



Briefing: Te Pūtahi Ladies Mile Variation Streamlined Planning Process - Stage Three decisions (part two)

Date submitted: 12 November 2024

Tracking number: BRF-5563

Sub Security level: In-Confidence

MfE priority: Urgent

Actions sought from Ministers

<i>Name and position</i>	<i>Action sought</i>	<i>Response by</i>
To Hon Penny SIMMONDS Minister for the Environment	Refer Te Pūtahi Ladies Mile Variation back to Queenstown Lakes District Council with your approval Sign the attached decision letter in Appendix 5	19 November 2024
CC Hon Chris BISHOP Minister Responsible for RMA Reform	For noting only	

Actions for Minister's office staff

Send the signed letter in Appendix 5 to Queenstown Lakes District Council
Return the signed briefing to the Ministry for the Environment (RMReform@mfe.govt.nz and ministerials@mfe.govt.nz).

Appendices and attachments

1. Clause 83 documents provided by Queenstown Lakes District Council
2. Matters referred back to Queenstown Lakes District Council for further consideration
3. Documents provided by Queenstown Lakes District Council as part of its further consideration of the Variation
4. Officials' assessment against the statutory criteria
5. Draft decision letter to Queenstown Lakes District Council

Key contacts at Ministry for the Environment

<i>Position</i>	<i>Name</i>	<i>Cell phone</i>	<i>First contact</i>
Principal Author	Alison McLaughlin		
Responsible Manager	Macaela Flanagan		
General Manager	Sara Clarke		✓

Minister's comments

Te Pūtahi Ladies Mile Variation Streamlined Planning Process - Stage Three decisions (part two)

Key messages

1. On 17 August 2024, you (Minister Simmonds) decided to refer Te Pūtahi Ladies Mile Variation (TPLM) back to Queenstown Lakes District Council (QLDC) for further consideration (BRF-4721 refers). TPLM is being considered through a Streamlined Planning Process (SPP) on which you are now the final decision maker.
2. In referring TPLM back, you noted, in particular, that some of the proposed planning mechanisms to stage the development until the appropriate infrastructure was in place to manage transport impacts on State Highway 6 (SH6) were likely to be beyond QLDC's legal powers in making its district plan under the Resource Management Act 1991 (RMA). You also provided QLDC with an opportunity to amend any technical drafting matters which they were aware of.
3. QLDC has now resubmitted TPLM for your final decision on the Variation itself. They have amended the Variation to remove the references to mandatory restrictions on Code Compliance Certificate processes under the Building Act 2004. This resolves the concerns raised in our previous briefing. They have taken the opportunity to make a number of other minor technical amendments to the Variation. We have reviewed these and do not consider that they change our assessment that on balance the statutory criteria have been met.
4. You can now approve, decline or refer the Variation back to QLDC for further consideration with or without specific recommendations. As the outstanding matters have now been resolved, we recommend that you approve the Variation.
5. In making this decision, you must have regard to whether QLDC has met the procedural requirements of the Direction and whether the Variation meets the requirements of the RMA. You may have regard to any other matter and the purpose of a SPP.
6. We agree that QLDC has met the substantive procedural requirements of the Direction and that the Variation meets the requirements of the RMA on the basis of the information provided by QLDC and the Independent Hearing Panel (IHP). Approving the Variation is consistent with the purpose of a SPP to achieve an expeditious planning process that is proportionate to the complexity and significance of the planning issues being considered.
7. If you approve the Variation, QLDC will give public notice of your decision and will proceed to make the Variation operative. Because TPLM went through a SPP, there are in effect no appeal rights on decisions made by yourself or QLDC. However, as with all decisions you make on your statutory functions, the decision would be subject to judicial review.
8. If you are considering not approving TPLM, we suggest meeting with officials to discuss other options.

Recommendations

We recommend that you:

- a. **Note** that the Streamlined Planning Process set out in the Direction to Queenstown Lakes District Council was completed on 29 April 2024 and that the proposed planning instrument (Te Pūtahi Ladies Mile Variation) and the required documentation has been provided to you in accordance with the Direction and clause 83(1) of Schedule 1 of the Resource Management Act 1991 (Appendix 1 refers). Queenstown Lakes District Council considered the Variation further and resubmitted it with some recommended changes and additional analysis on 31 October 2024 (Appendix 3 refers).
- b. **Note** that under clause 84(1) of Schedule 1 of the Resource Management Act 1991 you may:
 - i. refer the proposed Variation back to Queenstown Lakes District Council with your approval
 - ii. refer the proposed Variation back to Queenstown Lakes District Council for further consideration with or without specific recommendations for changes
 - iii. decline to approve the proposed Variation.
- c. **Note** that under clause 91 of Part 5 of Schedule 1 of the Resource Management Act 1991 there is in effect no right of appeal against this decision but that it is subject to judicial review.
- d. **Agree** that in deciding which action to take, pursuant to clause 84, Schedule 1 of the Resource Management Act 1991 you have had regard to (see analysis table in Appendix 4):
 - i. whether Queenstown Lakes District Council has complied with the procedural requirements, including timeframes, required by the Direction
 - ii. whether, and if so how, Queenstown Lakes District Council has had regard to the Statement of Expectations
 - iii. whether, and if so how, Queenstown Lakes District Council has met the requirements of the Resource Management Act 1991, regulations made under it, and any relevant national direction
 - iv. the purpose of the Streamlined Planning Process
 - v. any other matter relevant to your decision.

Yes | No

- e. **Agree** that the proposed Te Pūtahi Ladies Mile Variation as resubmitted under clause 86(3)(d) of Schedule 1 of the Resource Management Act 1991 and as attached at Appendix 3 is **approved** under clause 84(1)(a)(i), Schedule 1 of the Resource Management Act 1991.

Yes | No

- f. **Agree** the reasons for your decision to be provided to Queenstown Lakes District Council in accordance with clause 84(4), Schedule 1 of the Resource Management Act 1991 are:
- i. Queenstown Lakes District Council has complied with the procedural requirements of the Streamlined Planning Process Direction and has had regard to the Statement of Expectations.
 - ii. Queenstown Lakes District Council has met the requirements of the Resource Management Act 1991, regulations made under it, and relevant national direction.

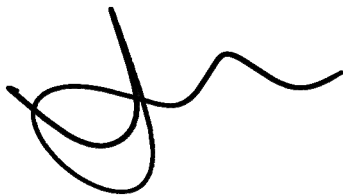
Yes | No

or

- g. **Meet** with officials for further discussion if you would like to make an alternative decision.

Yes | No

Signatures



Sara Clarke
General Manager –System Enablement and Oversight
Partnerships, Investments & Enablement
12 November 2024

Hon Penny SIMMONDS
Minister for the Environment
Date:

Te Pūtahi Ladies Mile Variation Streamlined Planning Process - Stage Three decisions (part two)

Context

1. The background to Te Pūtahi Ladies Mile Variation (TPLM), the Streamlined Planning Process (SPP) undertaken to date, and a summary of your statutory considerations were provided in our previous advice (BRF-4721 refers).

Analysis and advice

The resubmitted version of the Variation has addressed the matters that you referred back.

2. You decided to refer the Variation back to Queenstown Lakes District Council (QLDC) for further consideration because:
 - i. [REDACTED] the primary mechanism used to manage traffic impacts on SH6 by limiting occupation of buildings until SH6 upgrades were in place was potentially *ultra vires* [REDACTED]
 - ii. there were several technical drafting matters which may have created implementation challenges.
3. QLDC has amended the provisions to remove wording that would prevent developers from applying for Code Compliance Certificates (CCC) under the Building Act 2004 until specified infrastructure works are completed. Instead, these provisions now require applicants to include a condition on the resource consent specifying the mechanism that will be used to ensure the building is not occupied until the relevant infrastructure is completed.
4. [REDACTED] As this alternative wording no longer blocks access to or adds considerations to a process set out in primary legislation, we are no longer concerned that this version of the provisions is *ultra vires*.
5. In addition, QLDC has made a number of other minor changes and clarifications to ensure consistency with other parts of the Queenstown Lakes District Plan or to facilitate implementation.

With those changes made, we consider that it would be appropriate to approve the Variation.

