p>Any building within the Building Restriction Area, excluding retaining walls.</p>	PR
38.11.7	<p>Building within the Gondola Corridor Area</p> <p>Any building within the Gondola Corridor Area excluding passenger lift systems.</p>	NC

	Table 38.3: Activities and Standards for Activities in the Ben Lomond Sub Zone	Activity or Non-compliance Status
38.11.8	<p>Informal Airport Located within the Future Helipad Area</p> <p>The information requirements for aviation safety shall include provision of either a PT157 Determination issued by the Director of Civil Aviation New Zealand or an independent aviation safety assessment prepared by a suitably qualified professional.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Aviation safety including helicopter landing area design and proximity to on ground structures and track networks; b. The frequency and intensity of daily and weekly flight numbers; c. Separation distance and potential effect on the operation of other existing or incompatible occupiers within the Ben Lomond Sub-Zone. d. Helicopter flight paths
38.11.9	Two or More Informal Airports within the Bob's Peak Area of the Ben Lomond Sub-Zone	NC
	Standards	Non-Compliance Status
38.11.10	<p>Building Height</p> <p>The maximum height of buildings and structures as specified shall be:</p> <ul style="list-style-type: none"> a. Buildings within the Bob's Peak Area: 10m. b. Passenger Lift Systems within the Bob's Peak Area: 12m. c. Buildings within the Lower Terminal Area: 18.5m. 	D
38.11.11	<p>Building Coverage</p> <p>The maximum building coverage within the Bob's Peak Area shall be 15%</p>	D

38.12 Rules - Non-notification of Applications

All applications for controlled and restricted discretionary activities shall not require the written approval of other persons and shall not be notified or limited-notified, except for the following:

38.12.1 Restricted discretionary activities within the Informal Recreation Ben Lomond Sub-Zone.

38.13 Matters of control for Controlled Activities identified in Table 38.1

The Council will reserve its control to the following matters when assessing a controlled activity resource consent application.

Table 38.4: Matters of Control for Activities in the Open Space and Recreation Zones	
38.13.1	<p>Rule 38.9.16: Restaurants and cafes that are accessory to a permitted activity and are located further than 50m from a Residential Zone in the Civic Spaces Zone, Informal Recreation Zone, Active Sports and Recreation Zone, CPZ, CPZ (Golf), CPZ (Camping Ground):</p> <ul style="list-style-type: none"> a. Scale and intensity of the activity on recreation use and amenity values; b. Public access to, and use of the open space; c. Traffic generation, access and parking; and d. Infrastructure and servicing, including the provision of storage and loading/service areas.
38.13.2	<p>Rules 38.9.24 and 38.9.25: Construction and alteration of buildings in the Community Purpose Camping Ground Zone:</p> <ul style="list-style-type: none"> a. Building location, character, scale and form. b. External appearance including materials and colours. c. Infrastructure and servicing, access and parking. d. Natural hazards.
38.13.3	<p>Rule 38.9.28: Construction of vehicle access and car parking areas accessory to permitted activities up to 200m²:</p> <ul style="list-style-type: none"> a. Traffic generation, access and parking; b. Public access to, and use of, the open space; c. Pedestrian and vehicle access; and d. Landscaping.

38.14 Matters of discretion for Restricted Discretionary Activities identified in Table 38.1

The Council will restrict its discretion over the following matters when assessing a restricted discretionary activity resource consent application.

Table 38.5: Matters of Discretion for Activities in the Open Space and Recreation Zones	
38.14.1	<p>Rule 38.9.17: Restaurants and cafes that are accessory to a permitted activity and are located within 50m of a Residential Zone in the Civic Spaces Zone, Informal Recreation Zone, Active Sports and Recreation Zone, CPZ, CPZ (Golf), CPZ (Camping Grounds):</p> <ul style="list-style-type: none"> a. Intensity and scale of the activity on recreation use and amenity values; b. Public access to, and use of, the open space; c. Location, in particular distance from adjoining properties; d. Traffic generation, access and parking; e. Noise; and f. Infrastructure and servicing, including the provision of storage and loading/service areas.
38.14.2	<p>Rules 38.9.20 and 38.9.21: Commercial recreation activity including commercial activities associated with and located on the same site as recreation activities, including buildings in the Civic Spaces Zone, CPZ, CPZ (Golf), CPZ (Camping Grounds):</p> <ul style="list-style-type: none"> a. Intensity and scale of the activity on recreation use and amenity values; b. Public access to, and use of the open space; c. Other occupiers or users of the site or adjoining sites; d. Traffic generation, access and parking.
38.14.3	<p>Rule 38.9.29: Construction of vehicle access and car parking areas accessory to permitted activities exceeding 200m² in respect of all Open Space and Recreation Zones (except the Nature Conservation Zone):</p> <p>Location of facility and access;</p> <ul style="list-style-type: none"> a. Number, design and layout of car parks and associated manoeuvring areas; b. Surface treatment of parking facility and access; c. Landscaping; and d. Cumulative effect of the number of car parking facilities within the Zone.

Table 38.5: Matters of Discretion for Activities in the Open Space and Recreation Zones	
38.14.4	<p>Rule 38.9.32: Farming including grazing of stock</p> <ul style="list-style-type: none"> a. Intensity and duration; b. Public access to, and use of the open space; c. Pest and wilding pine control; d. Maintenance of landscape values; and e. Restriction of areas to protect or restore indigenous biodiversity values.

38.15 Landscape Assessment Matters for Discretionary Activities

The following assessment matters apply to any discretionary activity within an Open Space and Recreation Zone where the land involved is subject to one of the landscape classifications.

Table 38.6: Landscape Assessment Matters for Discretionary and Non-Complying Activities in the Open Space and Recreation Zones	
38.15.1	<p>Outstanding Natural Features and Outstanding Natural Landscapes (ONF and ONL).</p> <p>38.15.1.1 Effects on landscape quality and character</p> <p>In considering whether the proposed development will maintain or enhance the quality and character of Outstanding Natural Features and Landscapes, the Council shall be satisfied of the extent to which the proposed development will affect landscape quality and character, taking into account the following elements:</p> <ul style="list-style-type: none"> a. Physical attributes: <ul style="list-style-type: none"> i. Geological, topographical, geographic elements in the context of whether these formative processes have a profound influence on landscape character; ii. Vegetation (exotic and indigenous); iii. The presence of waterbodies including lakes, rivers, streams, wetlands. b. Visual attributes: <ul style="list-style-type: none"> i. Legibility or expressiveness – how obviously the feature or landscape demonstrates its formative processes; ii. Aesthetic values including memorability and naturalness; iii. Transient values including values at certain times of the day or year; iv. Human influence and management – settlements, land management patterns, buildings, roads. c. Appreciation and cultural attributes: <ul style="list-style-type: none"> i. Whether the elements identified in (a) and (b) are shared and recognised; ii. Cultural and spiritual values for Tangata whenua;

Table 38.6: Landscape Assessment Matters for Discretionary and Non-Complying Activities in the Open Space and Recreation Zones	
	<p>iii. Historical and heritage associations.</p> <p>The Council acknowledges that Tangata Whenua beliefs and values for a specific location may not be known without input from iwi.</p> <p>d. In the context of (a) to (c) above, the degree to which the proposed activity or development will affect the existing landscape quality and character, including whether the proposed activity or development accords with or degrades landscape quality and character, and to what degree.</p> <p>38.15.1.2 Effects on visual amenity</p> <p>In considering whether the potential visibility of the proposed activity or development will maintain and enhance visual amenity, values the Council shall be satisfied that:</p> <p>a. the extent to which the proposed activity or development detracts from visual amenity values as viewed from public roads and other public places;</p> <p>b. the proposed development will not be visually prominent such that it detracts from public or private views of and within Outstanding Natural Features and Landscapes;</p> <p>c. the proposal will be appropriately integrated, screened or hidden from view by elements that are in keeping with the character of the landscape;</p> <p>d. the proposed activity or development will not reduce the visual amenity values of the wider landscape (not just the immediate landscape);</p> <p>e. structures will not be located where they will break the line and form of any ridges, hills and slopes;</p> <ul style="list-style-type: none"> • any carparking, access, lighting, earthworks and landscaping will not reduce the visual amenity of the landscape.
38.15.2	<p>Rural Character Landscapes (RCL)</p> <p>38.15.2.1 Effects on landscape quality and character</p> <p>The following shall be taken into account:</p> <p>a. where the site is adjacent to or nearby an Outstanding Natural Feature or Landscape, whether and the extent to which the proposed development will adversely affect the quality and character of the adjacent Outstanding Natural Feature or Landscape;</p> <p>b. whether and the extent to which the scale and nature of the proposed activity or development will degrade the quality and character of the Open Space Zone or the surrounding Rural Character Landscape;</p> <p>c. whether the design and any landscaping would be compatible with or would enhance the quality and character of the Open Space Zone or the Rural Character Landscape.</p> <p>38.15.2.2 Effects on visual amenity:</p> <p>Whether the activity or development will result in a loss of the visual amenity of the Open Space Zone or the Rural Character Landscape, having regard to whether and the extent to which:</p>

Table 38.6: Landscape Assessment Matters for Discretionary and Non-Complying Activities in the Open Space and Recreation Zones	
	<ul style="list-style-type: none"> a. the visual prominence of the proposed development from any public places will reduce visual amenity; b. the proposed development is likely to be visually prominent such that it detracts from private views; c. any screening or other mitigation by any proposed method such as earthworks and/or new planting will detract from or obstruct views of the Rural Character Landscape from both public and private locations; d. the proposed development is enclosed by any confining elements of topography and/or vegetation and the ability of these elements to reduce visibility from public and private locations; e. any proposed carparking, planting, lighting, earthworks and landscaping will reduce visual amenity, with particular regard to elements which are inconsistent with the existing natural topography and patterns; <p>38.15.2.3 Tangata Whenua, biodiversity and geological values:</p> <ul style="list-style-type: none"> a. whether and to what extent the proposed development will degrade Tangata Whenua values including Tōpuni or nohoanga, indigenous biodiversity, geological or geomorphological values or features and, the positive effects any proposed or existing protection or regeneration of these values or features will have. <p>The Council acknowledges that Tangata Whenua beliefs and values for a specific location may not be known without input from iwi.</p>
38.15.3	<p>Other factors and positive effects, applicable in all the landscape categories</p> <p>38.15.3.1 The extent to which the proposed activity or development detracts from, or enhances the amenity of the Open Space Zone and wider natural or rural environment with particular regard to the experience of remoteness or wildness.</p> <p>38.15.3.2 The extent to which cumulative effects of activities will adversely affect landscape quality, character or visual amenity values.</p> <p>38.15.3.3 In considering whether there are any positive effects, or opportunities for remedying or mitigating the continuing adverse effects of activities, the Council shall take the following matters into account:</p> <ul style="list-style-type: none"> a. whether the proposed activity would enhance the character of the landscape, or assists with the protection and enhancement of indigenous biodiversity values, in particular the habitat of any threatened species, or land environment identified as chronically or acutely threatened on the Land Environments New Zealand (LENZ) threatened environment status; b. any positive effects including environmental compensation, enhanced public access such as the creation or improvement of walking, cycling or bridleways or access to lakes, rivers or conservation areas; c. where adverse effects cannot be avoided, mitigated or remedied, the merits of any compensation.

Part B – Variations to Stage 1 Chapters

Variation to Stage 1 PDP Chapter 2 Definitions:

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

Camping Ground	Means any area of land used, or designed or intended to be used, for rent, hire, donation, or otherwise for reward, for the purposes of placing or erecting on the land temporary living places for occupation, <u>or permanent tourist cabins</u> , by 2 or more families or parties (whether consisting of 1 or more persons) living independently of each other, whether or not such families or parties enjoy the use in common of entrances, water supplies, cookhouses, sanitary fixtures, or other premises and equipment; and includes any area of land used as a camping ground immediately before the commencement of the Camping Ground Regulations 1985.
-----------------------	--

New Stage 2 PDP Definitions:

<u>Ground Floor Area</u>	Means any areas covered by a building or parts of a building, and includes overhanging or cantilevered parts, but does not include pergolas (unroofed), projections not greater than 800mm including eaves, bay or box windows, and uncovered terraces or decks that are less than 1.0 m above ground level.
<u>Informal recreation</u>	Means a pastime, leisure sport or exercise activity that occurs on an ad hoc basis or are regularly and contributes to a person's enjoyment and/or relaxation. Excludes Organised sport and recreation.
<u>Organised sport and recreation</u>	<p>Means activities that require physical effort and skills, are competitive, occur on a regular basis, have formal rules, referees and officials, and are organised within formal structures. The activity typically involves the following:</p> <ul style="list-style-type: none"> • <u>exclusive use of public open space during the course of the activity;</u> • <u>participants and spectators;</u> • <u>use of club rooms, changing facilities;</u> • <u>training and practice sessions;</u> • <u>payment of money to conduct activity;</u> • <u>organised by a club, sporting body or group;</u> • <u>booking and recording system of scheduled hours per week of each sports field by the owner or administrator of the sports field.</u>
<u>Parks Maintenance</u>	<p>Means maintenance and repair undertaken within Council -controlled reserves, including:</p> <ul style="list-style-type: none"> • <u>maintenance and repair of any buildings and structures;</u> • <u>maintenance and repair of foot paths and tracks;</u> • <u>clearing or reforming drainage channels;</u> • <u>topsoiling, reseeding, sandslitting of sports fields and grassed areas;</u> • <u>Weed management, grass mowing and planting of trees and gardens;</u> • <u>replacement, repairs, maintenance or upgrading of existing bridges, boardwalks and culverts; and resealing and sealing metalled parking and access drives and internal park roads.</u>

Shading indicates provisions withdrawn under Clause 8D of the Resource Management Act 1991 as publicly notified on 4 April 2019

<u>Recreation facility</u>	Means a facility where the primary purpose is to provide for sport and recreation activities and includes recreation centres, swimming pools, fitness centres and indoor sports centres but excludes activities otherwise defined as Commercial Recreation Activities.
<u>Recreational tracks</u>	Means a sealed or unsealed pathway or greenway within Council controlled reserves that is used for informal or organised recreational purposes such as walking, cycling, horseriding, or fitness.
<u>Visually Permeable</u>	<p>In reference to a wall, gate, door or fence:</p> <p>Means continuous vertical or horizontal gaps of at least 50mm width occupying not less than one third of its face in aggregate of the entire surface or where narrower than 50mm, occupying at least one half of the face in aggregate.</p>

Variation to Stage 1 Landscapes Chapter 6:

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

Part 6.2 Values - Last paragraph: Delete.