6. As noted in our previous advice (BRF-4721 refers), our view was that once the matters above had been resolved by QLDC, it would be appropriate for you to approve the Variation. For ease of reference, we have included that analysis again in Appendix 4.

The Resource Management Act 1991 (RMA) requires you to inform QLDC of your decision in writing with reasons.

7. If you agree to approve the Variation, we recommend that you include the following reasons in your decision letter because they directly address your consideration of the relevant statutory criteria:
 - i Queenstown Lakes District Council has complied with the procedural requirements of the Streamlined Planning Process Direction and has had regard to the Statement of Expectations.
 - ii Queenstown Lakes District Council has met the requirements of the RMA, regulations made under it, and relevant national direction.

Te Tiriti analysis

8. Our previous advice (BRF-4721 refers) addresses the relevant Treaty considerations for this decision. We do not consider that the changes proposed by QLDC result in any additional requirements for further consultation noting again the extensive involvement that the Papatipu Rūnanga and Ngāi Tahu have had with the Variation to date. The proposed changes do not relate to matters on which the rūnanga have previously commented or submitted. Their interests to date have related primarily to the stormwater management regime for the area whereas the changes generally relate to traffic management.

Other considerations

Consultation and engagement

9. We have not undertaken further consultation or engagement since the previous briefing (BRF-4721 refers).

10. [REDACTED]

Risks and mitigations

QLDC has not reconsulted on the proposed changes to the Variation.

11. The process that QLDC needed to use for further consideration of the Variation once it was referred back to them is set out in clause 86(3). It enabled them to “make any changes that it considers appropriate” but does not specify whether further consultation on the proposed changes is required with stakeholders or submitters on the Variation.
12. However, if there were substantive changes to the version proposed by the Independent Hearings Panel (IHP) and that went beyond the scope of what the IHP heard, then the expectation would be that QLDC would use a process that sought feedback on those changes.
13. QLDC does not appear to have consulted on the changes and has not included in the resubmitted information in Appendix 3 their assessment of whether this was required or

not. Our advice relies on QLDC's assessment that none of the changes it has proposed are substantive and beyond the scope of the original hearing to an extent that would require additional consultation.

14.



15. While you are the final decision maker on the Variation, the recommendations from QLDC form the evidential basis for the version of the Variation that you are considering and the process used to develop it. Clauses 84 and 85 of the RMA do not specifically require further consultation on changes made at this stage and we consider that you should be able to rely on QLDC's reasons for not doing so.

QLDC has not commented on any further engagement it may have undertaken with the New Zealand Transport Agency/Waka Kotahi (NZTA) or the Ministry of Education (MoE) relating to delivery timeframes for SH6 upgrades or the high school.

16. We noted in our previous advice that some of the funding for NZTA-led SH6 upgrades was no longer budgeted and that MoE expressed concern about staging provisions which require a consent for more than 1,100 residential units before the high school is built. The high school is also not currently budgeted.
17. In its further consideration, QLDC does not indicate if it has undertaken further engagement with NZTA or MoE on those matters. However, as we noted in our previous advice, it is not unusual for plans to stage development in this way. We agree with QLDC that some method of managing traffic impacts on SH6 from the new development is critical to the Variation. Concerns about how development staging triggers tied to infrastructure provision when the infrastructure depends on demand before it will be built can likely be resolved.

We see some risk with the staging provisions relying on developers for enforcement but consider that this is a matter for QLDC's discretion and not a sufficient reason to refer the Variation back again or decline it.

18. The amended provisions include some new wording that the resource consent conditions "shall specify the measures the developer will take to enforce the condition(s), to avoid or reduce any enforcement burden on the Council, and may specify any penalties for non-compliance with the conditions".
19. This relies on the developer monitoring and enforcing legal instruments on the titles that buildings are not to be occupied until the relevant transport upgrades are completed. The developer would then have to pursue civil penalties if the parties they sold the unit to decided to occupy the unit before that time. Alternately, QLDC would need to take action against the developer for not complying with the conditions of the resource consent.

20. The risk is that developers do not have a strong incentive to monitor and enforce provisions after the unit has been sold and have limited tools to remedy the matter once the house is already occupied. Additional traffic effects may be generated before the necessary infrastructure is in place to manage them.
21. We have some concerns about the likely effectiveness and efficiency of this approach compared with the alternative (not enabling development until the infrastructure is in place). However, QLDC's view is that the purpose of the RMA and the objectives of the Variation are better achieved by enabling some development but not occupation of buildings to occur before the infrastructure is completed.
22. As QLDC will be responsible for monitoring and enforcing these provisions, and the costs associated with doing this effectively, we consider that this is a decision for them to make in their own local context and it is not a sufficient reason in itself to refer the Variation back again or to decline it. The risk is also limited as the market to buy buildings that cannot be occupied is likely constrained.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Financial, regulatory and legislative implications

25. No financial, regulatory, or legislative implications are associated with the proposals in this briefing.

Next steps

26. Under clause 84(4) your decision must be in writing, with reasons, and be served on the local authority. A draft decision letter to QLDC has been prepared in Appendix 5.
27. Once QLDC has received your decision, it will be required to give public notice of it, serve a copy of this notice on all of the submitters on the Variation, and make the Variation operative in accordance with clause 20 of Schedule 1 of the RMA.
28. If you would like to make a different decision to the one recommended by officials in this briefing, we suggest we meet with you to discuss any queries or concerns you may have.
29. We are available to provide advice on any press releases or public statements you may wish to prepare on this decision.

Appendix 1 Clause 83 documents provided by QLDC These are already publicly available on QLDC's website

<https://www.qldc.govt.nz/your-council/district-plan/te-putahi-ladies-mile-variation/>

Appendix 2 Matters referred back to QLDC for further consideration

This is the same document as Appendix 7 to BRF-4721

31 October 2024

Attention: Hon Penny Simmonds, Minister for the Environment

Minister for the Environment
Private Bag 18041
Parliament Buildings
Wellington 6160

By email to: p.simmonds@ministers.govt.nz

Dear / Tēnā koe Minister Simmonds,

Te Pūtahi Ladies Mile Plan Variation

1. Thank you for your letter dated 22 August 2024, regarding the proposed Te Pūtahi Ladies Mile Plan Variation (**TPLM Variation**).
2. This letter included two matters for Queenstown Lakes District Council (**QLDC**) to give further consideration to under clause 84(1)(a)(ii) of Schedule 1 of the Resource Management Act 1991 (**RMA**). Specifically, these related to:
 - (a) How development will be staged to manage effects on State Highway 6 (**SH6**); and
 - (b) Other technical drafting matters.
3. In accordance with clause 86(3) of Schedule 1 of the RMA, QLDC's response has reconsidered the TPLM Variation in light of your stated reasons and recommended changes, and has made changes that the Council considers appropriate (which are shown in **Attachment 1** being QLDC's proposed further changes to the provisions). Accordingly, QLDC now resubmits the TPLM Variation to you.

Staging of development to manage effects on SH6

4. Your letter raises a concern about how development will be staged to manage effects on SH6. We understand that your concerns relate to Rules 49.5.10, 49.5.39, 49.5.59, 7.4.25, and 15.4.18 (together the **Transport Trigger Rules**). The Transport Trigger Rules provide that if any resource consent is applied for under Rule 49.4.4 or 49.4.18, a condition of these resource consents must be that Code Compliance Certificate (**CCC**) under section 92 of the Building Act 2004 shall not be applied for until the specified transport infrastructure for the relevant sub-area is completed.
5. Traffic effects were one of the key areas of contention throughout the TPLM Variation hearing process. The Transport Trigger Rules were recommended to apply to occupation of the relevant development, as it is occupation of the buildings that is the key driver of the traffic effects. The Transport Trigger Rules sought to ensure that occupation would not occur *until* the new transport infrastructure was in place.¹ It was determined that rather than using 'occupation', the issuing of CCC as the point in time of the commencement of the potentially adverse traffic effects was the most appropriate mechanism to avoid those adverse effects.
6. In order to address the matters raised in your letter (in particular the use of a mandatory resource consent condition to limit access to a process set out in primary legislation) QLDC has set out proposed changes to these rules in **Attachment 1** to this letter.

¹ Planning Joint Witness Statement dated 2 November 2023, Appendix A at page 3.

7. By way of explanation, we record that the amended wording still uses the CCC as a trigger but has removed the mandatory element requiring that CCC could not be applied for in certain circumstances.
8. The Council considers that reference to CCC (in a non-mandatory sense) is still appropriate and lawful. In particular:
 - (a) The Independent Hearing Panel's (**Panel**) Final Report states that while it considers the approach to be novel, it is not ultra vires.² Instead, the Panel reiterated that the approach reflects, and responds to, a clear and adverse environmental effect (traffic) that needs to be appropriately mitigated, and that effect directly relates to the occupation of buildings.³ Council agrees with the Panel's Report on the Transport Trigger Rules and considers that the amendment now proposed address any remaining concerns that you may have with the lawfulness of the approach.⁴
 - (b) The modified Transport Trigger Rules are not a novel approach within the QLDC Proposed District Plan (**PDP**) itself. For example, the Gibbston Valley Resort Zone in the PDP has a very similar provision which defines 'completion of buildings' with reference to the issue of CCC.⁵ The subdivision rules in Chapter 27 of the PDP also refer to CCCs in certain rules.⁶
 - (c) Similarly, there are also case law examples where similar triggers have been utilised requiring certain transport upgrades to occur prior to the issue of code compliance certificate for any buildings.⁷
9. The purpose of the Transport Trigger Rules is to enable people to get on with consenting and constructing their developments if they are committed to not occupying them, and therefore not putting pressure on the transport infrastructure, until the infrastructure upgrades are in place.
10. The only circumstance in which it is likely that a development could obtain a non-complying consent to breach the Transport Trigger Rules is where the proposed development will not adversely affect the transport network or will have positive effects on the network, given the associated "avoid development" in Policy 49.2.6.5. This means that the proposed development will need to pass the effects gateway in section 104D of the RMA as there is no objectives and policies pathway for development ahead of the transport infrastructure works being complete. This was intentional as the timing of the infrastructure works and demand on the network is critical to the design of the TPLM Variation.
11. In order to assist with your consideration of the revised rule wording, compliance with the amended rules can be achieved in practice as follows. As part of a resource consent application for a building, the application must address compliance with the relevant standards, which include the Transport Trigger Rule/s. In order to avoid triggering the non-complying status with the Transport Trigger Rule/s (Non-Complying Activity), the application must demonstrate how the outcome of the standard will be achieved. In practice, this will require the volunteering of a consent condition that includes the imposition of a legal mechanism to prevent occupation of the building until such time as the specified transport infrastructure works are completed. The developer, and any subsequent purchasers, will therefore be aware that the building is not to be occupied until the transport infrastructure works are completed.
12. The following is an example of condition wording that could be utilised:

² TPLM Variation Final Report and Recommendation, at paragraph 14.98(h)(ii).

³ TPLM Variation Final Report and Recommendation, at paragraph 14.98(h)(ii).

⁴ Note: These comments were directed at Rule 49.5.10, as that was the rule which Koko Ridge raised issue with. We consider these comments to be relevant to all the Transport Trigger Rules.

⁵ PDP Rule 45.5.3.

⁶ For example, PDP Rule 27.5.23

⁷ See *Landco Mt Wellington Ltd v Auckland City Council* ENC Wellington W067/07, 20 August 2007. See also *Waikato Regional Council v Waikato District Council* [2022] NZEnvC 22, although noting this decision was with the express stipulation by Judge Kirkpatrick that this was *not* a decision on the merits under section 297 of the Resource Management Act 1991: *Waikato Regional Council v Waikato District Council* [2022] NZEnvC 22 at [25].

- x. *Completion of transport infrastructure works prior to occupation of the building(s):*
- (a) *Prior to any sale and purchase agreements or other agreements being confirmed for the sale or lease of residential units or other spaces/tenancies within the building(s) that are the subject of this consent, the consent holder's solicitor shall provide, for Council's approval, an effective legal instrument(s) to be registered on the Computer Freehold Register for Lot X DP XXXXXX or to be included in any lease agreement. The legal instrument(s) shall include provision(s) that prevent permanent or temporary occupation of the residential units or other spaces within the building(s) by any person, prior to the completion of the following traffic infrastructural works:*
- *[list applicable works from TPLM standard]*
- The legal instrument shall be binding on all current and future landowners and lessees.*
- All costs, including costs that relate to the checking of the legal instrument(s) by Council's solicitors and registration of the covenant or alternative legal instrument, shall be borne by the consent holder.*
- (b) *The consent holder shall include, in any sale and purchase agreements or other agreements for the sale or lease of residential units or other spaces/tenancies within the building(s) that are the subject of this consent, a clause that alerts the purchaser or lessee (and their successors in title or lease) to the prohibition of occupation of the residential unit or space / tenancy in the building(s) by any person prior to completion of the transport infrastructure works listed in (a) above.*
- (c) *For the purposes of (a) and (b) above, "completion" means when the consent holder has received confirmation from the New Zealand Transport Agency / QLDC General Manager of Property and Infrastructure / QLDC General Manager of Planning and Development (as relevant) that the traffic infrastructural works listed in (a) above have been constructed and completed to the satisfaction of those agencies or persons as relevant.*

13. The Council will prepare a "practice note" or similar resource that will include this condition example and the reasons for it, as an information resource for Council officers and applicants.
14. The method described above is for buildings that require resource consent. Part of the proposed TPLM Zone is within the Low Density Residential Precinct (**LDR Precinct**) in which residential buildings are a permitted activity if they meet the relevant bulk and location standards, and in such cases no resource consent application would be required. The Council has therefore contemplated whether in these circumstances there is a potential risk that an end-owner is unaware of the requirement to not occupy a residential unit.
15. The risk is considered to be very low, because in the LDR Precinct there is very low prospect that any residential unit would be constructed prior to subdivision, and the subdivision provisions (Chapter 27) promote the imposition of a legal mechanism on new titles that prevents occupation of a building until such time as the specified transport infrastructure works are completed. In this regard the "practice note" referred to above would cover subdivision in the TPLM Zone also.
16. We consider therefore that there are adequate checks in the system, through the TPLM provisions and associated formal and informal Council processes to ensure that a building is not occupied prior to completion of the specified transport infrastructure works. In the event that a building is occupied in advance of the transport infrastructure being completed, the Council would have available to it the ordinary enforcement mechanisms under the RMA as well as potential civil remedies to enforce compliance with any covenants registered on titles.

Evaluation of the Transport Trigger Rules

17. To further evaluate the Transport Trigger Rules we have prepared the following assessment of options, akin to a section 32AA analysis.
- Option 1:** Delete the Transport Trigger Rules – buildings could be constructed and occupied prior to any of the transport network improvements identified as necessary being undertaken.

- Option 2:** Retain the Transport Trigger Rules but amend Policy 49.2.6.5 to add an “unless” qualifier: “*Avoid development where specified transport infrastructural works have not been completed, unless...*”
- Option 3:** Retain the Transport Trigger Rules but amend the drafting to prevent construction of buildings prior to the completion of the transport network improvements.
- Option 4:** Retain the Transport Trigger Rules as they are currently crafted (following the changes already made in response to the Minister’s queries) as discussed above.