~~Landscapes have been categorised into three classifications within the Rural Zone. These are Outstanding Natural Landscapes (ONL) and Outstanding Natural Features (ONF), where their use, development and protection are a matter of national importance under Section 6 of the RMA. The Rural Landscapes Classification (RLC) makes up the remaining Rural Zoned land and has varying types of landscape character and amenity values. Specific policy and assessment matters are provided to manage the potential effects of subdivision and development in these locations.~~

Insert in Section 6.3

~~6.3.3A Provide a separate regulatory regime for the Wakatipu Basin Rural Amenity Zone, within which the Outstanding Natural Feature, Outstanding Natural Landscape and Rural Character Landscape categories and the policies of this chapter related to those categories do not apply. (3.2.1.1, 3.2.1.7, 3.2.1.8, 3.2.5.2, 3.3.20-24, 3.3.32).~~

~~6.3.3B Classify the Open Space and Recreation zoned land located outside the Urban Growth Boundary as outstanding Natural Landscape, Outstanding Natural Feature or Rural Character Landscape, and provide a separate regulatory framework for the Open Space and Recreation Zones within which the remaining policies of this chapter do not apply.~~

Part 6.4 Rules - Delete:

~~6.4.1.2 The landscape categories apply only to the Rural Zone. The Landscape Chapter and Strategic Direction Chapter's objectives and policies are relevant and applicable in all zones where landscape values are at issue.~~

~~6.4.1.3 The landscape categories assessment matters do not apply to the following within the Rural Zones:~~

- ~~a. Ski Area Activities within the Ski Area Sub Zones.~~
- ~~b. The area of the Frankton Arm located to the east of the Outstanding Natural Landscape line as shown on the District Plan maps.~~
- ~~c. The Gibbston Character Zone.~~
- ~~d. The Rural Lifestyle Zone.~~
- ~~e. The Rural Residential Zone.~~

Variation to Stage 1 Subdivision and Development Chapter 27:

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

27.5 Rules – Standards for Subdivision Activities

Zone	Minimum Lot Area
<u>Open Space and Recreation Zones</u>	<u>No minimum</u>

Variation to Stage 1 Temporary Activities and Relocated Buildings

Chapter 35:

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

35.4 Rules - Activities

35.4.7	<p>Temporary Events held <u>within the Open Space and Recreation Zones or any other</u> on-Council-owned public recreation land, provided that:</p> <ul style="list-style-type: none">Noise Events do not occur during hours in which the night-time noise limits of the relevant Zone(s) are in effect, except for New Year's Eve. <p>For the purpose of this rule the relevant noise standards of the Zone shall not apply.</p>	P
--------	---	---

Variation to Stage 1 Noise Chapter 36:

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

36.5 Rules – Standards

Table 2: General Standards

	Standard				Non-compliance status
	Zones sound is received in	Assessment location	Time	Noise limits	
36.5.4	<u>Open Space and Recreation Zones</u>	Any point within any site	0800h to 2000h	50 dB LAeq(15 min)	NC
			2000h to 0800h	40 dB LAeq(15 min) 75 dB LAFmax	NC

Appendix 2: Recommendations on Submissions and Further Submissions

Appendix 2: Recommendations on Submissions

Part A: Submissions

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
229.1	Felzar Properties Ltd	Reject	30.2
282.3	Sarah Burdon	Accept in Part	Report 19.2
384.2	Glen Dene Ltd	Accept in Part	Report 19.2
407.4	Mount Cardrona Station Limited	Accept in Part	19
443.8	Trojan Helmet Limited	Accept in Part	19
452.8	Trojan Helmet Limited	Accept in Part	19
574.5	Skyline Enterprises Limited	Accept in Part	23.1
580.4	Contact Energy Limited	Accept in Part	19
608.54	Darby Planning LP	Accept in Part	19
631.3	Cassidy Trust	Accept in Part	19
655.1	Bridesdale Farm Developments Limited	Reject.	26.1
669.9	Cook Adam Trustees Limited, C & M Burgess	Accept in Part	19
671.3	Queenstown Trails Trust	Accept in Part	19
694.21	Glentui Heights Ltd	Accept in Part	19
696.15	Millbrook Country Club Ltd	Accept in Part	19
712.11	Bobs Cove Developments Limited	Accept in Part	19
790.2	Queenstown Lakes District Council	Accept	23.2
806.94	Queenstown Park Limited	Accept in Part	19
836.19	Arcadian Triangle Limited	Accept in Part	19
836.20	Arcadian Triangle Limited	Accept in Part	19
836.21	Arcadian Triangle Limited	Accept in Part	19
2019.8	Jonathan Holmes	Accept	2
2019.9	Jonathan Holmes	Reject	2
2040.16	Public Health South	Accept in Part	3.2
2040.17	Public Health South	Reject	3.2
2040.18	Public Health South	Reject	3.2
2076.5	Loris King	Reject	8.1
2076.6	Loris King	Reject	2
2078.10	Active Transport Wanaka	Reject	6.2
2078.11	Active Transport Wanaka	Accept	11.1

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2078.12	Active Transport Wanaka	Reject	2
2078.7	Active Transport Wanaka	Accept	3.2
2078.8	Active Transport Wanaka	Reject	3.2
2078.9	Active Transport Wanaka	Accept in Part	5
2103.2	Kingston Holiday Park Limited	Reject	2
2133.3	Tonnie & Erna Spijkerbosch	Reject	2
2151.14	Ministry of Education	Accept	3.2
2151.15	Ministry of Education	Accept	3.2
2155.1	David Gray	Reject	29.2
2212.2	Sara Roy	Reject	3.1
2223.1	MOUNT ROSA WINES LIMITED	Accept in Part	19
2227.1	GIBBSTON HIGHWAY LIMITED	Accept in Part	19
2229.20	R & M DONALDSON	Accept in Part	19
2232.1	Wanaka Yacht Club	Reject	11.1
2232.2	Wanaka Yacht Club	Reject	29.1
2257.1	CCR Ltd	Accept	30
2262.1	Chris Paul	Reject	Not RMA
2277.1	Wanaka Golf Club Incorporated	Reject	12.6
2277.2	Wanaka Golf Club Incorporated	Reject	12.9
2277.3	Wanaka Golf Club Incorporated	Reject	11.1
2277.4	Wanaka Golf Club Incorporated	Accept in Part	12.6
2290.1	KAWARAU JET SERVICES HOLDINGS LIMITED	Accept in Part	3.2
2290.2	KAWARAU JET SERVICES HOLDINGS LIMITED	Accept	5
2290.3	KAWARAU JET SERVICES HOLDINGS LIMITED	Accept	11.1
2290.5	KAWARAU JET SERVICES HOLDINGS LIMITED	Accept	Part C
2290.6	KAWARAU JET SERVICES HOLDINGS LIMITED	Accept	Part C
2290.7	KAWARAU JET SERVICES HOLDINGS LIMITED	Accept	Part C
2295.14	Millbrook Country Club	Reject	24.1
2295.15	Millbrook Country Club	Accept	24.2
2310.1	Gibbston Vines Ltd	Accept in Part	19
2325.2	David Crawford	Reject	30.3

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2329.2	Te Runanga o Moeraki, Kati Huirapa Runaka ki Puketeraki, Te Runanga o Otakou, Hokonui Runanga, Te Runanga o Waihopai, Te Runanga o Awarua and Te Runanga o Oraka-Aparima (Kai Tahu)	Accept in Part	2
2329.6	Te Runanga o Moeraki, Kati Huirapa Runaka ki Puketeraki, Te Runanga o Otakou, Hokonui Runanga, Te Runanga o Waihopai, Te Runanga o Awarua and Te Runanga o Oraka-Aparima (Kai Tahu)	Accept in Part	2
2335.14	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	Accept	2
2335.15	Ngai Tahu Property Limited Ngai Tahu Justice Holdings Limited	Accept	23.4
2336.32	Ngai Tahu Property Limited	Accept	23.3
2336.33	Ngai Tahu Property Limited	Reject	11.1
2357.1	Christine Byrch	Accept	5
2357.7	Christine Byrch	Reject	2
2369.3	Frankton Community Association	Reject	28.1
2369.5	Frankton Community Association	Accept	28.1
2373.1	Treble Cone Investments Ltd	Accept in Part	19
2373.2	Treble Cone Investments Ltd	Accept in Part	19
2373.3	Treble Cone Investments Ltd	Accept in Part	19
2376.1	Darby Planning LP	Accept in Part	19
2376.2	Darby Planning LP	Accept in Part	19
2376.3	Darby Planning LP	Accept in Part	19
2377.2	Lake Hayes Ltd	Accept in Part	19
2377.3	Lake Hayes Ltd	Accept in Part	19
2377.4	Lake Hayes Ltd	Accept in Part	19
2381.1	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	Accept in Part	19

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2381.2	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	Accept in Part	19
2381.3	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	Accept in Part	19
2381.35	Henley Downs Farm Holdings Ltd and Henley Downs Land Holdings Ltd	Reject	25.1
2382.2	Glendhu Bay Trustees Ltd	Accept in Part	19
2382.3	Glendhu Bay Trustees Ltd	Accept in Part	19
2382.4	Glendhu Bay Trustees Ltd	Accept in Part	19
2383.1	Mt Christina Ltd	Accept in Part	19
2383.2	Mt Christina Ltd	Accept in Part	19
2383.3	Mt Christina Ltd	Accept in Part	19
2384.1	Soho Ski Area Limited, Blackmans Creek No.1 LP	Accept in Part	19
2384.2	Soho Ski Area Limited, Blackmans Creek No.1 LP	Accept in Part	19
2384.3	Soho Ski Area Limited, Blackmans Creek No.1 LP	Accept in Part	19
2388.4	WATERFALL PARK DEVELOPMENTS LIMITED	Accept in Part	19
2391.1	Bridesdale Farm Developments Limited	Reject	3.1
2391.2	Bridesdale Farm Developments Limited	Reject	26.1
2391.3	Bridesdale Farm Developments Limited	Reject	11.1
2391.4	Bridesdale Farm Developments Limited	Reject	12.2
2392.1	BOBS COVE DEVELOPMENTS LIMITED	Accept in Part	19
2401.1	Lake Hayes Estate and Shotover Country Commuity Association	Reject	2
2401.2	Lake Hayes Estate and Shotover Country Commuity Association	Reject	2
2405.2	Kirimoko No.2 Limited Partnership	Reject	11.1
2405.3	Kirimoko No.2 Limited Partnership	Reject	11.1

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2405.4	Kirimoko No.2 Limited Partnership	Reject	11
2405.5	Kirimoko No.2 Limited Partnership	Reject	3.1
2407.1	Glen Dene Ltd and Sarah Burdon	Reject	3.1
2407.2	Glen Dene Ltd and Sarah Burdon	Reject	Report 19.2
2442.15	Transpower New Zealand Limited	Accept in Part	10
2446.3	Heritage New Zealand	Accept	2
2455.27	Otago Fish and Game Council	Accept	12.5
2455.28	Otago Fish and Game Council	Accept	4.2
2455.29	Otago Fish and Game Council	Accept in Part	3
2457.27	Paterson Pitts (Wanaka)	Accept in Part	19
2457.28	Paterson Pitts (Wanaka)	Reject	2
2461.1	Queenstown Commercial Parapenters	Reject	23.1
2461.2	Queenstown Commercial Parapenters	Reject	13
2462.12	Queenstown Park Limited	Accept in Part	3.2
2462.13	Queenstown Park Limited	Accept	3.5
2462.14	Queenstown Park Limited	Reject	2
2462.15	Queenstown Park Limited	Accept in Part	3.3
2462.16	Queenstown Park Limited	Accept	3.5
2462.17	Queenstown Park Limited	Accept	3.5
2462.18	Queenstown Park Limited	Accept	3.5
2462.20	Queenstown Park Limited	Reject	11.1
2465.1	RCL Henley Downs Ltd	Accept in Part	19
2466.119	Real Journeys Ltd	Accept in part	3.1
2466.120	Real Journeys Ltd	Reject	3.2
2466.121	Real Journeys Ltd	Reject	3.2
2466.122	Real Journeys Ltd	Reject	3.2
2466.123	Real Journeys Ltd	Reject	3.2
2466.124	Real Journeys Ltd	Accept in Part	3.3
2466.125	Real Journeys Ltd	Accept in Part	3.3
2466.126	Real Journeys Ltd	Accept in Part	3.3
2466.127	Real Journeys Ltd	Accept in Part	3.3

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2466.128	Real Journeys Ltd	Reject	3.3
2466.129	Real Journeys Ltd	Accept in part	3.3
2466.130	Real Journeys Ltd	Accept in Part	3.4
2466.131	Real Journeys Ltd	Accept in Part	3.4
2466.132	Real Journeys Ltd	Reject	3.4
2466.133	Real Journeys Ltd	Reject	3.5
2466.134	Real Journeys Ltd	Accept	3.5
2466.135	Real Journeys Ltd	Reject	4-8
2466.136	Real Journeys Ltd	Reject	10
2466.137	Real Journeys Ltd	Reject	11.1
2466.138	Real Journeys Ltd	Reject	12.3
2466.139	Real Journeys Ltd	Reject	12.1
2466.140	Real Journeys Ltd	Reject	12
2466.141	Real Journeys Ltd	Reject	12.1
2466.142	Real Journeys Ltd	Reject	12.1
2466.143	Real Journeys Ltd	Reject	12.1
2466.144	Real Journeys Ltd	Reject	12.1
2466.145	Real Journeys Ltd	Reject	12
2466.146	Real Journeys Ltd	Reject	12.1
2466.147	Real Journeys Ltd	Reject	13
2466.148	Real Journeys Ltd	Reject	12.1
2466.149	Real Journeys Ltd	Accept in part	17
2466.150	Real Journeys Ltd	Accept in Part	19
2466.5	Real Journeys Ltd	Reject	2
2466.6	Real Journeys Ltd	Reject	2
2466.7	Real Journeys Ltd	Reject	2
2468.16	Remarkables Park Ltd	Accept in Part	3.2
2468.17	Remarkables Park Ltd	Accept	3.5
2468.18	Remarkables Park Ltd	Accept in Part	3.2
2468.19	Remarkables Park Ltd	Reject	2
2468.20	Remarkables Park Ltd	Accept in Part	3.4
2468.21	Remarkables Park Ltd	Accept	5
2468.22	Remarkables Park Ltd	Accept	5
2468.23	Remarkables Park Ltd	Accept	5
2468.24	Remarkables Park Ltd	Reject	30.1
2468.26	Remarkables Park Ltd	Reject	11.1
2471.1	Rock Supplies NZ Limited	Accept in Part	19
2471.2	Rock Supplies NZ Limited	Accept in Part	19
2485.1	ZJV (NZ) Limited	Accept in Part	23.1
2485.10	ZJV (NZ) Limited	Reject	13
2485.2	ZJV (NZ) Limited	Reject	23.1
2485.3	ZJV (NZ) Limited	Accept in Part	3.2

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2485.4	ZJV (NZ) Limited	Accept	3.2
2485.5	ZJV (NZ) Limited	Accept	5
2485.6	ZJV (NZ) Limited	Reject	13.2
2485.7	ZJV (NZ) Limited	Reject	13.6
2485.8	ZJV (NZ) Limited	Reject	13.3
2485.9	ZJV (NZ) Limited	Reject	13.4
2493.10	Skyline Enterprises Limited	Reject	15
2493.1	Skyline Enterprises Limited	Accept	23.1
2493.2	Skyline Enterprises Limited	Accept	3.1
2493.29	Skyline Enterprises Limited	Accept	14
2493.3	Skyline Enterprises Limited	Accept in Part	5
2493.4	Skyline Enterprises Limited	Accept in Part	13.2
2493.5	Skyline Enterprises Limited	Accept in Part	13.3
2493.6	Skyline Enterprises Limited	Accept in Part	13.5
2493.7	Skyline Enterprises Limited	Accept	13.7
2493.8	Skyline Enterprises Limited	Accept	13.7
2493.9	Skyline Enterprises Limited	Accept in Part	13.6
2494.117	Te Anau Developments Limited	Accept in part	3.1
2494.118	Te Anau Developments Limited	Accept in part	3.2
2494.119	Te Anau Developments Limited	Accept in part	3.2
2494.120	Te Anau Developments Limited	Reject	3.2
2494.121	Te Anau Developments Limited	Reject	3.2
2494.122	Te Anau Developments Limited	Accept in Part	3.3
2494.123	Te Anau Developments Limited	Accept in Part	3.3
2494.124	Te Anau Developments Limited	Accept in Part	3.3
2494.125	Te Anau Developments Limited	Accept in Part	3.3
2494.126	Te Anau Developments Limited	Reject	3.3
2494.127	Te Anau Developments Limited	Accept in part	3.3
2494.128	Te Anau Developments Limited	Accept in Part	3.4
2494.129	Te Anau Developments Limited	Accept in Part	3.4

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2494.130	Te Anau Developments Limited	Accept in part	3.4
2494.131	Te Anau Developments Limited	Reject	3.5
2494.132	Te Anau Developments Limited	Accept	3.5
2494.133	Te Anau Developments Limited	Reject	4-8
2494.134	Te Anau Developments Limited	Reject	10
2494.135	Te Anau Developments Limited	Reject	11.1
2494.136	Te Anau Developments Limited	Reject	12.2
2494.137	Te Anau Developments Limited	Reject	12.1
2494.138	Te Anau Developments Limited	Reject	12
2494.139	Te Anau Developments Limited	Reject	12.1
2494.140	Te Anau Developments Limited	Reject	12.1
2494.141	Te Anau Developments Limited	Reject	12.1
2494.142	Te Anau Developments Limited	Reject	12.1
2494.143	Te Anau Developments Limited	Reject	12
2494.144	Te Anau Developments Limited	Reject	12.1
2494.145	Te Anau Developments Limited	Reject	13.2
2494.146	Te Anau Developments Limited	Reject	13.3
2494.147	Te Anau Developments Limited	Accept in part	17
2494.148	Te Anau Developments Limited	Accept in Part	19
2494.3	Te Anau Developments Limited	Reject	2
2494.4	Te Anau Developments Limited	Reject	2
2494.5	Te Anau Developments Limited	Reject	2
2495.13	Young Changemakers - Wakatipu Youth Trust Advisory Group	Accept in Part	2
2495.7	Young Changemakers - Wakatipu Youth Trust Advisory Group	Accept in Part	2
2508.10	Aurora Energy Limited	Accept in Part	10
2519.4	C & Y Guillot and Cook Adam Trustees Limited	Accept in Part	19
2538.105	NZ Transport Agency	Accept	3.2
2538.106	NZ Transport Agency	Accept in part	3.3