18. These options are assessed as follows:

	Option 1 Delete the Transport Trigger Rules	Option 2 Retain the Transport Trigger Rules but amend the policy	Option 3 Amend the Transport Trigger Rules	Option 4 Retain Transport Trigger Rules as currently now proposed
Costs	<ul style="list-style-type: none"> Does not give effect to the objectives and policies of the TPLMZ, or achieve the objective (as per s32(1)) of the plan change as they relate to the transportation network; 	<ul style="list-style-type: none"> Weakening of the “Avoid” policy wording means a Non-Complying proposal is more likely to be able to pass the s104D gateway test and be granted consent; Potential discrepancy between policy wording and consent activity status; 	<ul style="list-style-type: none"> Adds potentially significant delays to giving effect to the objectives and policies of the TPLMZ, or achieve the objective (as per s32(1)) of the plan change as they relate to the provision of housing and other services; 	<ul style="list-style-type: none"> Also potentially adds delays in giving effect to the objectives and policies of the TPLMZ, or achieving the objectives (as per s32(1)) of the plan change as they relate to the provision of housing and other services, but not to the same extent as Option 3;
Benefits	<ul style="list-style-type: none"> Gives effect to the objectives and policies of the TPLMZ, or achieve the objective (as per s32(1)) of the plan change as they relate to the provision of housing and other services; Reduced burden on applicants for resource consent. 	<ul style="list-style-type: none"> Provides greater flexibility for applicants to demonstrate how they can avoid, remedy, or mitigate adverse effects on the transportation network through innovative measures. 	<ul style="list-style-type: none"> Gives effect to the objectives and policies of the TPLMZ, or achieve the objective (as per s32(1)) of the plan change as they relate to the transportation network. 	<ul style="list-style-type: none"> Gives effect to the objectives and policies of the TPLMZ, and achieves the objectives (as per s32(1)) of the plan change as they relate to the impacts of development on the transportation network; Enables construction work on traffic infrastructure and on buildings for residential or commercial development to occur simultaneously, thereby reducing potential delays in yielding housing stock and related commercial amenities, without

	Option 1 Delete the Transport Trigger Rules	Option 2 Retain the Transport Trigger Rules but amend the policy	Option 3 Amend the Transport Trigger Rules	Option 4 Retain Transport Trigger Rules as currently now proposed
				compromising the traffic-related imperatives inherent in the objectives and policies.

19. Of these options, Option 4 is the most preferred. None of the other options will achieve the dual goals of providing further housing stock in the TPLM Zone for the Queenstown and Wakatipu communities while at the same time managing, efficiently, the potential adverse effects on the traffic network.

20. The changes proposed in Option 4 are further evaluated under S32AA as follows:

Recommended changes to Transport Trigger Rules		
Costs	Benefits	Effectiveness & Efficiency
<ul style="list-style-type: none"> The change provides less specific direction for applicants and decision makers about how enforcement of the standard outcome (i.e. no occupation prior to completion of works) will be achieved. 	<ul style="list-style-type: none"> The change will enable greater flexibility for applicants to put forward alternative methods for achieving the outcomes sought by the objectives and policies; The removal of the requirement to impose a condition relating to a process under another statute. 	<ul style="list-style-type: none"> The change is effective because it retains the ability of the decision maker to impose conditions to enforce the outcome sought by the objectives and policies; The change is more efficient because it broadens the range of methods by which the standard can be achieved.

Technical drafting matters

21. The Council has also used the opportunity to consider any further technical drafting matters in response to matter 2 in your letter. The drafting matters and any explanation of the changes made are addressed in **Attachment 1**.

22. We note that there are a number of cross references in the TPLM Provisions that relate to other parts of the District Plan. As the plan is subject to a rolling review and has been the subject of changes since the TPLM hearing, QLDC will update all of the references in the TPLM Variation using clause 16 to correct any errors if a final decision is issued.

Conclusion

23. We thank you for bringing the drafting matters raised in your letter to the Council's attention. If you have any other questions or issues arising from QLDC's response, we would welcome the opportunity to address these (via the clause 84 and 86 mechanisms).

Yours sincerely, Nāku noa nā



Mike Theelen
Chief Executive

Copy to: Alison McLaughlin, Ministry for the Environment
Rebecca Scannell, Ministry for the Environment
Matthew Barbati-Ross, Ministry for the Environment
Environment.Portfolio@parliament.govt.nz

49 Te Pūtahi Ladies Mile Zone

49.1 Zone Purpose

The purpose of the Zone is to ensure the most efficient practicable use of land for the provision of housing and supporting schools, community, and commercial facilities. This will occur in a manner that uses a structure plan-led approach to achieve an integrated, well-functioning, and more self-sustaining urban community along the Eastern Corridor, generally between the Shotover River and Lake Hayes.

South of State Highway 6 new development will be predominantly for lower density residential activities along with one small area of Local Shopping Centre ~~z~~Zone. This reflects how much of that area has already been developed and how the remnants can be best managed to contribute to the purpose of the Zone.

North of State Highway 6 development will change the existing character of the area significantly. It will create an at least medium-density residential neighbourhood with an emphasis on affordable, (at higher densities than suburban) housing choices. It will have a very built, urban character. Provision for a mix of compatible non-residential activities and, over time, passenger transport services, will allow this area to support much lower rates of private-vehicle-based travel and related emissions than is typical in the District. Because of these factors, living in this part of the Zone will look and feel very different to many existing settlements across the District.

For both the south and north sides of State Highway 6, and subject to the provision of transportation, environmental and other supporting infrastructure over time, the maximisation of housing provision and density is the overriding resource management priority.

The planning framework is informed by the key Kāi Tahu values including whanaukataka, haere whakamua and mauri of water. These values support family and community focused development (whanaukataka) which contributes to whānau whakaruruhau, (the practice of sheltering and protecting). The values also support future focused sustainable development that recognises the needs of future generations (haere whakamua), and development that recognises the life force in land, water and the natural environment (mauri).

The Structure Plan guides subdivision and development within the Zone and sets out key roading connections, stormwater swales, well connected and legible walking and cycling routes, and an open space network for recreation and support of ecological values.

Access to State Highway 6 is limited to key points, for safety and efficiency of the highway, and the access links with the south side of the highway promotes integration with the nearby established residential communities. The provision of key transport infrastructural works, including public transport infrastructure, some of which shall occur prior to occupation of development, and provision of a new high school, are key to avoiding adverse effects from increased private vehicle trips on State Highway 6 through shifts to other transport modes. Private vehicle use is expected, particularly over time, to decrease substantially in favour of alternative travel modes.

Appropriate management of stormwater is a key consideration in developing Te Pūtahi Ladies Mile Zone. This must include stormwater management solutions that comply with the Structure Plan and are integrated across the Zone, that mimic the natural water cycle, and that give effect to Te Mana o te Wai. These solutions must include attenuation and treatment and avoid discharges (other than overland flow in extreme weather events) to Waiwhakaata Lake Hayes and avoid adverse effects of discharges to Kimiākau/Shotover River or the Kawarau River.

To achieve the Zone purpose, the Zone provides for a range of residential densities and land use activities across six Precincts identified on the Planning Maps. The purpose of each Precinct is:

- The Low Density Residential Precinct, on the south side of State Highway 6 and to the west of Lower Shotover Road, supports integration with the adjoining lower density residential zones and communities, including ~~of~~ Shotover Country, Lake Hayes Estate and the Queenstown Country Club, while acknowledging the transport limitations and also enabling limited opportunity for higher density development at the western end of the ~~z~~Zone where an opportunity for that still remains;

- The Medium Density Residential Precinct provides for a range of higher densities than suburban housing typologies including terrace, semi-detached, duplex, and townhouses on the north side of State Highway 6, to a density of at least 40 units per hectare (net), within walking distance to facilities;
- The High Density Residential Precinct provides the potential for, in addition to the opportunities provided in the Medium Density Residential Precinct, multi-unit accommodation, to a density of at least ~~450~~ 40 units per hectare (net), in locations close to areas of public open space, future transportation links, and facilities;
- The Commercial Precinct is centrally located within the Zone and provides a focal point for commercial activities and amenities to serve the day-to-day needs of the Eastern Corridor communities while not undermining the role of the commercial areas at Frankton or the Queenstown Town Centre;
- The Glenpanel Precinct provides for commercial activities and community activities where these are compatible with the heritage values of the Glenpanel Homestead and supports open space and a sense of community; and
- The Open Space Precinct covers the Council-owned land on the south side of State Highway 6 and provides for community activities centred around a sports hub.
- In addition to the above Precincts, two areas of Local Shopping Centre ~~z~~Zone have been provided. In these Precincts, development and subdivision resource consents will also be subject to the relevant ~~PLM~~ Te Pūtahi Ladies Mile ~~z~~Zone policies so as to retain an integrated management approach.
- The above statements do not limit proposals for community, education or recreation activities in any precinct.

49.2 Objectives and policies

49.2.1 Objective – Development complements and integrates with adjoining zoning and urban development at Te Pūtahi Ladies Mile and development south of State Highway 6.