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2540.59	Federated Farmers of New Zealand	Accept	3.1
2546.1	Georgina Ralston	Reject	2
2547.1	Gibbston Valley Station	Accept in Part	19
2549.1	Glentui Heights Limited	Accept in Part	19
2551.2	Graham Grant	Accept in Part	19
2558.1	Gibbston Highway Limited	Accept in Part	19
2558.2	Gibbston Highway Limited	Accept in Part	19
2558.3	Gibbston Highway Limited	Accept in Part	19
2564.10	TJ Investments Pte Limited	Reject	11.1
2564.11	TJ Investments Pte Limited	Reject	12.3
2564.12	TJ Investments Pte Limited	Accept in Part	24.2
2564.5	TJ Investments Pte Limited	Reject	11.1
2564.6	TJ Investments Pte Limited	Reject	11
2564.7	TJ Investments Pte Limited	Reject	11.1
2564.8	TJ Investments Pte Limited	Reject	11.1
2564.9	TJ Investments Pte Limited	Reject	11.1
2569.1	Kiwi Birdlife Park Limited	Reject	2
2569.10	Kiwi Birdlife Park Limited	Reject	5
2569.11	Kiwi Birdlife Park Limited	Accept in part	5
2569.2	Kiwi Birdlife Park Limited	Accept	5
2569.3	Kiwi Birdlife Park Limited	Accept	5
2569.4	Kiwi Birdlife Park Limited	Reject	5
2569.5	Kiwi Birdlife Park Limited	Reject	5
2569.6	Kiwi Birdlife Park Limited	Reject	11.1
2569.7	Kiwi Birdlife Park Limited	Accept	12.2
2569.8	Kiwi Birdlife Park Limited	Accept	12.7
2569.9	Kiwi Birdlife Park Limited	Reject	12.9
2575.17	Queenstown Trails Trust	Accept	3.2
2575.18	Queenstown Trails Trust	Accept	11.1
2581.119	Go Orange Limited	Accept in part	3.1

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2581.120	Go Orange Limited	Accept in part	3.2
2581.121	Go Orange Limited	Accept in part	3.2
2581.122	Go Orange Limited	Reject	3.2
2581.123	Go Orange Limited	Reject	3.2
2581.124	Go Orange Limited	Accept in Part	3.3
2581.125	Go Orange Limited	Accept in Part	3.3
2581.126	Go Orange Limited	Accept in Part	3.3
2581.127	Go Orange Limited	Accept in Part	3.3
2581.128	Go Orange Limited	Reject	3.3
2581.129	Go Orange Limited	Accept in part	3.3
2581.130	Go Orange Limited	Accept in Part	3.4
2581.131	Go Orange Limited	Accept in Part	3.4
2581.132	Go Orange Limited	Accept in part	3.4
2581.133	Go Orange Limited	Reject	3.5
2581.134	Go Orange Limited	Accept	3.5
2581.135	Go Orange Limited	Reject	4-8
2581.136	Go Orange Limited	Reject	10
2581.137	Go Orange Limited	Reject	11.1
2581.138	Go Orange Limited	Reject	12.2
2581.139	Go Orange Limited	Reject	12.1
2581.140	Go Orange Limited	Reject	12
2581.141	Go Orange Limited	Reject	12.1
2581.142	Go Orange Limited	Reject	12.1
2581.143	Go Orange Limited	Reject	12.1
2581.144	Go Orange Limited	Reject	12.1
2581.145	Go Orange Limited	Reject	12
2581.146	Go Orange Limited	Reject	12.1
2581.147	Go Orange Limited	Reject	13.2
2581.148	Go Orange Limited	Reject	13.3
2581.149	Go Orange Limited	Accept in part	17
2581.150	Go Orange Limited	Accept in Part	19
2581.5	Go Orange Limited	Reject	2
2581.6	Go Orange Limited	Reject	2
2581.7	Go Orange Limited	Reject	2
2586.7	C Dagg	Accept in Part	24.2
2589.1	Kim Fam	Accept in Part	24.2
2618.17	Queenstown Airport Corporation	Accept in Part	3
2618.18	Queenstown Airport Corporation	Accept in Part	3.3
2618.19	Queenstown Airport Corporation	Accept	5
2618.20	Queenstown Airport Corporation	Accept in Part	10

Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
2618.21	Queenstown Airport Corporation	Reject	12.4
2618.22	Queenstown Airport Corporation	Accept	12
2618.23	Queenstown Airport Corporation	Reject	27.1
2618.24	Queenstown Airport Corporation	Accept in Part	21
2660.18	Fire and Emergency New Zealand	Reject	3.2
2660.19	Fire and Emergency New Zealand	Accept	8.2
2660.20	Fire and Emergency New Zealand	Accept	8.2
2660.21	Fire and Emergency New Zealand	Accept	8.2
2660.22	Fire and Emergency New Zealand	Reject	12.1
2660.23	Fire and Emergency New Zealand	Reject	12.1
2660.24	Fire and Emergency New Zealand	Reject	12.1
2660.25	Fire and Emergency New Zealand	Reject	12.1
2660.26	Fire and Emergency New Zealand	Accept in Part	12.1
2660.27	Fire and Emergency New Zealand	Accept in Part	12.1

Part B: Further Submissions

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS1034.212	608.54	Upper Clutha Environmental Society (Inc.)	Accept in Part	19
FS1040.28	580.4	Forest and Bird	Accept in Part	19
FS1063.23	574.5	Peter Fleming and Others	Accept in Part	23.1
FS1064.1	655.1	Martin MacDonald	Reject.	26.1
FS1071.2	655.1	Lake Hayes Estate Community Association	Reject.	26.1
FS1085.5	608.54	Contact Energy Limited	Accept in Part	19
FS1085.6	836.19	Contact Energy Limited	Accept in Part	19
FS1092.2	229.1	NZ Transport Agency	Reject	30.2
FS1097.265	407.4	Queenstown Park Limited	Accept in Part	19

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS1097.726	836.21	Queenstown Park Limited	Accept in Part	19
FS1229.33	836.21	NZSki Limited	Accept in Part	19
FS1340.129	655.1	Queenstown Airport Corporation	Reject.	26.1
FS1340.66	229.1	Queenstown Airport Corporation	Reject	30.2
FS1370.1	574.5	ZJV (NZ) Limited	Accept in Part	23.1
FS2710.16	2388.4	McGuinness Pa Limited	Accept in Part	19
FS2720.126	2295.14	Boundary Trust	Accept	24.1
FS2720.127	2295.15	Boundary Trust	Reject	24.2
FS2723.126	2295.14	Spruce Grove Trust - Malaghans Road	Accept	24.1
FS2723.127	2295.15	Spruce Grove Trust - Malaghans Road	Reject	24.2
FS2724.126	2295.14	Spruce Grove Trust - Butel Road	Accept	24.1
FS2724.127	2295.15	Spruce Grove Trust - Butel Road	Reject	24.2
FS2725.4	2519.4	Guenther Raedler	Accept in Part	19
FS2752.10	2462.16	Go Orange Limited	Reject	3.5
FS2752.11	2462.17	Go Orange Limited	Reject	3.5
FS2752.12	2462.18	Go Orange Limited	Reject	3.5
FS2752.13	2462.20	Go Orange Limited	Accept	11.1
FS2752.14	2290.1	Go Orange Limited	Accept in Part	3.2
FS2752.15	2290.2	Go Orange Limited	Accept	5
FS2752.16	2290.3	Go Orange Limited	Accept	11.1
FS2752.18	2290.5	Go Orange Limited	Accept	Part C
FS2752.19	2290.6	Go Orange Limited	Accept	Part C
FS2752.20	2290.7	Go Orange Limited	Accept	Part C
FS2752.6	2462.12	Go Orange Limited	Accept in Part	3.2

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2752.7	2462.13	Go Orange Limited	Reject	3.5
FS2752.8	2462.14	Go Orange Limited	Accept	2
FS2752.9	2462.15	Go Orange Limited	Reject	3.3
FS2753.119	2466.119	Queenstown Water Taxis Limited	Reject	3.1
FS2753.120	2466.120	Queenstown Water Taxis Limited	Reject	3.2
FS2753.121	2466.121	Queenstown Water Taxis Limited	Reject	3.2
FS2753.122	2466.122	Queenstown Water Taxis Limited	Reject	3.2
FS2753.123	2466.123	Queenstown Water Taxis Limited	Reject	3.2
FS2753.124	2466.124	Queenstown Water Taxis Limited	Accept in Part	3.3
FS2753.125	2466.125	Queenstown Water Taxis Limited	Accept in Part	3.3
FS2753.126	2466.126	Queenstown Water Taxis Limited	Accept in Part	3.3
FS2753.127	2466.127	Queenstown Water Taxis Limited	Accept in Part	3.3
FS2753.128	2466.128	Queenstown Water Taxis Limited	Reject	3.3
FS2753.129	2466.129	Queenstown Water Taxis Limited	Reject	3.3
FS2753.130	2466.130	Queenstown Water Taxis Limited	Accept in Part	3.4
FS2753.131	2466.131	Queenstown Water Taxis Limited	Accept in Part	3.4
FS2753.132	2466.132	Queenstown Water Taxis Limited	Reject	3.4
FS2753.133	2466.133	Queenstown Water Taxis Limited	Reject	3.5

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2753.134	2466.134	Queenstown Water Taxis Limited	Accept	3.5
FS2753.135	2466.135	Queenstown Water Taxis Limited	Reject	4-8
FS2753.136	2466.136	Queenstown Water Taxis Limited	Reject	10
FS2753.137	2466.137	Queenstown Water Taxis Limited	Reject	11.1
FS2753.138	2466.138	Queenstown Water Taxis Limited	Reject	12.3
FS2753.139	2466.139	Queenstown Water Taxis Limited	Reject	12.1
FS2753.140	2466.140	Queenstown Water Taxis Limited	Reject	12
FS2753.141	2466.141	Queenstown Water Taxis Limited	Reject	12.1
FS2753.142	2466.142	Queenstown Water Taxis Limited	Reject	12.1
FS2753.143	2466.143	Queenstown Water Taxis Limited	Reject	12.1
FS2753.144	2466.144	Queenstown Water Taxis Limited	Reject	12.1
FS2753.145	2466.145	Queenstown Water Taxis Limited	Reject	12
FS2753.146	2466.146	Queenstown Water Taxis Limited	Reject	12.1
FS2753.147	2466.147	Queenstown Water Taxis Limited	Reject	13
FS2753.148	2466.148	Queenstown Water Taxis Limited	Reject	12.1
FS2753.149	2466.149	Queenstown Water Taxis Limited	Accept in part	17
FS2753.150	2466.150	Queenstown Water Taxis Limited	Accept in Part	19

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2753.162	2581.5	Queenstown Water Taxis Limited	Reject	2
FS2753.163	2581.6	Queenstown Water Taxis Limited	Reject	2
FS2753.164	2581.7	Queenstown Water Taxis Limited	Reject	2
FS2753.274	2581.119	Queenstown Water Taxis Limited	Reject	3.1
FS2753.275	2581.120	Queenstown Water Taxis Limited	Reject	3.2
FS2753.276	2581.121	Queenstown Water Taxis Limited	Reject	3.2
FS2753.277	2581.122	Queenstown Water Taxis Limited	Reject	3.2
FS2753.278	2581.123	Queenstown Water Taxis Limited	Reject	3.2
FS2753.279	2581.124	Queenstown Water Taxis Limited	Accept in Part	3.3
FS2753.280	2581.125	Queenstown Water Taxis Limited	Accept in Part	3.3
FS2753.281	2581.126	Queenstown Water Taxis Limited	Accept in Part	3.3
FS2753.282	2581.127	Queenstown Water Taxis Limited	Accept in Part	3.3
FS2753.283	2581.128	Queenstown Water Taxis Limited	Reject	3.3
FS2753.284	2581.129	Queenstown Water Taxis Limited	Reject	3.3
FS2753.285	2581.130	Queenstown Water Taxis Limited	Accept in Part	3.4
FS2753.286	2581.131	Queenstown Water Taxis Limited	Accept in Part	3.4
FS2753.287	2581.132	Queenstown Water Taxis Limited	Reject	3.4

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2753.288	2581.133	Queenstown Water Taxis Limited	Reject	3.5
FS2753.289	2581.134	Queenstown Water Taxis Limited	Accept	3.5
FS2753.290	2581.135	Queenstown Water Taxis Limited	Reject	4-8
FS2753.291	2581.136	Queenstown Water Taxis Limited	Reject	10
FS2753.292	2581.137	Queenstown Water Taxis Limited	Reject	11.1
FS2753.293	2581.138	Queenstown Water Taxis Limited	Reject	12.2
FS2753.294	2581.139	Queenstown Water Taxis Limited	Reject	12.1
FS2753.295	2581.140	Queenstown Water Taxis Limited	Reject	12
FS2753.296	2581.141	Queenstown Water Taxis Limited	Reject	12.1
FS2753.297	2581.142	Queenstown Water Taxis Limited	Reject	12.1
FS2753.298	2581.143	Queenstown Water Taxis Limited	Reject	12.1
FS2753.299	2581.144	Queenstown Water Taxis Limited	Reject	12.1
FS2753.300	2581.145	Queenstown Water Taxis Limited	Reject	12
FS2753.301	2581.146	Queenstown Water Taxis Limited	Reject	12.1
FS2753.302	2581.147	Queenstown Water Taxis Limited	Reject	13.2
FS2753.303	2581.148	Queenstown Water Taxis Limited	Reject	13.3
FS2753.304	2581.149	Queenstown Water Taxis Limited	Accept in part	17

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2753.305	2581.150	Queenstown Water Taxis Limited	Accept in Part	19
FS2753.315	2462.12	Queenstown Water Taxis Limited	Accept in Part	3.2
FS2753.316	2462.13	Queenstown Water Taxis Limited	Reject	3.5
FS2753.317	2462.14	Queenstown Water Taxis Limited	Accept	2
FS2753.318	2462.15	Queenstown Water Taxis Limited	Reject	3.3
FS2753.319	2462.16	Queenstown Water Taxis Limited	Reject	3.5
FS2753.320	2462.17	Queenstown Water Taxis Limited	Reject	3.5
FS2753.321	2462.18	Queenstown Water Taxis Limited	Reject	3.5
FS2753.322	2462.20	Queenstown Water Taxis Limited	Accept	11.1
FS2753.7	2466.5	Queenstown Water Taxis Limited	Reject	2
FS2753.8	2466.6	Queenstown Water Taxis Limited	Reject	2
FS2753.9	2466.7	Queenstown Water Taxis Limited	Reject	2
FS2754.27	2076.6	Remarkables Park Limited	Accept	2
FS2754.28	2466.6	Remarkables Park Limited	Reject	2
FS2754.29	2618.17	Remarkables Park Limited	Accept in Part	3
FS2754.30	2618.18	Remarkables Park Limited	Reject	3.3
FS2754.31	2618.20	Remarkables Park Limited	Accept in Part	10
FS2754.32	2618.21	Remarkables Park Limited	Accept	12.4
FS2754.33	2618.22	Remarkables Park Limited	Reject	12
FS2754.34	2618.24	Remarkables Park Limited	Accept in Part	21

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2754.51	2618.17	Remarkables Park Limited	Accept in Part	3
FS2754.52	2618.18	Remarkables Park Limited	Reject	3.3
FS2754.53	2618.19	Remarkables Park Limited	Reject	5
FS2754.54	2618.20	Remarkables Park Limited	Accept in Part	10
FS2754.55	2618.21	Remarkables Park Limited	Accept	12.4
FS2754.56	2618.22	Remarkables Park Limited	Reject	12
FS2754.57	2618.23	Remarkables Park Limited	Accept	27.1
FS2754.58	2618.24	Remarkables Park Limited	Accept in Part	21
FS2755.26	2076.6	Queenstown Park Limited	Accept	2
FS2755.27	2466.6	Queenstown Park Limited	Reject	2
FS2755.28	2618.17	Queenstown Park Limited	Accept in Part	3
FS2755.29	2618.18	Queenstown Park Limited	Reject	3.3
FS2755.30	2618.20	Queenstown Park Limited	Accept in Part	10
FS2755.31	2618.21	Queenstown Park Limited	Accept	12.4
FS2755.32	2618.22	Queenstown Park Limited	Reject	12
FS2755.33	2618.24	Queenstown Park Limited	Accept in Part	21
FS2755.50	2618.17	Queenstown Park Limited	Accept in Part	3
FS2755.51	2618.18	Queenstown Park Limited	Reject	3.3
FS2755.52	2618.19	Queenstown Park Limited	Reject	5
FS2755.53	2618.20	Queenstown Park Limited	Accept in Part	10
FS2755.54	2618.21	Queenstown Park Limited	Accept	12.4
FS2755.55	2618.22	Queenstown Park Limited	Reject	12
FS2755.56	2618.23	Queenstown Park Limited	Accept	27.1
FS2755.57	2618.24	Queenstown Park Limited	Accept in Part	21
FS2756.1	2493.1	Kiwi Birdlife Park Limited	Accept in Part	23.1
FS2756.2	2493.3	Kiwi Birdlife Park Limited	Accept in Part	5
FS2756.3	2493.7	Kiwi Birdlife Park Limited	Reject	13.7
FS2756.4	2493.5	Kiwi Birdlife Park Limited	Accept in Part	13.3

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2756.5	2485.6	Kiwi Birdlife Park Limited	Reject	13.2
FS2756.6	2485.7	Kiwi Birdlife Park Limited	Reject	13.6
FS2756.7	2485.8	Kiwi Birdlife Park Limited	Reject	13.3
FS2759.16	2569.4	Queenstown Airport Corporation	Accept	5
FS2759.6	2391.2	Queenstown Airport Corporation	Accept in Part	26.1
FS2760.106	2538.105	Real Journeys Limited	Accept	3.2
FS2760.107	2538.106	Real Journeys Limited	Accept	3.3
FS2760.132	2384.1	Real Journeys Limited	Accept in Part	19
FS2760.133	2384.2	Real Journeys Limited	Accept in Part	19
FS2760.134	2384.3	Real Journeys Limited	Accept in Part	19
FS2760.160	2373.1	Real Journeys Limited	Accept in Part	19
FS2760.161	2373.2	Real Journeys Limited	Accept in Part	19
FS2760.162	2373.3	Real Journeys Limited	Accept in Part	19
FS2760.194	2290.1	Real Journeys Limited	Accept in Part	3.2
FS2760.195	2290.2	Real Journeys Limited	Accept	5
FS2760.196	2290.3	Real Journeys Limited	Accept	11.1
FS2760.198	2290.5	Real Journeys Limited	Accept	Part C
FS2760.199	2290.6	Real Journeys Limited	Accept	Part C
FS2760.200	2290.7	Real Journeys Limited	Accept	Part C
FS2760.323	2494.3	Real Journeys Limited	Reject	2
FS2760.324	2494.4	Real Journeys Limited	Reject	2
FS2760.325	2494.5	Real Journeys Limited	Reject	2
FS2760.417	2494.117	Real Journeys Limited	Reject	3.1
FS2760.418	2494.118	Real Journeys Limited	Reject	3.2
FS2760.419	2494.119	Real Journeys Limited	Reject	3.2
FS2760.420	2494.120	Real Journeys Limited	Reject	3.2

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2760.421	2494.121	Real Journeys Limited	Reject	3.2
FS2760.422	2494.122	Real Journeys Limited	Accept in Part	3.3
FS2760.423	2494.123	Real Journeys Limited	Accept in Part	3.3
FS2760.424	2494.124	Real Journeys Limited	Accept in Part	3.3
FS2760.425	2494.125	Real Journeys Limited	Accept in Part	3.3
FS2760.426	2494.126	Real Journeys Limited	Reject	3.3
FS2760.427	2494.127	Real Journeys Limited	Reject	3.3
FS2760.428	2494.128	Real Journeys Limited	Accept in Part	3.4
FS2760.429	2494.129	Real Journeys Limited	Accept in Part	3.4
FS2760.430	2494.130	Real Journeys Limited	Reject	3.4
FS2760.431	2494.131	Real Journeys Limited	Reject	3.5
FS2760.432	2494.132	Real Journeys Limited	Accept	3.5
FS2760.433	2494.133	Real Journeys Limited	Reject	4-8
FS2760.434	2494.134	Real Journeys Limited	Reject	10
FS2760.435	2494.135	Real Journeys Limited	Reject	11.1
FS2760.436	2494.136	Real Journeys Limited	Reject	12.2
FS2760.437	2494.137	Real Journeys Limited	Reject	12.1
FS2760.438	2494.138	Real Journeys Limited	Reject	12
FS2760.439	2494.139	Real Journeys Limited	Reject	12.1
FS2760.440	2494.140	Real Journeys Limited	Reject	12.1
FS2760.441	2494.141	Real Journeys Limited	Reject	12.1
FS2760.442	2494.142	Real Journeys Limited	Reject	12.1
FS2760.443	2494.143	Real Journeys Limited	Reject	12
FS2760.444	2494.144	Real Journeys Limited	Reject	12.1
FS2760.445	2494.145	Real Journeys Limited	Reject	13.2
FS2760.446	2494.146	Real Journeys Limited	Reject	13.3
FS2760.447	2494.147	Real Journeys Limited	Accept in part	17
FS2760.448	2494.148	Real Journeys Limited	Accept in Part	19

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2760.462	2468.19	Real Journeys Limited	Accept	2
FS2760.465	2462.14	Real Journeys Limited	Accept	2
FS2760.504	2133.3	Real Journeys Limited	Reject	2
FS2767.1	2493.1	Queenstown Commercial Parapenters	Reject	23.1
FS2767.10	2493.9	Queenstown Commercial Parapenters	Accept in Part	13.6
FS2767.2	2493.2	Queenstown Commercial Parapenters	Accept	3.1
FS2767.3	2493.3	Queenstown Commercial Parapenters	Accept in Part	5
FS2767.4	2493.4	Queenstown Commercial Parapenters	Accept in Part	13.2
FS2767.5	2493.5	Queenstown Commercial Parapenters	Accept in Part	13.3
FS2767.6	2493.6	Queenstown Commercial Parapenters	Accept in Part	13.5
FS2767.7	2493.7	Queenstown Commercial Parapenters	Accept in part	13.7
FS2767.8	2493.8	Queenstown Commercial Parapenters	Accept	13.7
FS2767.9	2493.10	Queenstown Commercial Parapenters	Reject	15
FS2771.1	2382.3	John May	Accept in Part	19
FS2771.2	2382.2	John May	Accept in Part	19
FS2771.3	2382.4	John May	Accept in Part	19
FS2777.1	2485.1	Skyline Enterprises Limited	Reject	23.1
FS2777.10	2485.10	Skyline Enterprises Limited	Accept	13
FS2777.12	2569.10	Skyline Enterprises Limited	Accept	5

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2777.2	2485.2	Skyline Enterprises Limited	Accept	23.1
FS2777.3	2485.3	Skyline Enterprises Limited	Reject	3.2
FS2777.4	2485.4	Skyline Enterprises Limited	Reject	3.2
FS2777.5	2485.5	Skyline Enterprises Limited	Reject	5
FS2777.6	2485.6	Skyline Enterprises Limited	Accept	13.2
FS2777.7	2485.7	Skyline Enterprises Limited	Accept	13.6
FS2777.8	2485.8	Skyline Enterprises Limited	Accept	13.3
FS2777.9	2485.9	Skyline Enterprises Limited	Accept	13.4
FS2778.1	2493.10	ZJV (NZ) Limited	Accept	15
FS2778.10	2493.6	ZJV (NZ) Limited	Accept in Part	13.5
FS2778.11	2493.7	ZJV (NZ) Limited	Reject	13.7
FS2778.12	2493.8	ZJV (NZ) Limited	Reject	13.7
FS2778.13	2494.145	ZJV (NZ) Limited	Reject	13.2
FS2778.14	2494.146	ZJV (NZ) Limited	Reject	13.3
FS2778.15	2581.147	ZJV (NZ) Limited	Reject	13.2
FS2778.16	2581.148	ZJV (NZ) Limited	Reject	13.3
FS2778.17	2466.149	ZJV (NZ) Limited	Accept in part	17
FS2778.18	2494.147	ZJV (NZ) Limited	Accept in part	17
FS2778.19	2581.149	ZJV (NZ) Limited	Accept in part	17
FS2778.2	2493.2	ZJV (NZ) Limited	Accept	3.1
FS2778.20	2618.18	ZJV (NZ) Limited	Accept in Part	3.3
FS2778.21	2466.123	ZJV (NZ) Limited	Accept	3.2
FS2778.22	2581.123	ZJV (NZ) Limited	Accept	3.2
FS2778.23	2466.124	ZJV (NZ) Limited	Accept in Part	3.3

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2778.24	2466.126	ZJV (NZ) Limited	Accept in Part	3.3
FS2778.25	2466.127	ZJV (NZ) Limited	Accept in Part	3.3
FS2778.26	2466.128	ZJV (NZ) Limited	Accept	3.3
FS2778.27	2494.122	ZJV (NZ) Limited	Accept in Part	3.3
FS2778.28	2494.124	ZJV (NZ) Limited	Accept in Part	3.3
FS2778.29	2494.125	ZJV (NZ) Limited	Accept in Part	3.3
FS2778.3	2493.3	ZJV (NZ) Limited	Accept in Part	5
FS2778.30	2494.126	ZJV (NZ) Limited	Accept	3.3
FS2778.31	2581.124	ZJV (NZ) Limited	Accept in Part	3.3
FS2778.32	2581.125	ZJV (NZ) Limited	Accept in Part	3.3
FS2778.33	2581.126	ZJV (NZ) Limited	Accept in Part	3.3
FS2778.34	2581.127	ZJV (NZ) Limited	Accept in Part	3.3
FS2778.35	2581.128	ZJV (NZ) Limited	Accept	3.3
FS2778.36	2493.29	ZJV (NZ) Limited	Reject	14
FS2778.4	2461.1	ZJV (NZ) Limited	Reject	23.1
FS2778.5	2461.2	ZJV (NZ) Limited	Accept	13
FS2778.6	2466.147	ZJV (NZ) Limited	Reject	13
FS2778.7	2466.148	ZJV (NZ) Limited	Reject	12.1
FS2778.8	2493.4	ZJV (NZ) Limited	Accept in Part	13.2
FS2778.9	2493.5	ZJV (NZ) Limited	Accept in Part	13.3
FS2800.35	2373.1	Cardrona Alpine Resort Limited	Accept in Part	19
FS2800.36	2373.2	Cardrona Alpine Resort Limited	Accept in Part	19
FS2800.37	2373.3	Cardrona Alpine Resort Limited	Accept in Part	19
FS2800.63	2462.14	Cardrona Alpine Resort Limited	Accept	2

Further Submission Number	Relevant Submission Number	Submitter	Commissioners' Recommendation	Reference in Report
FS2800.7	2384.1	Cardrona Alpine Resort Limited	Accept in Part	19
FS2800.8	2384.2	Cardrona Alpine Resort Limited	Accept in Part	19
FS2800.9	2384.3	Cardrona Alpine Resort Limited	Accept in Part	19

38 Open Space and Recreation Zones

38.1 Purpose

The purpose of the Open Space and Recreation Zones is to enable recreation activities and provide for associated infrastructure while protecting, maintaining and enhancing landscape values, nature conservation values, ecosystem services and amenity. The zones apply to Council administered reserves, and do not apply to water bodies (including surface of water), Conservation Land (including lakes and rivers) or private open space. In general, the zones do not apply to Crown Land (including lakes and rivers), other than for discrete situations (such as Queenstown Gardens, where the Crown Land reserve is integral and indistinguishable from the Council reserve land surrounding it). Where a reserve adjoins a water body, the reserve is zoned to recognise, and provide for, the interrelationship between the water activities and the land based component of those activities.

Open Space is a significant resource to the District and Region. This resource requires protection from inappropriate activities that could degrade its qualities, character and values.

Commercial recreation and tourism operators are located within some of the zones and a wide range of commercial recreation and tourism activities utilise the resources available within the zones. Some of these operators have substantial assets associated with the activity established within the zones. The desire for the maintenance and development of existing activities and development of further new opportunities for these activities needs to be provided for on the basis commercial activities are carefully managed to maintain and enhance the valued qualities of the zones and established operations.

The Open Space and Recreation Zones can be grouped according to the following features and uses:

- a. visual amenity (such as gardens and tree plantings, areas of indigenous vegetation and landscape values);
- b. children's play (such as playground equipment and neighbourhood parks);
- c. active sports (such as team sports, golf, and tennis);
- d. passive use of open space (such as areas for walking, running, cycling, picnicking, or enjoying a particular landscape);
- e. waterfront access (such as lakeside and riverside walkways and beaches, access to lakes and rivers for fishing and water-based sports);
- f. linkages (such as walking tracks and cycle ways);
- g. built facilities (such as halls, gymnasiums, clubrooms, swimming pools and libraries);
- h. heritage sites and heritage features;
- i. nature conservation (such as water margins, wetlands and indigenous vegetation); and
- j. commercial opportunities (such as gondolas, ziplines, events and guided walks).

The District provides a wide range of recreation opportunities. Its outstanding natural environment which includes lakes, rivers, mountains and basins provide an ideal setting for a variety of outdoor recreation activities. Together, the activities and the environments that they occur within are internationally recognised as the basis for the District's importance as a visitor destination, are crucial to the tourism industry and economy, as well as encouraging residents to settle within the District. The climate is conducive to outdoor recreation and its proximity to Mt Aspiring and Fiordland National Parks provides further opportunities for outdoor recreation.

Within the town centres, urban areas and townships, there are opportunities for indoor recreation and community activities, such as libraries, swimming pools and community halls, as well as outdoor venues for more formal sporting activities.

Open space is an important recreation and community resource. It can provide visual relief and amenity amongst the developed residential and commercial environments, opportunities for education concerning the natural environment, as well as active use (such as walking and cycling) and passive use (such as children's play, or picnicking, sitting and contemplation) for both residents and visitors.

Five zones and four sub-zones are used to manage activities on land zoned Open Space and Recreation within the District, these are:

- Nature Conservation Zone;
- Informal Recreation Zone, which includes the Ben Lomond Sub-Zone;
- Active Sport and Recreation Zone;
- Civic Spaces Zone; and
- Community Purpose Zone which includes the Community Purposes – Cemeteries, Community Purposes – Golf and Community Purposes – Camping Ground Sub-Zones.

38.2 Objectives and Policies – District Wide

38.2.1 Objective - The open space land and facilities administered by the Council make a major contribution towards meeting the needs of the District's residents and visitors for passive and active recreation.

Policies

38.2.1.1 The design, development, management and maintenance of Open Space and Recreation Zones shall provide for:

- a. the needs of the community in the area in which the zones are located, and the needs of the wider community and visitors to the District;
- b. the effective and efficient use of resources so as to ensure that Open Space and Recreation Zones are fit for purpose and safe for all users;
- c. the maintenance and enhancement of integrated public access connections to walking and cycling networks throughout the District, including along lake and river margins;
- d. recognise and provide for users of all ages and different physical capacities
- e. the location within which Open Space and Recreation Zones are situated, responding to recognised natural character, landscape and heritage values; and
- f. the provision of infrastructure necessary to service Open Spaces and Recreation Zones, including recreation facilities and amenities.

38.2.1.2 Encourage multiple use of Open Space and Recreation Zones wherever possible and practicable.

38.2.1.3 Promote the protection of existing ecological values having regard to the purpose, objectives and policies specific to each Open Space and Recreation Zone, and opportunities for enhancing natural values-

38.2.1.4 Protect open space, recreation and amenity values by managing the adverse effects of, and conflicts between, different types of recreation activities.