Policies

49.2.1.1 Require that development is in accordance (or, for some items, in general accordance) with the Structure Plan to ensure the integrated, efficient and co-ordinated location of activities, primary roading, key intersections, open spaces, green networks, and walkway / cycleway routes.

49.2.2 Objective – Development achieves a range of higher than suburban residential intensity and diversity of housing choice to promote affordable homes, a self-sustaining community, and efficient use of urban land.

Policies

49.2.2.1 Within the Medium and High Density Residential Precincts:

- a. Promote affordability and diversity of higher density than suburban housing by encouraging a range of residential typologies, unit sizes and bedroom numbers.
- b. Avoiding residential development that does not achieve the minimum residential density required in each Precinct, and avoiding low density housing typologies including single detached residential units.

49.2.2.2 Within the High Density Residential Precinct, enable high-quality, high-density residential units that include terraced housing, multi-storey townhouses and apartment living typologies, set within attractive landscaped sites, along with key parks and open spaces, and public transport routes.

49.2.2.3 Within the Medium Density Residential Precinct, require residential development to achieve a density, including by multi-storey townhouses, semi-detached, duplexes and similar typologies, that is distinct from the adjoining lower and medium densities available in the developments south of ~~the~~ State Highway 6 and west of Lower Shotover Road (areas within the Low Density Precinct) and the higher density available in other areas within the Zone.

49.2.2.4 Within the Low Density Residential Precinct, manage the total number of residential units provided for within the Zone to maximise density while maintaining the general suburban character and amenity values of the area south of State Highway 6 and of the area west of Lower Shotover Road while avoiding significantly increasing vehicle trips and adverse effects on the safe and efficient operation of State Highway 6.

49.2.2.5 When considering resource consent applications for development that infringes the Zone standards in the residential precincts, prioritise the achievement of housing density, (at higher densities than suburban) choice, and affordability and then support this by prioritising key environmental and ecological outcomes, and then achievement of high-amenity, high-quality outcomes for and along streets, open spaces, and private ways having the function of a road.

49.2.3 Objective – The Commercial Precinct is compact, convenient and accessible for meeting the needs of local residents.

Policies

49.2.3.1 Provide for a range of office and small-scale retail, and other commercial activities that meet the needs of local residents, including one supermarket and one service station.

49.2.3.2 Avoid the establishment of business activities that would undermine the function, amenity, and role of Queenstown or Frankton centres, or the intended outcomes for the Commercial Precinct, including Industrial, Service, Large Format Retail activities and large office spaces.

49.2.3.3 Enable residential activities above ground level while acknowledging that there will be a lower level of residential amenity available due to the mix of activities in the Commercial Precinct.

- 49.2.3.4 Enable high-density development to provide for an intensity to accommodate the Precinct's core range of activities while maximising the land area available for surrounding residential development and public spaces.
- 49.2.3.5 Require higher floor to ceiling heights at ground floor level in buildings to provide for flexible use for a range of activities.
- 49.2.3.6 Require acoustic insulation for Critical Listening Environments to limit the impact of town centre noise on occupants.
- 49.2.4 Objective – The Glenpanel Precinct provides for non-residential activities that complement the role of the Commercial Precinct with development which responds to the character of the area.**

Policies

- 49.2.4.1 Enable small-scale commercial and community activities to serve the day-to-day needs of the local community.
- 49.2.4.2 Require development within the Glenpanel Precinct to protect the historic heritage values of the Glenpanel Homestead and its setting (the setting includes the established Homestead grounds).
- 49.2.4.3 ~~Enabling~~ **Enable** additional building height provided such intensification maintains and complements the heritage and character attributes of the Glenpanel Homestead and gardens.

- 49.2.5 Objective – A range of compatible activities are provided for within the Zone.**

Policies

- 49.2.5.1 Enable education activities throughout the Zone and ensure that any potential significant adverse effects of the education activities, including buildings, on neighbourhood amenity are minimised by:
- promoting a high standard of building and site design including the location of open space and setbacks;
 - the efficient provision and design of vehicle access and carparking.
- 49.2.5.2 Limit commercial activities in the residential precincts to a scale that maintains the primacy of the Commercial Precinct for these activities, supports the social and economic well-being of the local community, and avoids or mitigates adverse effects on residential amenity.
- 49.2.5.3 Provide for community activities in the Zone where these support the health and safety and the social and economic well-being of the local community and adverse effects on the residential precincts are minimised.
- 49.2.5.4 Provide two small areas of Local Shopping Centre Zone that can contribute to the overall efficiency of the Zone without undermining the role of the Commercial Precinct as the principal retail and commercial focal point within the Zone. Require these to also be subject to the relevant parts of the Te Pūtahi Ladies Mile Zone policy framework to ensure integrated outcomes.
- 49.2.5.5 Avoid Visitor Accommodation in all residential precincts, and avoid Residential Visitor Accommodation in the Low and Medium Density residential precincts, consistent with the role of the Zone in providing for the needs of local residents.
- 49.2.5.6 Provide for limited Residential Visitor Accommodation in the High Density Residential Precinct, consistent with enhancing market attractiveness of and affordability within high density residential developments.
- 49.2.5.7 Provide for Visitor Accommodation within the Commercial Precinct and the Glenpanel Precinct provided that this activity is consistent with the objectives and policies for those Precincts, and also the Local Shopping Centre ~~z~~**Zones** as provided for in Chapter 15 of the District Plan.
- 49.2.6 Objective – Manage the generation of additional private vehicle trips along State Highway 6, and reduce, as far as practicable, car dependence and private vehicle trips along State Highway 6 generated by the adjoining residential areas at Ladies Mile by promoting travel mode shift,**

including by providing for a range of activities to serve residents of the Eastern Corridor and the wider Wakatipu Basin; integrating the ~~TPLM~~ Zone with the existing Eastern Corridor communities through roading and active travel links; providing for efficient and convenient public transport and active transport; and requiring at least medium ~~and high~~ residential densities north of State Highway 6 sufficient to support public transport and the commercial and social amenities within the Zone.

Policies

- 49.2.6.1 Provide for a range of activities to serve residents of the Zone and residents within adjoining Ladies Mile residential areas (including areas on the south side of State Highway 6 and Threepwood) that reduce the need for travel along State Highway 6, including:
- ~~E~~educational facilities including a development threshold relating to operation of a high school within the Zone;
 - ~~A~~a variety of commercial activities to provide for the day-to-day needs of the Ladies Mile communities;
 - ~~R~~ecreational and open space areas; and
 - ~~O~~ther community facilities including sportsgrounds and buildings for community uses.
- 49.2.6.2 Require the integration of the Zone with the adjoining residential areas at Ladies Mile and State Highway 6 by:
- ~~S~~strategically locating intersections at key points on State Highway 6 and Lower Shotover Road;
 - ~~E~~nsuring collector road widths and configurations are consistent with their efficient utilisation as bus routes; and
 - ~~P~~roviding for new road connections that enable access to bus services.
- 49.2.6.3 Provide for efficient and effective public transport through:
- ~~R~~equiring a minimum residential density within the Medium Density Residential and High Density Residential Precincts in the Zone north of State Highway 6;
 - ~~E~~nsuring collector road widths and configurations are consistent with their efficient utilisation as bus routes;
 - ~~L~~imiting onsite carparking via maximum rates for office, retail, and education activities; and
 - ~~M~~anaging on-street parking.
- 49.2.6.4 Encourage the use of pedestrian and cycling modes by:
- ~~R~~equiring high-quality, well connected, integrated and legible walking and cycling routes within the ~~z~~Zone and linking them to existing routes outside the Zone on both sides of ~~the~~ State Highway 6 and ensure that adjacent development positively contributes to the amenity of these routes; and
 - ~~R~~equiring minimum cycle parking to be provided onsite for commercial, educational and residential activities.
- 49.2.6.5 Avoid ~~development (meaning a building for which a Code Compliance Certificate has been issued by the Council)~~ the occupation of buildings where specified transport infrastructural works have not been completed.
- 49.2.6.6 Require Workplace and School Travel Plans that will demonstrate how private vehicle trips will be reduced and to promote greater reliance on public and active transport.
- 49.2.7 Objective – A built environment that positively responds to streets and open spaces, provides a high level of residential and neighbourhood amenity, achieves high quality urban design and ecological outcomes, and incorporates indigenous biodiversity in design.**