38.2.1.5 Avoid activities that do not have a practical or functional need to be located within Open Space and Recreation Zones, unless a particular activity:

- a. is compatible with and does not affect the continued operation of established activities;
- b. does not preclude the development of new open space and recreation activities; and
- c. maintains or enhances the recreation and amenity values.

- 38.2.1.6** Provide a District Plan framework that establishes the roles, functions and activities for each Open Space and Recreation Zones, within which the outcome of public participation into the design, development, management and enhancement of reserves can be implemented through processes other than through the Act, such as reserve management plans.
- 32.2.1.7** Provide adequate firefighting, water, and fire service vehicle access to ensure an efficient and effective emergency response.
- 38.2.2** **Objective - Recreation activities are undertaken and facilities constructed in a way that maintains or enhances the values of open space areas and the recreation opportunities available within the District.**

Policies

- 38.2.2.1** Ensure activities are undertaken in a manner that maintains or enhances the amenity values of the relevant reserve and surrounding environment, including natural, scenic and heritage values.
- 38.2.2.2** Limit activities, buildings and structures to those compatible with the role and function of the zone, and the sensitivity of the surrounding environment, and which maintain or enhance the anticipated use or values of the zone.
- 38.2.2.3** Require areas surrounding buildings, structures, outdoor storage and parking areas to be landscaped to mitigate visual impacts and maintain or enhance amenity values.
- 38.2.2.4** Ensure the scale and location of buildings including associated structures, trails and accesses, and noise and lighting associated with recreation activities is consistent with the level of amenity anticipated in the zone and in the surrounding environment, having particular regard to the following where new buildings, structures or lighting are proposed:
- a. the purpose, number, size and location of new buildings, structures and lighting are appropriate, in terms of their function and the sensitivity of the environment;
 - b. that building design and appearance positively contributes to amenity, cultural, ecological and landscape values;
 - c. that buildings or structures do not unduly preclude or limit public access, particularly along the margins of the District's lakes and rivers;
 - d. that cumulative adverse effects of buildings and activities are taken into account; and
 - e. the provision for and standard of lighting, including:
 - i. its siting and location, in particular, how it contributes to public safety; and
 - ii. minimising upward light spill on the night sky.
- 38.2.2.5** Ensure that any buildings or structures located within, adjoining or nearby to an Outstanding Natural Feature or Landscape, protect, maintain or enhance those values by:
- a. limiting development and activities in the vicinity of water bodies to the land based components of community recreation water based activities, which have a practical and functional need to be located within these areas; (refer also to Objective 38.2.4)
 - b. preserving the natural character of the margins of waterbodies; (refer also to Objective 38.2.4)
 - c. ensuring buildings are located in areas that are least sensitive to change and have capacity to absorb development;
 - d. requiring buildings to be designed and finished so they:
 - i. avoid visual dominance; and
 - ii. mitigate or remedy adverse effects on the values of the Outstanding Natural Feature or Landscape; and
 - e. ensuring trails, access and carparking areas (including associated earthworks) do not degrade visual amenity values or disrupt the natural character or landforms.

38.2.2.6 Ensure the development and use of Open Space and Recreation Zones maintains the amenity values enjoyed by residents and visitors such as walking, social activities, and the protection of view shafts as seen from adjoining land and roads.

38.2.2.7 Ensure that the development and use of Open Space and Recreation Zones, and the interface with the surface of water bodies adjoining these zones, is managed to protect amenity values and to ensure the safe movement of people and goods.

38.2.3 **Objective – Commercial activities are limited to those that have a functional requirement to locate within Open Space and Recreation Zones and maintain open space and recreation values.**

Policies

38.2.3.1 Ensure that commercial activities have a genuine link with the open space and recreation resource.

38.2.3.2 Ensure that commercial activities maintain the quality, amenity values and landscape values of open spaces.

38.2.3.3 Provide for commercial recreation activities that maintain the quality of the experience of people partaking in other commercial recreation activities and other passive and active informal recreation activities, having particular regard to the scale, intensity and cumulative effects of commercial recreation activities.

38.2.4 **Objective – The interface between activities within the Open Space and Recreation Zones are managed to protect, maintain or enhance the natural character of waterbodies and their margins (refer also to Policies 38.2.2.5 a and b).**

Policies

38.2.4.1 Provide recreation, commercial and public transport opportunities within Open Space and Recreation Zones in a manner that supports the preservation of the natural character and nature conservation values of lakes, rivers and their margins from inappropriate activities.

38.2.4.2 Recognise and provide for the maintenance and enhancement of public access to, and enjoyment of, the margins of lakes and rivers, particularly where access and enjoyment is compatible with protecting the natural character and nature conservation values of those lakes and rivers.

38.2.4.3 Enable people to have access to a wide range of community recreational experiences on the margins of waterbodies, including the limited provision of commercial recreation activities that maintain landscape, amenity and nature conservation values, especially where they integrate with recreation activities on and under the surface of the waterbody.

38.2.5 **Objective – Activities sensitive to aircraft noise within the Queenstown Airport Air Noise Boundary or Outer Control Boundary are avoided or managed to mitigate noise and reverse sensitivity effects.**

Policy

38.2.5.1 Require buildings that contain an Activity Sensitive to Aircraft Noise and are located within the Queenstown Airport Air Noise Boundary or Outer Control Boundary to be designed and built to achieve an internal design sound level of 40 dB L_{dn}.

38.3 Objectives and Policies – Nature Conservation Zone

Purpose

The Nature Conservation Zone primarily applies to open space and recreation areas that border lakes and rivers, or are recognised for their natural, ecological, and landscape values. The Nature Conservation Zone provides for informal recreation and access to the District's unique landscapes. These areas offer diverse recreation opportunities such as biking, walking and water activities, together with providing connections with nature.

To protect the values of the Nature Conservation Zone, recreation activities and development are limited in scale and intensity. Infrastructure, buildings, structures, and activities provided for within this zone relate specifically to conservation, recreation, and visitor information.

38.3.1 Objective - Use and development complements and protects the nature conservation values and natural qualities of the Nature Conservation Zone.

Policies

38.3.1.1 Provide for appropriate use and development by:

- a. limiting activities, buildings and structures to those necessary to maintain or enhance the use or values of the zone and only allowing these where they cannot be located on other adjoining or nearby land for the same purpose;
- b. locating and designing new buildings, structures, additions and parking areas to protect and maintain the character and values of the zone;
- c. mitigating the visual impacts of buildings, structures and parking areas through appropriate landscaping and design responses; and
- d. identifying opportunities to enhance biodiversity and providing for these opportunities to be realised as part of the mitigation of the adverse effects of subdivision of adjoining land and use and development within the zone.

38.4 Objectives and Policies – Informal Recreation Zone

Purpose

The Informal Recreation Zone applies to open space and recreation areas that are primarily easily accessible for the immediate community and visitors or within easy walking distance for residents within the area. It provides a basic informal recreation experience, including play opportunities (such as flat, kick-around space) and offers areas for respite and relaxation. In addition, the Informal Recreation Zone is intended to provide physical links to other areas (such as by cycle ways or pedestrian access ways).

The Informal Recreation Zone encompasses both small local parks and neighbourhood reserves, through to large open areas fronting the District's Lakes. It also encompasses small reserves that provide visual relief from the built environment. While some civic activities may take place on these reserves, it is anticipated that larger and more formal civic events will occur within the Civic Spaces Zones.

The Informal Recreation Zone accommodates a number of facilities, including public toilets, children's playgrounds, public barbeques, public art, car parks, tracks and general park furniture.

The foreshore reserves such as those along Roys Bay in Wanaka and Queenstown Bay also contain the majority of the lake-related commercial leases and concessions.

Buildings and structures located on the Informal Recreation Zone are generally limited to those that support informal recreation and are typically small-scale community buildings and structures.

Much of the Informal Recreation Zone is readily accessible, and are located within and adjacent to areas of high interest, landscape and amenity values. A range of commercial recreation and tourism activities exist in the zone and there is a desire to develop existing and new activities. The scale and intensity of these activities and associated buildings and infrastructure need to be carefully managed.

The Informal Recreation Ben Lomond Sub Zone recognises and manages the existence and extent of commercial and informal recreation activities in the Ben Lomond Recreation Reserve. This site is of particular importance because of its close proximity to the Queenstown Town Centre and its popularity with visitors and residents. The Ben Lomond Recreation Reserve is also unique in terms of the breadth of activities present, which include a gondola and restaurant, luge, zipline operations, helicopter flights, parasailing, management of forestry, wildlife park and trails used for both commercial and informal recreation. Further development is contemplated where it is undertaken in a manner that is sensitive to other occupiers and users, and where it will maintain the overall landscape values, visual amenity values and recreation experiences of users of the sub zone.

38.4.1 Objective – Use and development for informal recreation maintains and enhances the environment

Policies

- 38.4.1.1** Enable a variety of informal recreation activities, including small-scale community uses and accessory activities.
- 38.4.1.2** Encourage commercial recreation activities and related commercial activities to complement and enhance other uses and experiences in the Informal Recreation Zone while at the same time maintaining or enhancing the landscape and amenity values of the zone.
- 38.4.1.3** Provide for multiple recreation activities while managing conflicts between multiple uses, and ensuring public safety and public access to informal recreational opportunities are maintained and enhanced.
- 38.4.1.4** Ensure that buildings and activities that exclude or restrict public access are limited so as to encourage public use and maintain open space for informal recreation, recognising that the existing facilities that have been established within this zone are appropriate to remain and in some instances, may be extended or redeveloped.
- 38.4.1.5** Limit the intensity of activities to minimise adverse effects such as noise, glare and traffic on amenity values, peace and enjoyment of the Informal Recreation Zones and surrounding environment.
- 38.4.1.6** Opportunities are taken to enhance recreational trail networks, cycling and walking linkages within the zone, and to other zones, to create a contiguous network to assist residents and visitors to move through and around neighbourhoods, and to other destinations, thereby providing an alternative and sustainable mode of transport.

Within the Ben Lomond Sub-Zone

38.4.2 Objective – Use and development of the Ben Lomond Sub-Zone provides a high-quality destination for residents, and domestic and international tourists, while maintaining the landscape values and amenity values of the surrounding Outstanding Natural Landscape.

Policies

- 38.4.2.1** Control the visual impact of buildings, passenger lift systems, earthworks and infrastructure associated with commercial and commercial recreation activities.
- 38.4.2.2** Ensure that buildings, passenger lift systems and infrastructure associated with commercial and commercial recreation activities are not highly prominent on the skyline

and remain subservient to the view of Walter Peak when viewed from the north east (Malaghans Road / Gorge Road).

- 38.4.2.3** Provide for and maintain Gondola access between Brecon Street and Bob's Peak including necessary removal of exotic conifers subject to landscape rehabilitation in the event of conifer removal.
- 38.4.2.4** Ensure the removal of exotic conifer trees in areas other than the Gondola Corridor mitigates the post-harvest adverse effects on landscape and visual amenity through landscape rehabilitation.
- 38.4.2.5** Provide for the continued operation of an informal airport within the Ben Lomond Sub-Zone where the adverse effects on health, safety, and amenity are mitigated through the management of the frequency and intensity of daily and weekly flight operations, flight paths, and separation distances from incompatible activities.

38.5 Objectives and Policies – Active Sport and Recreation Zone

Purpose

The Active Sport and Recreation Zone includes larger parks and reserves that are primarily used for organised sport and events, usually with associated buildings and structures. The zone primarily applies to open space that is easily accessible, used for indoor and outdoor organised sports, active recreation and community activities.

The Active Sport and Recreation Zone areas are designed and used for organised sport and recreation with toilets, changing facilities, car parking and turf or playing surfaces formally maintained to an appropriate standard for the relevant sports code. These include sports fields, hard-court areas, club facilities as well as associated infrastructure such as car parking and changing rooms.

Commercial activities accessory to sport and active recreation activities, such as those that provide food or beverage services to support recreational use, may be undertaken in appropriate locations within this zone.

The Active Sport and Recreation Zone applies in the main urban centres and contain provisions that recognise the intensive use made of these areas, and the need to provide sufficient facilities to support these uses, while at the same time, providing for the open space and amenity values of a park or reserve within this zone, as well as avoiding or mitigating adverse effects on the surrounding areas.

- 38.5.1 Objective - Active sport and recreation activities are provided for in appropriate locations, while managing adverse effects on surrounding areas and communities.**

Policies

- 38.5.1.1** Provide for indoor and outdoor organised sports, active recreation, recreation facilities, community activities, accessory activities and associated buildings and structures.
- 38.5.1.2** Active sport and recreation and associated buildings, structures (including additions) and car parking, are designed, located and operated to be compatible with the surrounding environment in which they are located, particularly within or adjacent to residential environments, and to avoid or mitigate any adverse effects of the activities (such as noise, hours and frequency) and of buildings, including visual dominance, outlook from adjoining or nearby sites and buildings, and shading.

38.6 Objectives and Policies – Civic Spaces Zone

Purpose

The Civic Spaces Zone provides for civic activities.

Civic spaces contribute to the character of centres and urban areas and provide opportunities for informal recreation, social interaction and community gatherings and events. They also support local character and provide a sense of identity.

The Civic Spaces Zone receives a high level of use and the zone and facilities shall be designed, operated and maintained with a high level of service. Events are often held within civic spaces, such as festivals and markets. They are places that help to establish communities and a sense of place. These areas are typically subject to higher demand from public and commercial use and are important civic spaces that directly support the District's tourism industry.

38.6.1 Objective – Civic spaces are the community focal points for civic and community functions, events and informal recreation of benefit to both the community and the District.

Policies

38.6.1.1 Manage and promote passive recreation activities, while providing for commercial and community activities of a temporary nature that are of public benefit.

38.6.1.2 Limit buildings and structures to those that are necessary to support civic activities, and where this is demonstrated, ensure that buildings and structures enhance the amenity values, functionality and use of the zone.

38.6.1.3 Enable public amenities and the installation of artworks and interpretive signs, that enhance the use and enjoyment of civic spaces.

38.7 Objectives and Policies – Community Purposes Zone

Purpose

The Community Purposes Zone primarily accommodates open space areas that play a significant community function, including libraries, halls and recreation centres. It also provides specifically for cemeteries, golf courses, campgrounds and areas that have a significant passive recreation function that are not otherwise encapsulated in other zones, such as the Queenstown Gardens. Community buildings and associated activities are generally provided within the Community Purposes Zone.

Community Purposes Zones located within the townships and outlying settlements often have multiple activities that host a variety of passive and active activities and associated infrastructure.

Where the Community Purposes Zone is for a specific function, the zone has been broken into sub-zones for the purposes of better articulating management outcomes for each sub-zone. The three sub-zones are:

Community Purposes Zone (Cemeteries);
Community Purposes Zone (Golf); and
Community Purpose Zone (Camping Ground).

Both the Community Purposes Zone (Golf) and the Community Purposes Zone (Camping Ground), comprise the District's golf courses and campground facilities that are owned by the Council, but are leased to private interests. These two sub-zones include provisions that recognise the specialised use

of these open space areas. Accordingly, the Community Purposes Zone allows for greater flexibility in the scale and nature of development of these spaces, while at the same time ensuring that development of these spaces is sympathetic to adjoining areas. As an example, this includes where a Community Purposes Zone (Camping Ground) may border one of the District's lakes or Outstanding Natural Landscapes.

38.7.1 Objective – Community activities that meet the current and future social, cultural, recreation, health and community needs of both local communities and visitors to the District are provided for within a diverse range of open spaces.

Policies

38.7.1.1 Enable community activities and associated buildings and structures (including indoor and outdoor organised sports, active recreation and recreation facilities) that contribute to the function of the zone as focal points for District and Regional activities, while ensuring that the location and design of new buildings and structures, additions to existing buildings and structures and parking areas, maintain the character and values of each Community Purposes Zone.

38.7.1.2 Enable the continued operation of the District's existing cemeteries while maintaining public access, the open space amenity, and any historic heritage values of these community spaces.

38.7.1.3 Buildings, structures and activities associated with the community activities themselves are designed and located so that any adverse effects including noise, lighting and traffic effects, are managed to maintain the level of amenity value of the surrounding environment within which they are located.

38.7.1.4 Ensure that the development of golf courses and camping ground areas continue to provide for a mixture of restricted and full public use, as well as the open space visual amenity enjoyed by the wider public.

38.7.1.5 Ensure that the development of golf courses and camping grounds maintains and enhances the landscape and amenity values of the surrounding environment.

38.8 Other Provisions and Rules

38.8.1 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	29 Transport	30 Energy and Utilities
31 Signs	32 Protected Trees	33 Indigenous Vegetation and Biodiversity
34 Wilding Exotic Trees	35 Temporary Activities and Relocated Buildings	36 Noise
37 Designations	Planning Maps	

38.8.2 Interpreting and Applying the Rules

- 38.8.2.1** A permitted activity must comply with all of the rules listed in the Rules - Activities (Table 38.1) and Rules - Standards (Table 38.2) for the Open Space and Recreation Zones and Table 38.3 for the Informal Recreation Ben Lomond Sub Zone, and any relevant district wide rules.
- 38.8.2.2** Where an activity does not comply with a standard listed in the Rules - Standards for the Open Space and Recreation Zone tables, the activity status identified by the 'Non-Compliance Status' column shall apply. Where an activity breaches more than one Standard, the most restrictive status shall apply to the activity.
- 38.8.2.3** The Ben Lomond Sub-Zone and the 3 Community Purpose Sub-Zones, being sub-zones of the Informal Recreation Zone and Community Purpose Zone, require that all rules applicable to the Zone apply. Where specific rules are identified for the sub-zone, these shall prevail over the rules of the Informal Recreation Zone or Community Purpose Zone.
- 38.8.2.4** The surface of lakes and rivers are zoned Rural, unless otherwise stated in the District Plan or identified on the Planning Map.
- 38.8.2.5** Activities, buildings and structures proposed to be established within the vicinity of Queenstown Airport are referred to Figures 1 and 2 of the Planning Maps which identify the Airport Approach and Protection Measures, and Airport Protection Inner Horizontal and Conical Surfaces for Queenstown Airport. Land use restrictions associated within these areas are further described in Chapter 37: Designations, Part D.3. Persons who wish to undertake activities or develop buildings or structures which enter into these surfaces are advised to consult with the relevant requiring authority and the Civil Aviation Authority.
- 38.8.2.6** Table 38.1 specifies the activity status of land use activities in the Open Space and Recreation Zones, pursuant to section 9(3) of the Resource Management Act 1991. Notwithstanding the following rules, the Reserves Act 1977 applies to land vested under section 14 of the Reserves Act 1977. Reserves and land controlled by Council or the Department of Conservation may be subject to further controls under the Reserves Act 1977 or through Reserve Management Plans. Discussion should be held with these agencies as to the existence and nature of these controls.
- 38.8.2.7** These abbreviations are used in the Rules – Activities (Section 38.9) and Rules - Standards for the Open Space and Recreation Zone (Section 38.10) tables. Any activity which is not permitted (P) or prohibited (PR) requires resource consent.

P	Permitted	C	Controlled
RD	Restricted Discretionary	D	Discretionary
NC	Non-Complying	PR	Prohibited

- 38.8.2.8** The following abbreviations are used within this chapter.

CPZ	Community Purpose Zone
CPZ (Golf)	Community Purpose Sub Zone (Golf)
CPZ (Camping Ground)	Community Purpose Sub Zone (Camping Ground)
CPZ (Cemeteries)	Community Purpose Sub Zone (Cemeteries)

38.8.3 Advice Notes:

- 38.8.3.1** Freedom camping in the District is controlled by the Council's Freedom Camping Control Bylaw.
- 38.8.3.2** Resource consent may be required for activities associated with telecommunications under the Resource Management (National Environmental Standards for Telecommunication Facilities) Regulations 2016. In these instances, this NES applies instead of the District Plan provisions.
- 38.8.3.3** Resource consent may be required for activities associated with electricity transmission under the Resource Management (National Environmental Standards for Electricity Transmission Activities) regulations 2009. In these instances, this NES applies instead of the District Plan provisions.
- 38.8.3.4** Land use activities within the National Grid Yard or Electricity Distribution Corridor are managed in Chapter 30 Energy and Utilities.

38.9 Rules – Activities

Table 38.1: Activities Open Space and Recreation Zones.

- a. For the activities identified in Table 38.1 as controlled activities, the Council will reserve its control to the matters in Part 38.13.
- b. For the activities identified in Table 38.1 as restricted discretionary activities, the Council will restrict its discretion to the matters in Part 38.14.

Rule	Activities	Nature Conservation Zone	Informal Recreation Zone	Active Sports/ Recreation Zone	Civic Spaces Zone	CPZ	CPZ (Golf)	CPZ (Camping Ground)	CPZ (Cemeteries)
38.9.1	Any activity not listed in Table 38.1	NC	NC	NC	NC	NC	NC	NC	NC
38.9.2	Informal recreation	P	P	P	P	P	P	P	P
38.9.3	Public amenities	P	P	P	P	P	P	P	P
38.9.4	Gardens, including botanic and community gardens	P	P	P	P	P	P	P	P
38.9.5	Parks Maintenance	P	P	P	P	P	P	P	P
38.9.6	Recreation facilities	NC	D	P	D	P	P	P	P
38.9.7	Community centres and halls	NC	D	D	D	D	NC	NC	NC
38.9.8	Day Care Facilities including buildings	NC	NC	D	NC	D	NC	NC	NC
38.9.9	Education and research facilities directly related to the open space area	P	P	P	P	P	D	D	NC
38.9.10	Art galleries, arts and cultural centres including buildings	NC	D	D	D	D	NC	NC	NC
38.9.11	Clubrooms including buildings	NC	D	P	NC	D	P	D	NC
38.9.12	Libraries including buildings	NC	NC	NC	NC	P	NC	NC	NC
38.9.13	Grandstands	NC	NC	D	NC	D	NC	NC	NC
38.9.14	Organised sport and recreation	D	D	P	D	P	P	D	NC
38.9.15	Camping grounds	D	D	NC	NC	NC	NC	P	NC
38.9.16	Restaurants and cafes that are accessory to a permitted activity and are located further than 50m from a Residential Zone including buildings	NC	C	C	C	C	C	C	NC

Rule	Activities	Nature Conservation Zone	Informal Recreation Zone	Active Sports/ Recreation Zone	Civic Spaces Zone	CPZ	CPZ (Golf)	CPZ (Camping Ground)	CPZ (Cemeteries)
38.9.17	Restaurants and cafes that are accessory to a permitted activity and are located within 50m of a Residential Zone including buildings	NC	RD	RD	RD	RD	RD	RD	NC
38.9.18	Retail accessory to a permitted activity that complies with the floor area standards for retail activities (Rule 38.10.9)	D	P	P	P	P	P	P	NC
38.9.19	Retail not otherwise provided for in Table 38.1	NC	D	D	D	D	D	D	NC
38.9.20	Commercial Recreation Activities and buildings associated with Commercial Recreation Activities	D	D	D	RD	RD	RD	RD	NC
38.9.21	Commercial Activities and buildings associated with, and located on the same site as recreation activities	D	D	D	RD	RD	RD	RD	NC
38.9.22	Artworks	P	P	P	P	P	P	P	P
38.9.23	Demolition of buildings (which is not a listed as a protected feature)	P	P	P	P	P	P	P	P
38.9.24	New buildings associated with a permitted activity, not otherwise listed in Table 38.1	P	P	P	P	P	P	C	P
38.9.25	Construction, addition or alteration to existing buildings	P	P	P	P	P	P	C	P

Rule	Activities	Nature Conservation Zone	Informal Recreation Zone	Active Sports/ Recreation Zone	Civic Spaces Zone	CPZ	CPZ (Golf)	CPZ (Camping Ground)	CPZ (Cemeteries)
38.9.26	Conservation Planting, species protection and conservation management works, including associated trapping, restoration and re-vegetation work, noxious plant and pest control and scientific research	P	P	P	P	P	P	P	P
38.9.27	Recreation tracks (walking, horse and cycling tracks)	P	P	P	P	P	P	P	P
38.9.28	Construction of vehicle access and car parking areas accessory to permitted activities, up to 200m ²	C	C	P	P	P	P	P	P
38.9.29	Construction of vehicle access and car parking areas accessory to permitted activities exceeding 200m ²	D	RD	RD	RD	RD	RD	RD	RD
38.9.30	Harvesting and management of existing Forestry within the Outstanding Natural Features or Landscapes	D	D	D	D	D	D	D	D
38.9.31	Planting of new Forestry within the Outstanding Natural Features or Landscapes	NC	D	D	NC	NC	NC	NC	NC
38.9.32	Farming including grazing of stock	RD	P	RD	RD	RD	RD	RD	RD
38.9.33	Cemeteries	D	NC	NC	NC	NC	NC	NC	P
38.9.34	The parking or placing of any motor vehicle, boat, caravan, trailer, or material for the purposes of sale or lease	PR	PR	PR	PR	PR	PR	PR	PR
38.9.35	Mining Activity	PR	PR	PR	PR	PR	PR	PR	PR
38.9.36	Boat Ramps, Jetties and Marinas	D	D	D	D	D	D	D	NC

Rule	Activities	Nature Conservation Zone	Informal Recreation Zone	Active Sports/ Recreation Zone	Civic Spaces Zone	CPZ	CPZ (Golf)	CPZ (Camping Ground)	CPZ (Cemeteries)
38.9.37	Informal Airports	D	D	D	D	D	D	D	D

38.10 Rules - Standards for Open Space and Recreation Zones

	Table 38.2: Standards for Activities in the Open Space and Recreation Zones	Non-compliance Status
38.10.1	<p>Building Height</p> <p>The maximum height in the following zones shall be:</p> <p>38.10.1.1 Nature Conservation Zone: 4m.</p> <p>38.10.1.2 Informal Recreation Zone: 6m.</p> <p>Except for any aviary at Kiwi Birdlife Park, where the maximum height shall be 10 m.</p> <p>38.10.1.3 Active Sports and Recreation Zone: 10m.</p> <p>38.10.1.4 Civic Spaces Zone: 8m.</p> <p>38.10.1.5 CPZ: 10m.</p> <p>38.10.1.6 CPZ (Golf): 8m.</p> <p>38.10.1.7 CPZ (Camping Ground): 8m.</p> <p>38.10.1.8 CPZ (Cemeteries): 8m.</p>	D

	Table 38.2: Standards for Activities in the Open Space and Recreation Zones	Non-compliance Status
38.10.2	<p>Ground Floor Area of Buildings</p> <p>The total maximum ground floor area of buildings per site in the following zones is:</p> <p>38.10.2.1 Nature Conservation Zone: 50m².</p> <p>38.10.2.2 Informal Recreation Zone: 100m².</p> <p>38.10.2.3 Active Sports and Recreation Zone:400m².</p> <p>38.10.2.4 Civic Spaces Zone: 100m².</p> <p>38.10.2.5 CPZ: 300m².</p> <p>38.10.2.6 CPZ (Golf): 600m².</p> <p>38.10.2.7 CPZ (Camping Ground): 600m².</p> <p>38.10.2.8 CPZ (Cemeteries): 50m².</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Building dominance;</p> <p>b. Effects on visual amenity and landscape character values and in particular views of significance;</p> <p>c. The size, design and location of buildings relative to the public realm and adjoining properties;</p> <p>d. Consistency with the character of the locality and the role and function of the open space;</p> <p>e. Pedestrian and vehicle access;</p> <p>f. Functional needs;</p> <p>g. Scale and intensity;</p> <p>h. Cumulative effect of buildings; and</p> <p>i. Design and integration of landscaping.</p>

	Table 38.2: Standards for Activities in the Open Space and Recreation Zones	Non-compliance Status
38.10.3	<p>Recession Plane</p> <p>38.10.3.1 Where a building is proposed on a site that adjoins another zone, the building shall comply with the recession plane standard for the adjoining zone, applied at the zone boundary.</p> <p>38.10.3.2 In the CPZ (Camping Ground) the following standards shall apply:</p> <ul style="list-style-type: none"> a. On boundaries adjoining a site zoned Low and Medium Density Residential Zones, buildings shall not project beyond a building envelope constructed by a recession line inclined towards the site at the following angles: <ul style="list-style-type: none"> i. Northern Boundary: 2.5m and 55 degrees; ii. Western and Eastern Boundaries: 2.5m and 45 degrees; and iii. Southern Boundary: 2.5m and 35 degrees. b. On boundaries adjoining a site zoned High Density Residential Zone, buildings shall not project beyond a building envelope constructed by a recession line inclined towards the site at the following angles: <ul style="list-style-type: none"> i. Northern Boundary: 2.5m and 55 degrees; and ii. All other boundaries: 2.5m and 45 degrees. 	D

	Table 38.2: Standards for Activities in the Open Space and Recreation Zones	Non-compliance Status
38.10.4	<p>Setback from Internal and Road Boundaries</p> <p>Setback from internal boundaries</p> <p>38.10.4.1 Where a site adjoins another zone, buildings shall be setback from the boundary the same distance as required by the set back from internal boundaries of the adjoining zone.</p> <p>Setback from roads</p> <p>38.10.4.2 The minimum road boundary setbacks that apply to the open space and recreation zones, shall be the standards that apply in the adjoining zone.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Building dominance; b. Privacy effects on adjoining properties; c. Access to sunlight and impacts on shading; d. Effects on visual amenity; e. The size, design and location of buildings relative to the public realm and adjoining properties; f. Consistency with the character of the locality; and g. The historic heritage value of any adjacent heritage item and or feature.

	Table 38.2: Standards for Activities in the Open Space and Recreation Zones	Non-compliance Status
38.10.5	<p>Setback of buildings from water bodies</p> <p>The minimum setback of any building from the bed of a river or lake or wetland shall be 10m.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. biodiversity values; b. Public access; c. Effects on visual amenity and landscape character values; d. Open space e. The functional and locational need and interaction of the development with the water body; f. Landscaping; g. Environmental protection measures (including landscaping and stormwater management); and h. Natural hazards.

	Table 38.2: Standards for Activities in the Open Space and Recreation Zones	Non-compliance Status
38.10.6	<p>Outdoor Storage</p> <p>38.10.6.1 Outdoor storage that is visible from roads or adjoining zones shall be landscaped with planting, solid walls, solid fences, or any combination of these, to 2m in height along the length of the outdoor storage area. Where such landscaping is by way of planting it shall be for a minimum depth of 3m and a height of 2m.</p> <p>38.10.6.2 Any outdoor storage area shall not be located within the minimum setbacks specified in Rule 38.10.4 and 38.10.5.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Visual amenity; b. The location relative to the public realm and adjoining residential properties; c. Consistency with the character of the locality; d. Landscaping; e. Practical and functional constraints; and f. Pedestrian and vehicle access.
38.10.7	<p>Fencing</p> <p>38.10.7.1 Fences erected on the boundary of any Open Space and Recreation Zone shall be at least 50% visually permeable.</p> <p>38.10.7.2 The maximum height of any fences erected on the boundary of any Open Space and Recreation Zone shall be 1.2m.</p> <p>38.10.7.3 At Kiwi Birdlife Park, the maximum height of any fence installed for wildlife protection shall be 2.2m, and in such a case Rules 38.10.7.1 and 38.10.7.2 do not apply.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Visual amenity values; b. Opportunities for passive surveillance; c. Consistency with any established fencing; and d. Functional constraints, including the use of land, security, and wind shelter.

	Table 38.2: Standards for Activities in the Open Space and Recreation Zones	Non-compliance Status
38.10.8	<p>Lighting and Glare</p> <p>38.10.8.1 No activity on a Nature Conservation Zone, CPZ, CPZ (Golf), CPZ (Camping Ground) and CPZ (Cemeteries) shall result in a greater than 2.5 lux spill (horizontal or vertical) of lights onto any other site measured at any point inside the boundary of the other site (when measured or calculated 2.0m inside the boundary of the adjoining property).</p> <p>38.10.8.2 No activity on an Informal Recreation Zone, Active Sports and Recreation Zone and Civic Spaces Zone shall result in a greater than a 3.0 lux spill (horizontal or vertical) of lights onto any other site measured at any point inside the boundary of the other site (when measured 2.0m inside the boundary of the adjoining property).</p>	D
38.10.9	<p>Maximum gross retail floor space</p> <p>Within the Informal Recreation Zone, Active Sports and Recreation Zone, CPZ, CPZ (Golf), and CPZ (Camping Ground) the maximum gross retail floor space associated to recreation activities permitted within these zones shall be 100m² or no more than 10% of the gross floor area (whichever is the lessor) of the building supporting the recreation and leisure activities.</p>	D
38.10.10	<p>Building Colours Within the Nature Conservation, Informal Recreation and Community Purposes (Camping Ground) Zones</p> <p>38.10.10.1 All exterior surfaces, including fences, shall be coloured in the range of browns, greens, greys or black (except soffits), with a maximum reflective value of 35%.</p> <p>38.10.10.2 All roofs shall have a maximum reflective value of 20%.</p> <p>38.10.10.3 All other surface finishes shall have a maximum reflective value of 30%.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> a. External appearance; b. Visual prominence from both public places and private locations; and c. Effects on visual amenity and landscape character values and in particular views of significance.