Policies

In all Precincts

- 49.2.7.1 Building design integrates with public spaces and provides for a pedestrian priority environment including active frontages along streets and private ways having the function of a road, including by way of managing how and where on-site car parking spaces are provided along frontages.
- 49.2.7.2 Minimise opportunities for criminal or antisocial activity through incorporating Crime Prevention Through Environmental Design (CPTED) principles in the design of building layout, public and semi-public spaces, and landscaping.
- 49.2.7.3 Acknowledge and celebrate the area's cultural heritage, including incorporating indigenous vegetation, biodiversity, and reference to Mana whenua values, in the design of public and private spaces.
- 49.2.7.4 Ensure that the location and direction of lights does not cause significant glare to other sites, roads, and public places, and promote lighting design that mitigates adverse effects on views of the night sky.
- 49.2.7.5 Ensure that outdoor storage areas and any carparking areas are appropriately located or screened to limit adverse visual effects and to be consistent with the amenity values of the Zone or those of any adjacent zone.
- 49.2.7.6 Require all new buildings, relocated buildings and additions and alterations to existing buildings that contain an Activity Sensitive to Road Noise located adjacent to a State Highway 6 to be designed to maintain internal residential amenity values and, in particular, provide protection to sleeping occupants from road noise.
- 49.2.7.7 Encourage accessibility through universal design of spaces, to enable ease of use by all potential users.
- 49.2.7.8 In the Low Density Residential Precinct, ensure that the height, bulk, and location of development maintains the amenity values enjoyed by users of neighbouring properties, in particular, privacy and access to sunlight.

All Precincts north of State Highway 6

- 49.2.7.9 Require high-quality building and site design that promotes and supports neighbourhood amenity values, and reflects the highly visible location close to the State Highway 6.
- 49.2.7.10 In the Medium and High Density Residential Precincts and the Commercial Precinct, require that development achieves the following essential built form outcomes (and ensure that land subdivision sufficiently provides for these):
 - a. high levels of visual interest and avoiding blank or unarticulated walls or facades;
 - b. well-overlooked, and visually interesting streets and public open space edges, including by limiting garaging, parking or vehicle crossings along frontages;
 - c. incorporating variation and modulation of building mass, facades, materials and roof forms;
 - d. incorporating well-designed landscaped areas and frontages to add to the visual amenity values of the development for residents or visitors, neighbours, and the wider public.

Medium and High Density Residential Precincts

- 49.2.7.11 Apply recession plane, building height, yard setback, and site coverage controls as the primary means of signalling appropriate levels of outlook, spaciousness, and daylight access, and encourage resource consent applications that can achieve better outcomes for these matters in the Zone.
- 49.2.7.12 Ensure built form achieves reasonable levels of privacy for occupants of the subject site and neighbouring residential sites and units, including through the use of building setbacks, offsetting windows from one another, screening, or other means.

49.2.7.13 Require a high level of landscape amenity which:

- a. uses indigenous planting to increase ecological and biodiversity values, preferring vegetation that naturally occurs and/or previously occurred in the area; and
- b. uses exotic planting to maintain local character where appropriate.

49.2.8 Objective – Development that supports resilience to, and mitigation of, the current and future effects of climate change and contributes to an integrated approach to stormwater management.

Policies

49.2.8.1 Encourage site layout and building design that promotes environmental efficiencies and performance, including design that conserves energy, reduces waste, and reduces emissions.

49.2.8.2 Require a minimum level of permeable surface on a site for stormwater management and landscape amenity.

49.3 Other Provisions and Rules

49.3.1 District Wide

Attention is drawn to the following District Wide chapters.

1. Introduction	2. Definitions	3. Strategic Direction
4. Urban Development	5. Tangata Whenua	15. Local Shopping Centre
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 Relocatable Buildings	36. Noise
37. Designations	38. Open Space and Recreation	39. Wahi Tupuna
Planning Maps		

49.3.2 Interpreting and Applying the Rules

49.3.2.1 A permitted activity must comply with all rules listed in the Activity and Standards tables, and any relevant district wide rules.

49.3.2.2 Where an activity does not comply with a standard listed in the standards 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.

49.3.2.3 Within the Open Space Precinct, all provisions of Chapter 38 (Open Space and Recreation) relating to the Community Purposes Zone apply with the exception of the rules in Table 49.4 below.

49.3.2.4 Within the Local Shopping Centre ~~zz~~Zone areas, the provisions of Chapter 15 apply, ~~with new Rule 15.4.16 PR status added for petrol stations, see Chapter 15.~~

49.3.2.5 Resource consents for development that infringe one or more development standards in the residential precincts or the Commercial Precinct, regardless of activity status, shall be assessed on the basis of the following general prioritisation, in the order stated:

- (a) Maximising housing density, (at higher density than suburban) choice and affordability within the residential precincts, and above the ground floor level in the Commercial Precinct; and then
- (b) Whether the infringement(s) allow for a higher-standard of ecological sustainability and stormwater management than the minimum requirements of the Zone would otherwise provide; and then
- (c) Achieving very high amenity and very high visual quality public space outcomes along streets, open spaces, and private ways having the function of a road; and then
- (d) The other relevant matters stated within the Plan.

Note: this rule applies only to the assessment of applications to infringe the standards set out in the Tables below but excluding the Glenpanel Precinct. Where consent is also required for other reasons including

under other Chapters of the District Plan, this prioritisation rule shall not apply to those matters.

The Glenpanel Precinct has been excluded from this prioritisation rule because its specific historic heritage sensitivity justifies a more case-by-case approach to be taken.

49.3.2.6 The following abbreviations are used within this chapter:

P	Permitted	C	Controlled
RD	Restricted Discretionary	D	Discretionary
NC	Non Complying	PR	Prohibited

49.4 Rules – Activities

~~49.4.0.1 Notwithstanding the restrictions of discretion specifically listed for individual activities in the table below, all activities identified as RD shall be subject to the following additional general restrictions of discretion:~~

- ~~(a) The maximisation of residential density, affordability, and (at higher densities than suburban) choice in the residential precincts, and above the ground floor level in the Commercial Precinct and Glenpanel Precinct;~~
- ~~(b) Provision of positive effects including environmental benefits and the performance of infrastructure in all Precincts;~~
- ~~(c) Maximisation of pedestrian-priority, high-amenity, and active frontages along streets, open spaces, and private ways having the function of a road in all Precincts, including the Open Space Precinct when or if buildings are proposed.~~

Table 1	Activities located in the Te Pūtahi Ladies Mile Zone excluding activities within the Local Shopping Centre z Zone areas, which are subject to e Chapter 15 of the District Plan	Activity Status
	Residential Activities	
49.4.1	Residential Visitor Accommodation in the High Density Residential Precinct and Sub-Area H2 of the Lower Density Residential Precinct as provided in Rule 49.5.14.	P
49.4.2	Homestay	P
49.4.3	Home occupation	P
49.4.4	Residential Activity not otherwise listed	P
49.4.5	Residential units in the Medium Density Residential Precinct and High Density Residential Precinct. Discretion is restricted to: <ul style="list-style-type: none"> a. location, external appearance, site layout and design of buildings; b. promotion of sustainability and accessibility, either through construction methods, design or function; c. parking and access layout: safety, efficiency and impacts on on-street parking and travel management; d. design and integration of landscaping, including existing vegetation; e. The spatial layout of the development, and its integration with other sites and development, taking into account the location of: <ul style="list-style-type: none"> i. Roads, walkways and cycleways throughout the Sub-Area including 	RD