	Table 38.2: Standards for Activities in the Open Space and Recreation Zones	Non-compliance Status
38.10.11	<p>Water supply and access for firefighting</p> <p>All new buildings over 20m² in area that are not connected to the reticulated water supply must make the following provision for firefighting:</p> <p>38.10.11.1 A water supply of 45,000 litres; and</p> <p>38.10.11.2 A hardstand area adjacent to the firefighting water supply connection of a minimum width of 4.5 metres and a minimum length of 11 metres; and</p> <p>38.10.11.3 A firefighting water connection located more than 6 metres but not less than 90 metres away from the building; and</p> <p>38.10.11.4 Access from the property boundary to the firefighting water connection of a minimum width of 4.5 metres.</p>	<p><u>RD</u></p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> the extent of compliance with any national standards for firefighting water supply; the accessibility of the firefighting water connection point for fire service vehicles; whether and the extent to which the building is assessed as a low fire risk. any advice that may have been received from Fire and Emergency New Zealand.
38.10.12	<p>Activities Sensitive to Aircraft Noise</p> <p>New buildings or additions to existing buildings containing Activities Sensitive to Aircraft Noise located within the Queenstown Airport Air Noise Boundary or Outer Control Boundary shall be designed to achieve an Indoor Design Sound Level of 40dB within any Critical Listening Environment (based on the 2037 Noise Contours) and ventilated in accordance with Rule 36.6.2.</p>	<p><u>NC</u></p>

38.11 Informal Recreation Zone: Ben Lomond Sub Zone

Table 38.3: Activities and Standards for Activities in the Ben Lomond Sub Zone		Activity or Non-compliance Status
	Activity	Activity Status
38.11.1	<p>Buildings</p> <p>Construction, relocation, addition or alteration of any building.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Landscape and visual amenity values; b. Scale, intensity and cumulative effects; c. Associated earthworks and landscaping; d. Lighting; e. Provision of water supply, sewerage treatment and disposal, storm water disposal, electricity and communication services; f. Natural Hazards; and g. Effects on the transportation network. h. Public access to, and the use of, open space.

	Table 38.3: Activities and Standards for Activities in the Ben Lomond Sub Zone	Activity or Non-compliance Status
38.11.2	<p>Passenger Lift Systems</p> <p>Passenger Lift Systems within the 'Bob's Peak' area and the 'Gondola Corridor' area of the Ben Lomond Sub Zone.</p>	<p>C</p> <p>Control is reserved to:</p> <ul style="list-style-type: none"> a. Location, external appearance and alignment; b. Other occupiers or users; c. Night lighting; d. Height; e. Associated earthworks; and f. Natural Hazards.
38.11.3	<p>Commercial recreation activity and ancillary Commercial activity</p> <p>38.11.3.1 Commercial recreation activity</p> <p>38.11.3.2 Commercial activity only where the commercial activity is ancillary to and located on, the same site as, the commercial recreation activity</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Intensity and scale of the activity and effects on recreation use and amenity values; b. Noise; c. Public access to, and use of the open space; d. Other occupiers or users of the site or adjoining sites; e. Infrastructure; f. Access and parking; and g. Effects on the transportation network.

	Table 38.3: Activities and Standards for Activities in the Ben Lomond Sub Zone	Activity or Non-compliance Status
38.11.4	Harvesting and management of existing Forestry	<p>C</p> <p>Control is reserved to:</p> <ul style="list-style-type: none"> a. Hours of operation; b. Noise; c. Health and safety; d. Traffic generation; e. Earthworks; f. Soil erosion, sediment generation and run-off; g. Debris flow and rock fall hazards and long-term slope stability; h. Landscape rehabilitation; and i. Effects on the amenity values of the forest and other users of the reserve
38.11.5	Parking within the Lower Terminal area of the Ben Lomond Sub Zone.	<p>C</p> <p>Control is reserved to Landscaping.</p>
38.11.6	<p>Building within the Building Restriction Area: Bob's Peak Area</p> <p>Any building within the Building Restriction Area, excluding retaining walls.</p>	PR
38.11.7	<p>Building within the Gondola Corridor Area</p> <p>Any building within the Gondola Corridor Area excluding passenger lift systems.</p>	NC

	Table 38.3: Activities and Standards for Activities in the Ben Lomond Sub Zone	Activity or Non-compliance Status
38.11.8	<p>Informal Airport Located within the Future Helipad Area</p> <p>The information requirements for aviation safety shall include provision of either a PT157 Determination issued by the Director of Civil Aviation New Zealand or an independent aviation safety assessment prepared by a suitably qualified professional.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> a. Aviation safety including helicopter landing area design and proximity to on ground structures and track networks; b. The frequency and intensity of daily and weekly flight numbers; c. Separation distance and potential effect on the operation of other existing or incompatible occupiers within the Ben Lomond Sub-Zone. d. Helicopter flight paths
38.11.9	Two or More Informal Airports within the Bob's Peak Area of the Ben Lomond Sub-Zone	NC
	Standards	Non-Compliance Status
38.11.10	<p>Building Height</p> <p>The maximum height of buildings and structures as specified shall be:</p> <ol style="list-style-type: none"> a. Buildings within the Bob's Peak Area: 10m. b. Passenger Lift Systems within the Bob's Peak Area: 12m. c. Buildings within the Lower Terminal Area: 18.5m. 	D
38.11.11	<p>Building Coverage</p> <p>The maximum building coverage within the Bob's Peak Area shall be 15%</p>	D

38.12 Rules - Non-notification of Applications

All applications for controlled and restricted discretionary activities shall not require the written approval of other persons and shall not be notified or limited-notified, except for the following:

- 38.12.1 Restricted discretionary activities within the Informal Recreation Ben Lomond Sub-Zone.**

38.13 Matters of control for Controlled Activities identified in Table 38.1

The Council will reserve its control to the following matters when assessing a controlled activity resource consent application.

	Table 38.4: Matters of Control for Activities in the Open Space and Recreation Zones
38.13.1	<p>Rule 38.9.16: Restaurants and cafes that are accessory to a permitted activity and are located further than 50m from a Residential Zone in the Civic Spaces Zone, Informal Recreation Zone, Active Sports and Recreation Zone, CPZ, CPZ (Golf), CPZ (Camping Ground):</p> <ul style="list-style-type: none"> a. Scale and intensity of the activity on recreation use and amenity values; b. Public access to, and use of the open space; c. Traffic generation, access and parking; and d. Infrastructure and servicing, including the provision of storage and loading/service areas.
38.13.2	<p>Rules 38.9.24 and 38.9.25: Construction and alteration of buildings in the Community Purpose Camping Ground Zone:</p> <ul style="list-style-type: none"> a. Building location, character, scale and form. b. External appearance including materials and colours. c. Infrastructure and servicing, access and parking. d. Natural hazards.
38.13.3	<p>Rule 38.9.28: Construction of vehicle access and car parking areas accessory to permitted activities up to 200m²:</p> <ul style="list-style-type: none"> a. Traffic generation, access and parking; b. Public access to, and use of, the open space; c. Pedestrian and vehicle access; and d. Landscaping.

38.14 Matters of discretion for Restricted Discretionary Activities identified in Table 38.1

The Council will restrict its discretion over the following matters when assessing a restricted discretionary activity resource consent application.

	Table 38.5: Matters of Discretion for Activities in the Open Space and Recreation Zones
38.14.1	<p>Rule 38.9.17: Restaurants and cafes that are accessory to a permitted activity and are located within 50m of a Residential Zone in the Civic Spaces Zone, Informal Recreation Zone, Active Sports and Recreation Zone, CPZ, CPZ (Golf), CPZ (Camping Grounds):</p> <ul style="list-style-type: none"> a. Intensity and scale of the activity on recreation use and amenity values; b. Public access to, and use of, the open space; c. Location, in particular distance from adjoining properties; d. Traffic generation, access and parking; e. Noise; and f. Infrastructure and servicing, including the provision of storage and loading/service areas.
38.14.2	<p>Rules 38.9.20 and 38.9.21: Commercial recreation activity including commercial activities associated with and located on the same site as recreation activities, including buildings in the Civic Spaces Zone, CPZ, CPZ (Golf), CPZ (Camping Grounds):</p> <ul style="list-style-type: none"> a. Intensity and scale of the activity on recreation use and amenity values; b. Public access to, and use of the open space; c. Other occupiers or users of the site or adjoining sites; d. Traffic generation, access and parking.
38.14.3	<p>Rule 38.9.29: Construction of vehicle access and car parking areas accessory to permitted activities exceeding 200m² in respect of all Open Space and Recreation Zones (except the Nature Conservation Zone):</p> <p>Location of facility and access;</p> <ul style="list-style-type: none"> a. Number, design and layout of car parks and associated manoeuvring areas; b. Surface treatment of parking facility and access; c. Landscaping; and d. Cumulative effect of the number of car parking facilities within the Zone.

Table 38.5: Matters of Discretion for Activities in the Open Space and Recreation Zones	
38.14.4	<p>Rule 38.9.32: Farming including grazing of stock</p> <ul style="list-style-type: none"> a. Intensity and duration; b. Public access to, and use of the open space; c. Pest and wilding pine control; d. Maintenance of landscape values; and e. Restriction of areas to protect or restore indigenous biodiversity values.

38.15 Landscape Assessment Matters for Discretionary Activities

The following assessment matters apply to any discretionary activity within an Open Space and Recreation Zone where the land involved is subject to one of the landscape classifications.

Table 38.6: Landscape Assessment Matters for Discretionary and Non-Complying Activities in the Open Space and Recreation Zones	
38.15.1	<p>Outstanding Natural Features and Outstanding Natural Landscapes (ONF and ONL).</p> <p>38.15.1.1 Effects on landscape quality and character</p> <p>In considering whether the proposed development will maintain or enhance the quality and character of Outstanding Natural Features and Landscapes, the Council shall be satisfied of the extent to which the proposed development will affect landscape quality and character, taking into account the following elements:</p> <ul style="list-style-type: none"> a. Physical attributes: <ul style="list-style-type: none"> i. Geological, topographical, geographic elements in the context of whether these formative processes have a profound influence on landscape character; ii. Vegetation (exotic and indigenous); iii. The presence of waterbodies including lakes, rivers, streams, wetlands. b. Visual attributes: <ul style="list-style-type: none"> i. Legibility or expressiveness – how obviously the feature or landscape demonstrates its formative processes; ii. Aesthetic values including memorability and naturalness; iii. Transient values including values at certain times of the day or year; iv. Human influence and management – settlements, land management patterns, buildings, roads. c. Appreciation and cultural attributes: <ul style="list-style-type: none"> i. Whether the elements identified in (a) and (b) are shared and recognised; ii. Cultural and spiritual values for Tangata whenua;

Table 38.6: Landscape Assessment Matters for Discretionary and Non-Complying Activities in the Open Space and Recreation Zones	
	<p>iii. Historical and heritage associations.</p> <p>The Council acknowledges that Tangata Whenua beliefs and values for a specific location may not be known without input from iwi.</p> <p>d. In the context of (a) to (c) above, the degree to which the proposed activity or development will affect the existing landscape quality and character, including whether the proposed activity or development accords with or degrades landscape quality and character, and to what degree.</p> <p>38.15.1.2 Effects on visual amenity</p> <p>In considering whether the potential visibility of the proposed activity or development will maintain and enhance visual amenity, values the Council shall be satisfied that:</p> <p>a. the extent to which the proposed activity or development detracts from visual amenity values as viewed from public roads and other public places;</p> <p>b. the proposed development will not be visually prominent such that it detracts from public or private views of and within Outstanding Natural Features and Landscapes;</p> <p>c. the proposal will be appropriately integrated, screened or hidden from view by elements that are in keeping with the character of the landscape;</p> <p>d. the proposed activity or development will not reduce the visual amenity values of the wider landscape (not just the immediate landscape);</p> <p>e. structures will not be located where they will break the line and form of any ridges, hills and slopes;</p> <ul style="list-style-type: none"> • any carparking, access, lighting, earthworks and landscaping will not reduce the visual amenity of the landscape.
38.15.2	<p>Rural Character Landscapes (RCL)</p> <p>38.15.2.1 Effects on landscape quality and character</p> <p>The following shall be taken into account:</p> <p>a. where the site is adjacent to or nearby an Outstanding Natural Feature or Landscape, whether and the extent to which the proposed development will adversely affect the quality and character of the adjacent Outstanding Natural Feature or Landscape;</p> <p>b. whether and the extent to which the scale and nature of the proposed activity or development will degrade the quality and character of the Open Space Zone or the surrounding Rural Character Landscape;</p> <p>c. whether the design and any landscaping would be compatible with or would enhance the quality and character of the Open Space Zone or the Rural Character Landscape.</p> <p>38.15.2.2 Effects on visual amenity:</p> <p>Whether the activity or development will result in a loss of the visual amenity of the Open Space Zone or the Rural Character Landscape, having regard to whether and the extent to which:</p>

Table 38.6: Landscape Assessment Matters for Discretionary and Non-Complying Activities in the Open Space and Recreation Zones	
	<p>a. the visual prominence of the proposed development from any public places will reduce visual amenity;</p> <p>b. the proposed development is likely to be visually prominent such that it detracts from private views;</p> <p>c. any screening or other mitigation by any proposed method such as earthworks and/or new planting will detract from or obstruct views of the Rural Character Landscape from both public and private locations;</p> <p>d. the proposed development is enclosed by any confining elements of topography and/or vegetation and the ability of these elements to reduce visibility from public and private locations;</p> <p>e. any proposed carparking, planting, lighting, earthworks and landscaping will reduce visual amenity, with particular regard to elements which are inconsistent with the existing natural topography and patterns;</p> <p>38.15.2.3 Tangata Whenua, biodiversity and geological values:</p> <p>a. whether and to what extent the proposed development will degrade Tangata Whenua values including Tōpuni or nohoanga, indigenous biodiversity, geological or geomorphological values or features and, the positive effects any proposed or existing protection or regeneration of these values or features will have.</p> <p>The Council acknowledges that Tangata Whenua beliefs and values for a specific location may not be known without input from iwi.</p>
38.15.3	<p>Other factors and positive effects, applicable in all the landscape categories</p> <p>38.15.3.1 The extent to which the proposed activity or development detracts from, or enhances the amenity of the Open Space Zone and wider natural or rural environment with particular regard to the experience of remoteness or wildness.</p> <p>38.15.3.2 The extent to which cumulative effects of activities will adversely affect landscape quality, character or visual amenity values.</p> <p>38.15.3.3 In considering whether there are any positive effects, or opportunities for remedying or mitigating the continuing adverse effects of activities, the Council shall take the following matters into account:</p> <p>a. whether the proposed activity would enhance the character of the landscape, or assists with the protection and enhancement of indigenous biodiversity values, in particular the habitat of any threatened species, or land environment identified as chronically or acutely threatened on the Land Environments New Zealand (LENZ) threatened environment status;</p> <p>b. any positive effects including environmental compensation, enhanced public access such as the creation or improvement of walking, cycling or bridleways or access to lakes, rivers or conservation areas;</p> <p>c. where adverse effects cannot be avoided, mitigated or remedied, the merits of any compensation.</p>

Part B – Variations to Stage 1 Chapters

Variation to Stage 1 PDP Chapter 2 Definitions:

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

Camping Ground	Means any area of land used, or designed or intended to be used, for rent, hire, donation, or otherwise for reward, for the purposes of placing or erecting on the land temporary living places for occupation, <u>or permanent tourist cabins</u> , by 2 or more families or parties (whether consisting of 1 or more persons) living independently of each other, whether or not such families or parties enjoy the use in common of entrances, water supplies, cookhouses, sanitary fixtures, or other premises and equipment; and includes any area of land used as a camping ground immediately before the commencement of the Camping Ground Regulations 1985.
-----------------------	--

New Stage 2 PDP Definitions:

<u>Informal recreation</u>	<u>Means a pastime, leisure sport or exercise activity that occurs on an ad hoc basis or are regularly and contributes to a person's enjoyment and/or relaxation. Excludes Organised sport and recreation.</u>
<u>Organised sport and recreation</u>	<p><u>Means activities that require physical effort and skills, are competitive, occur on a regular basis, have formal rules, referees and officials, and are organised within formal structures. The activity typically involves the following:</u></p> <ul style="list-style-type: none"> • <u>exclusive use of public open space during the course of the activity;</u> • <u>participants and spectators;</u> • <u>use of club rooms, changing facilities;</u> • <u>training and practice sessions;</u> • <u>payment of money to conduct activity;</u> • <u>organised by a club, sporting body or group;</u> • <u>booking and recording system of scheduled hours per week of each sports filed by the owner or administrator of the sports field.</u>
<u>Parks Maintenance</u>	<p><u>Means maintenance and repair undertaken within Council -controlled reserves, including:</u></p> <ul style="list-style-type: none"> • <u>maintenance and repair of any buildings and structures;</u> • <u>maintenance and repair of foot paths and tracks;</u> • <u>clearing or reforming drainage channels;</u> • <u>topsoiling, reseeding, sandslitting of sports fields and grassed areas;</u> • <u>Weed management, grass mowing and planting of trees and gardens;</u> • <u>replacement, repairs, maintenance or upgrading of existing bridges, boardwalks and culverts; and resealing and sealing metalled parking and access drives and internal park roads.</u>
<u>Recreation facility</u>	<u>Means a facility where the primary purpose is to provide for sport and recreation activities and includes recreation centres, swimming pools, fitness centres and indoor sports centres but excludes activities otherwise defined as Commercial Recreation Activities.</u>

<u>Recreational tracks</u>	<u>Means a sealed or unsealed pathway or greenway within Council controlled reserves that is used for informal or organised recreational purposes such as walking, cycling, horseriding, or fitness.</u>
<u>Visually Permeable</u>	<p><u>In reference to a wall, gate, door or fence:</u></p> <p><u>Means continuous vertical or horizontal gaps of at least 50mm width occupying not less than one third of its face in aggregate of the entire surface or where narrower than 50mm, occupying at least one half of the face in aggregate.</u></p>

Variation to Stage 1 Landscapes Chapter 6:

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

Part 6.2 Values - Last paragraph: Delete.

~~Landscapes have been categorised into three classifications within the Rural Zone. These are Outstanding Natural Landscapes (ONL) and Outstanding Natural Features (ONF), where their use, development and protection are a matter of national importance under Section 6 of the RMA. The Rural Landscapes Classification (RLC) makes up the remaining Rural Zoned land and has varying types of landscape character and amenity values. Specific policy and assessment matters are provided to manage the potential effects of subdivision and development in these locations.~~

Insert in Section 6.3

~~6.3.3A Provide a separate regulatory regime for the Wakatipu Basin Rural Amenity Zone, within which the Outstanding Natural Feature, Outstanding Natural Landscape and Rural Character Landscape categories and the policies of this chapter related to those categories do not apply. (3.2.1.1, 3.2.1.7, 3.2.1.8, 3.2.5.2, 3.3.20-24, 3.3.32).~~

~~6.3.3B Classify the Open Space and Recreation zoned land located outside the Urban Growth Boundary as Outstanding Natural Landscape, Outstanding Natural Feature or Rural Character Landscape, and provide a separate regulatory framework for the Open Space and Recreation Zones within which the remaining policies of this chapter do not apply.~~

Part 6.4 Rules - Delete:

~~6.4.1.2 The landscape categories apply only to the Rural Zone. The Landscape Chapter and Strategic Direction Chapter's objectives and policies are relevant and applicable in all zones where landscape values are at issue.~~

~~6.4.1.3 The landscape categories assessment matters do not apply to the following within the Rural Zones:~~

- ~~a. Ski Area Activities within the Ski Area Sub Zones.~~
- ~~b. The area of the Frankton Arm located to the east of the Outstanding Natural Landscape line as shown on the District Plan maps.~~
- ~~c. The Gibbston Character Zone.~~
- ~~d. The Rural Lifestyle Zone.~~
- ~~e. The Rural Residential Zone.~~

Variation to Stage 1 Subdivision and Development Chapter 27:

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

27.6 Rules – Minimum Lot Areas

Zone	Minimum Lot Area
<u>Open Space and Recreation Zones</u>	<u>No minimum</u>

Variation to Stage 1 Temporary Activities and Relocated Buildings Chapter 35:

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

35.4 Rules - Activities

35.4.3	<p>Temporary Events held <u>within the Open Space and Recreation Zones or any other</u> on-Council-owned public recreation land, provided that:</p> <ul style="list-style-type: none">Noise Events do not occur during hours in which the night-time noise limits of the relevant Zone(s) are in effect, except for New Year's Eve. <p>For the purpose of this rule the relevant noise standards of the Zone shall not apply.</p>	P
--------	---	---

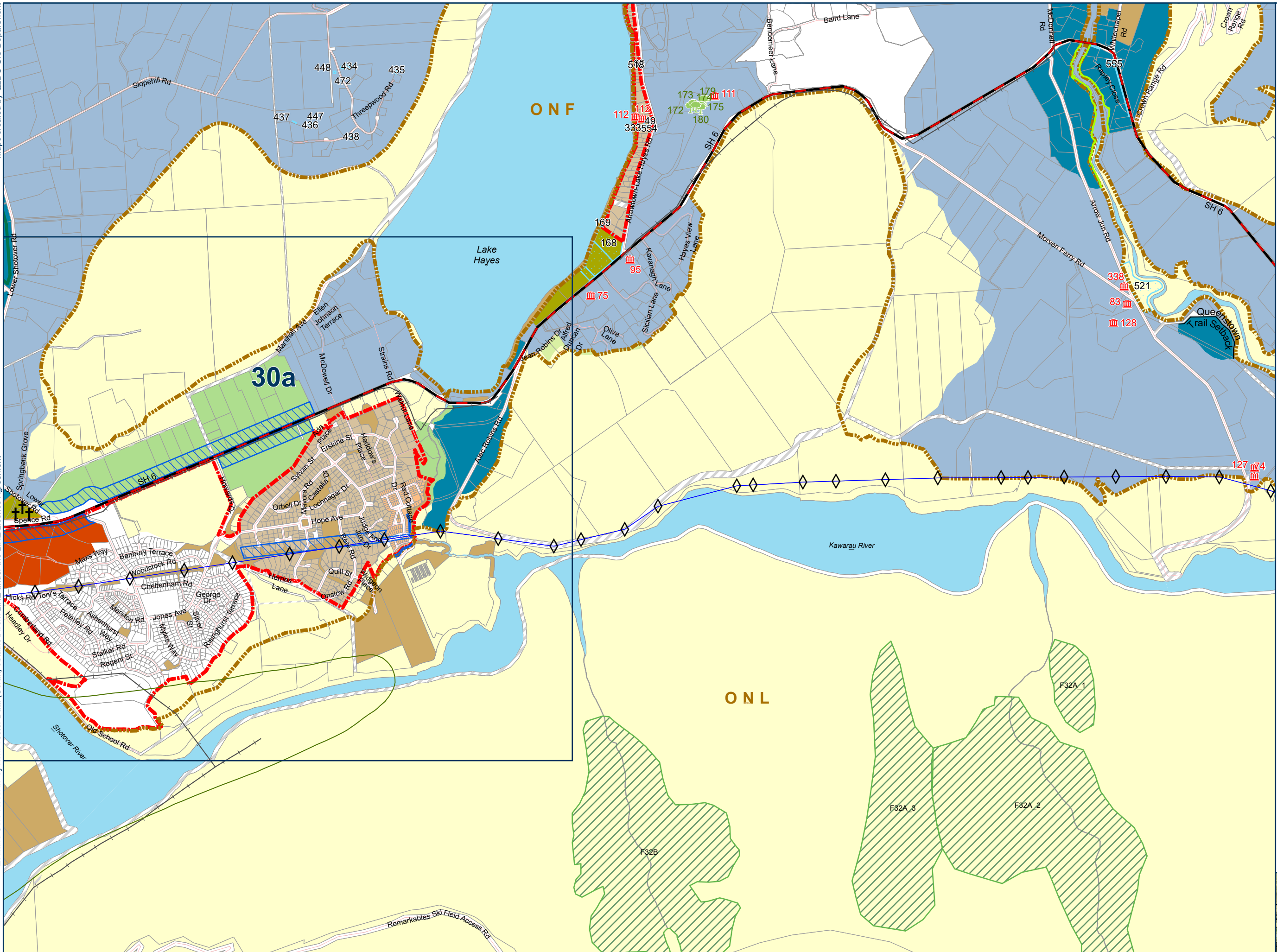
Variation to Stage 1 Noise Chapter 36:

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

36.5 Rules – Standards

Table 2: General Standards

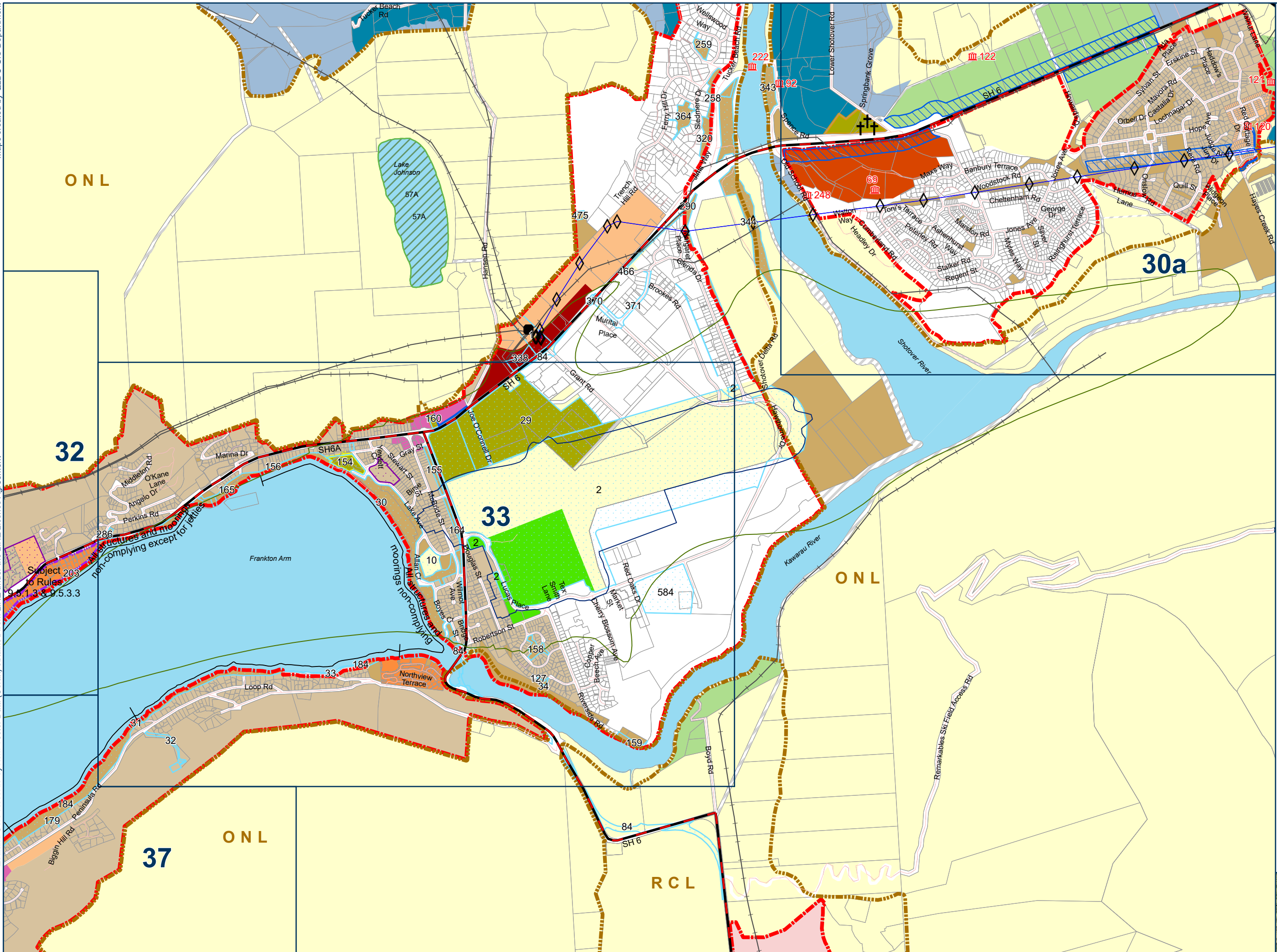
	Standard				Non-compliance status
	Zones sound is received in	Assessment location	Time	Noise limits	
36.5.2	Low, Medium, and High Density and Large Lot Residential Zones (Note: refer 36.5.14 for noise received in the Residential Zones from the Airport Zone - Queenstown). Arrowtown Residential Historic Management Zone Rural Residential Zone Rural Lifestyle Zone Waterfall Park Zone Millbrook Resort Zone - Residential Activity Areas only Jacks Point Zone- Residential Activity Areas only <u>Open Space and Recreation Zones</u>	Any point within any site	0800h to 2000h	50 dB LAeq(15 min)	NC
			2000h to 0800h	40 dB LAeq(15 min) 75 dB LAFmax	NC



Legend

- † Open Cemetery
- ◇ Transpower Pylons
- 🏛️ Historic Heritage Features
- 🌳 Protected Tree
- 🌿 Protected Avenue of Trees/Other Vegetation
- Aurora Distribution Lines – For Information Only
- Transmission Corridor
- Queenstown Airport Outer Control Boundary (Ldn55)
- Roads
- State Highway
- Ridge/Escarpment Line
- ▭ Parcel/Road Boundary
- ▭ Landscape Classification (ONF, ONL, RCL)
- ▭ Urban Growth Boundary
- ▭ Significant Natural Area
- ▭ Unformed Roads
- ▭ Designated Areas
- ▭ Building Restrictions
- 🟠 Community Purpose - Cemetery
- 🟡 Community Purposes
- 🟤 Informal Recreation
- 🟢 Wakatipu Basin Lifestyle Precinct
- 🟦 Wakatipu Basin Rural Amenity Zone
- 🟠 Large Lot Residential A
- 🟡 Medium Density Residential
- 🟤 Lower Density Suburban Residential
- 🟡 Rural
- 🟢 Rural Lifestyle
- 🟢 Rural Residential
- 🟦 Water (zone Rural unless otherwise shown)

30



- Legend**
- † Open Cemetery
 - ◇ Transpower Pylons
 - Transpower AC Substation
 - ▩ Historic Heritage Features
 - Aurora Distribution Lines - For Information Only
 - Transmission Corridor
 - Queenstown Airport Air Noise Boundary (Ldn65)
 - Queenstown Airport Outer Control Boundary (Ldn55)
 - Roads
 - State Highway
 - ▭ Parcel/Road Boundary
 - ▭ Specific Rules Apply
 - ▭ Landscape Classification (ONF, ONL, RCL)
 - ▭ Urban Growth Boundary
 - ▭ Significant Natural Area
 - ▭ Unformed Roads
 - ▭ Designated Areas
 - ▭ Building Restrictions
 - ▭ Visitor Accommodation Sub-Zone
 - ▭ Community Purpose - Campground
 - ▭ Community Purpose - Cemetery
 - ▭ Business Mixed Use
 - ▭ Coneburn Industrial
 - ▭ Airport Zone
 - ▭ Community Purposes
 - ▭ Informal Recreation
 - ▭ Nature Conservation
 - ▭ Wakatipu Basin Lifestyle Precinct
 - ▭ Wakatipu Basin Rural Amenity Zone
 - ▭ Local Shopping Centre
 - ▭ Large Lot Residential A
 - ▭ High Density Residential
 - ▭ Medium Density Residential
 - ▭ Lower Density Suburban Residential
 - ▭ Rural
 - ▭ Rural Lifestyle
 - ▭ Rural Residential
 - ▭ Water (zone Rural unless otherwise shown)