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	<p>Indicative Roads as shown on the Structure Plan and where these will connect to adjoining sites and (where relevant) neighbouring Sub-Areas and (where relevant) State Highway 6, including intersection layout and design;</p> <p>ii. Oopen spaces, and their intended function(s), including those open spaces required by the Structure Plan, Indicative Parks as shown on the Structure Plan, and any additional open spaces necessary to serve the future needs of the site and the wider Sub-Area;</p> <p>iii. Three waters infrastructure, including the retention and treatment of stormwater, and integration with the stormwater system within the Zone.</p> <p>f. within Sub-Areas B and C, the impact of development on existing established trees identified on the Structure Plan;</p> <p>g. within Sub-Areas A and K1, K2 and K3 the establishment of the "Landscape Buffer Area" shown on the Structure Plan, and the methods to ensure it is maintained in perpetuity;</p> <p>h. The information requirements for stormwater management specified by Rule 27.7.28.1</p> <p>Note: This Rule needs to be read with Rule 49.5.20.</p>	
49.4.6	<p>More than 1,100 consented residential units <u>in total</u> that have <u>building consent and / or resource consent in total</u> within the Zone and including the Local Shopping Centre zones within the Te Pūhahi Ladies Mile Structure Plan area, prior to the operation of a high school within the Zone.</p> <p><u>Discretion is restricted to effects on the transportation network.</u></p> <p><u>Discretion is restricted to:</u></p> <p>a. Alternative high school facilities being provided close to the Zone that are capable of providing convenient access for students without them having to cross the Shotover River.</p> <p>b. Demonstration that provision of a high school cannot occur or will not be possible within the Zone.</p> <p>c. High school facilities having been committed to or designated (if public), but not operational at the time the additional residential units are proposed.</p>	RD
49.4.7	Retirement Villages	D
49.4.8	Residential Activity in the Open Space Precinct	NC
49.4.9	Residential Activity on the ground floor within the Commercial Precinct, the ground floor within the Glenpanel Precinct with the exception of foyer and stairway spaces at ground level to facilitate access to upper levels.	NC
49.4.10	Residential Visitor Accommodation in the Low Density Residential (except as provided for in Sub-Area H2 in Rule 49.5.14 below), Medium Density Residential, Commercial Centre, Glenpanel and Open Space Precincts.	NC
	Non-residential activities	
49.4.11	Commercial Activities comprising no more than 100m ² of gross floor area per site in the High Density Residential Precinct	P
49.4.12	Office Activity in the Commercial Precinct	P
49.4.13	Education Activities in the Commercial Precinct	P

49.4.14	Retail activity in the Commercial Precinct and Glenpanel Precinct, except where provided for elsewhere in this table	P
49.4.15	Community Activities in the Commercial Precinct and Glenpanel Precinct	P
49.4.16	Commercial Activity in the Commercial Precinct, except where provided for elsewhere in this table	P
49.4.17	One Large Format Retail tenancy retailing grocery products within the Commercial Precinct	P
49.4.18	One Service Station s in the Commercial Precinct	P NC
49.4.19	<p>Licensed Premises in the Glenpanel Precinct and the Commercial Precinct. Premises licensed for the consumption of alcohol on the premises between the hours of 11pm and 8am, provided that this rule shall not apply to the sale of liquor:</p> <ul style="list-style-type: none"> a. to any person who is residing (permanently or temporarily) on the premises; and/or b. to any person who is present on the premises for the purpose of dining up until 12am. <p>Control is reserved to:</p> <ul style="list-style-type: none"> a. the scale of the activity; b. effects on amenity (including that of adjacent residential precincts and reserves); c. noise and hours of operation. 	C
49.4.20	<p>Commercial storage facilities (including outdoor storage and buildings for the storage of commercial and residential goods) within the Storage Overlay shown on the Structure Plan.</p> <p>Control is reserved to:</p> <ul style="list-style-type: none"> a. hours of operation; b. parking, traffic and access; c. noise; d. external visual appearance and form and scale of buildings and outdoor storage areas; e. fencing; f. building and landscape frontage, and activation to streets and public spaces g. landscaping; h. lighting. 	C
49.4.21	<p>Commercial Activities comprising no more than 100m² of gross floor area per site in the Low Density Suburban Residential Precinct or the Medium Density Residential Precinct.</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. benefits of the commercial activity in servicing the day-to-day needs of local residents; b. hours of operation; c. parking, traffic and access; d. noise; and e. any cumulative effects of commercial activities across multiple sites on the primary and viability of the Commercial Precinct or the Local Shopping Centre Zones within the Structure Plan (49.8). 	RD

49.4.22	<p>Education Activities within the Low, Medium or High Density Precincts and within the Open Space Precinct for Ministry of Education (or equivalent) operations only.</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> Traffic generation, access and parking; Provision for walkways, cycleways and pedestrian linkages; Infrastucture and servicing; and Noise effects. 	RD
49.4.23	<p>Buildings for non-residential activities.</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> Scale, design and external appearance; Signage platforms; Lighting; how the design promotes sustainability and accessibility, either through site, construction methods, design or function; In the Commercial Precinct, the opportunity to establish an anchor building on the frontage with State Highway 6, and otherwise create a high-quality built form interface along the State Highway 6 frontage. Parking and access layout: safety, sufficiency for emergency access, efficiency and impacts on on-street parking and travel management; Design and integration of landscaping, including existing vegetation; The spatial layout of the development, and its integration with other sites and development, taking into account the location of: <ol style="list-style-type: none"> Roads, walkways and cycleways throughout the Sub-Area including Indicative Roads as shown on the Structure Plan and where these will connect to adjoining sites and (where relevant) neighbouring Sub- Areas and (where relevant) State Highway 6, including intersection layout and design; Open spaces, and their intended function(s), including those open spaces required by the Structure Plan, Indicative Parks as shown on the Structure Plan, and any additional open spaces necessary to serve the future needs of the site and the wider Sub-Area; Three waters infrastructure, including the retention and treatment of stormwater, and integration with the stormwater system within the Zone. The information requirements for stormwater management specified by Rule 27.7.28.1 	RD
49.4.24	<p>Building Restriction Areas adjoining State Highway 6</p> <p>In any precinct adjoining State Highway 6, within the Building Restriction Area over the land within 10m from the State Highway 6 northern boundary, and over the land within 25m from the State Highway 6 southern boundary, the establishment of continuous, non-vehicular public access corridors.</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> Integration and coordination across sites to achieve continuous, safe, and comfortable pedestrian and cycle facilities for use by the general public (including safety between pedestrians and cyclists); Integration with and access to adjacent development, roads or private ways having the function of a road, or State Highway 6 crossing points; Whether any existing facilities have already been provided on the south side of State Highway 6 that sufficiently provide pedestrian and/or cycle 	RD

	<p>access;</p> <p>d. Aa variety of vegetative species and trees that complement but remain subordinate to views from State Highway 6 to landscape features and adjacent development;</p> <p>e. Lighting to allow safe night time use of footpaths and cycle facilities without contributing to lighting clutter or glare when viewed from the State Highway 6;</p> <p>f. If the Building Restriction Area remains in private ownership, the sufficiency of means to ensure unrestricted public access through it, and provide for ongoing care and maintenance of pedestrian and bicycle facilities, landscaping, lighting, signage, or furniture.</p>	
49.4.25	Commercial Recreation	D
49.4.26	<p>Visitor Accommodation</p> <p>a. in the Glenpanel Precinct; and</p> <p>b. in the Commercial Precinct (above ground floor only)</p>	D
49.4.27	Community Activities not otherwise listed	D
49.4.28	Activities not otherwise listed	NC
49.4.29	Restaurants with drive-through facilities	NC
49.4.30	Large Format Retail tenancy other than as provided for under Rule 49.4.17.	NC
49.4.31	Buildings within the Building Restriction Area on the Structure Plan	NC
49.4.32	Service Activity	NC
49.4.33	Industrial Activity	NC
49.4.34	Panel beating, spray painting, motor vehicle repair or dismantling, fibre glassing, sheet metal work, bottle or scrap storage, motor body building	NC
49.4.35	Bulk material storage (except temporary storage during construction of subdivision or buildings)	NC
49.4.36	Factory F arming	NC
49.4.37	Fish or meat processing (excluding that which is ancillary to a retail premises)	NC
49.4.38	Forestry	NC
49.4.39	Any built development on the southern escarpment of Sub-Area H2 or on an escarpment within Sub Areas K2 and K3 as shown on the Structure Plan, excluding the local road shown on the Structure Plan.	NC
49.4.40	New buildings within the area marked A on the Building Heights Plan for the Glenpanel Precinct	NC
49.4.41	Mining	PR
49.4.42	Airports	PR
49.4.43	Any activity requiring an Offensive Trade Licence under the Health Act 1956	PR
49.4.44	Cemeteries and Crematoria	PR
49.4.45	Service Stations not otherwise listed	PR

49.5 Rules – Standards

~~49.5.0.1 Notwithstanding the restrictions of discretion specifically listed for individual activities in the table below, all activities identified as RD shall be subject to the following additional general restrictions of discretion:~~

- ~~(a) The maximisation of residential density, affordability, and (at higher densities than suburban) choice in the residential precincts, and above the ground floor level in the Commercial and Glenpanel Precincts.~~
- ~~(b) Provision of positive effects including environmental benefits and the performance of infrastructure in all Precincts.~~
- ~~(c) Maximisation of pedestrian priority, high amenity, and active frontages along streets, open spaces, and private ways having the function of a road in all Precincts, including the Open Space Precinct when and if buildings are proposed.~~

~~49.5.0.2 Resource consents for development that infringe one or more development standards in the residential precincts or the Commercial Precinct, regardless of activity status, shall be assessed on the basis of the following general prioritisation, in the order stated:~~

- ~~(a) Maximising housing density, (at higher density than suburban) choice and affordability within the residential precincts, and above the ground floor level in the Commercial Precinct; and then~~
- ~~(b) Whether the infringement(s) allow for a higher standard of ecological sustainability and stormwater management than the minimum requirements of the Zone would otherwise provide; and then~~
- ~~(c) Achieving very high amenity and very high visual quality public space outcomes along streets, open spaces, and private ways having the function of a road; and then~~
- ~~(d) The other relevant matters stated within the Plan.~~

~~Note: this rule applies only to the assessment of applications to infringe the standards set out in the Tables below but excluding the Glenpanel Precinct. Where consent is also required for other reasons including under other Chapters of the District Plan, this prioritisation rule shall not apply to those matters.~~

~~The Glenpanel Precinct has been excluded from this prioritisation rule because its specific historic heritage sensitivity justifies a more case-by-case approach to be taken.~~

Table 2	Standards for activities located in the Low Density Residential Precinct	Non-compliance status
49.5.1	Residential Density <u>49.5.1.1</u> <u>In Sub-Area H2, residential units on sites where a common or party wall is proposed between two or more buildings on adjacent sites: Maximum residential density of one residential unit per 200m²</u> <u>49.5.1.2</u> <u>On sites greater than 2000m² in Sub-Area H2: Maximum residential density of one residential unit per site</u> <u>49.5.1.3</u> <u>All other locations: Maximum residential density of one residential unit per 300m² except as provided for in Sub-Area H2 where Rule 49.5.6.5 applies in which case it is 200m²</u>	NC
49.5.2	Building Height A maximum of 8m.	NC
49.5.3	Building Coverage <u>49.5.3.1</u> <u>Residential units on sites where a common or party wall is proposed between two or more buildings on adjacent sites in Sub-Area H2: A maximum of 45%</u>	D

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	<p><u>49.5.3.2</u> <u>New residential units on sites greater than 2000m² in Sub-Area H2: A maximum of 15%</u></p> <p><u>49.5.3.3</u> <u>All other locations: A maximum of 40% ,except for a development within Sub-Area H2 where Rule 49.5.16 applies.</u></p>	
49.5.4	<p>Landscape p<u>P</u>ermeable s<u>S</u>urface c<u>C</u>overage</p> <p><u>49.5.4.1</u> <u>Residential units on sites where a common or party wall is proposed between two or more buildings on adjacent sites in Sub-Area H2: At least 25% of the site area shall comprise landscaped (permeable) surface.</u></p> <p><u>49.5.4.2</u> <u>All other locations: At least 30% of the site area shall comprise landscaped (permeable) surface,except for a development within Sub-Area H2 where Rule 49.5.16 applies.</u></p>	NC
49.5.5	<p>Recession p<u>P</u>lane</p> <p><u>49.5.5.1</u> <u>On sites in Sub-Area H2 where residential units have a common or party wall between two or more buildings on adjacent sites, the following recession planes apply to all buildings:</u></p> <p style="margin-left: 40px;">a. <u>Northern boundary: 4m and 55 degrees</u></p> <p style="margin-left: 40px;">b. <u>Western and eastern boundaries: 4m and 45 degrees</u></p> <p style="margin-left: 40px;">c. <u>Southern boundaries: 4m and 35 degrees.</u></p> <p><u>49.5.5.2</u> <u>In all other locations, the following recession planes apply to all buildings:</u></p> <p style="margin-left: 40px;">a. Northern boundary: 2.5m and 55 degrees</p> <p style="margin-left: 40px;">b. Western and eastern boundaries: 2.5m and 45 degrees</p> <p style="margin-left: 40px;">c. Southern boundaries: 2.5m and 35 degrees.</p> <p>Except that:</p> <p style="margin-left: 20px;">a. gable ends roofs may penetrate the building recession plane by no more than one third of the gable height.</p> <p style="margin-left: 20px;">b. recession planes will not apply on boundaries with roads.</p> <p style="margin-left: 20px;">c. recession planes will not apply to buildings sharing a common or party wall, except for a development within Sub-Area H2 where Rule 49.5.16 applies.</p>	RD Discretion is restricted to any sunlight, shading or privacy effects created by the proposal on adjacent sites.
49.5.6	<p>Minimum Building Setbacks</p> <p>49.5.6.1 Minimum setback from road boundary: 4.5m</p> <p>49.5.6.2 Setback from waterbodies: 7m</p> <p>49.5.6.3 All other boundaries: 2m</p> <p>49.5.6.4 In Sub-Area H1: Minimum setback from boundary with Sub-Area H2: 6m</p> <p>49.5.6.5 In Sub-Area H2: Rule 49.5.6.3 does not apply along common boundaries of sites in contiguous ownership except for any buildings within 10m of the top of the southern escarpment edge of Sub-Area H2, where Rule 49.5.6.6 applies</p> <p>49.5.6.6 In Sub-Area H2, except for any buildings within 10m of the top of the southern escarpment edge the minimum setbacks are:</p>	D

	<p>(a) 6m from the top of the southern escarpment edge; (b) 2m from the southern site boundary; and (c) 2m from the side boundaries.</p> <p>49.5.6.7 In Sub-Area K3: Minimum setback from the top of an escarpment edge: 20m.</p> <p>49.5.6.8 49.5.6.7 Minimum setback from the southern (outer) side of the State Highway 6 Building Restriction Area: 0m</p> <p>49.5.6.9 <u>In Sub-Area H2 on sites greater than 2000m²: minimum setback from road boundary of 10m</u></p> <p>49.5.6.10 <u>In Sub-Area H2 on sites greater than 2000m²: minimum setback from internal boundaries of 4m</u></p> <p>49.5.6.11 <u>In Sub-Area H2 on sites greater than 2000m²: minimum setback from waterbodies of 20m</u></p> <p>Except that:</p> <ol style="list-style-type: none"> eaves may be located up to 600mm into any boundary setback along eastern, western and southern boundaries and up to 1m into any boundary setback along northern boundaries. accessory buildings for residential activities may be located within the boundary setback distances (other than from road boundaries), or within setbacks from the top of an escarpment, where they do not exceed 7.5m in length, there are no windows or openings (other than for carports) along any walls within 1.5m of an internal boundary, and they comply with rules for Building Height and Recession Plane. within 4m of the top of an escarpment the storage (temporary or otherwise) of any object greater than 1.5m high is not permitted. setbacks do not apply to site boundaries where a common or party wall proposed between two buildings on adjacent sites provided this does not apply where Rule 49.5.6.5A applies. <p>The top of an escarpment is measured at its top edge as at 1 March 2024. Consent applications under this Rule must, where the location of an escarpment is relevant to an assessment, provide a survey plan clearly identifying the top of the escarpment with their consent application.</p>	
49.5.7	<p>Building ULength</p> <p>49.5.7.1 <u>In Sub-Area H2 on sites greater than 2000m², the length of any building elevation above the ground floor level shall not exceed 20m.</u></p> <p>49.5.7.2 <u>All other locations,</u> the length of any building elevation above the ground floor level shall not exceed 16m.</p>	<p>RD</p> <p>Discretion is restricted to the external appearance, location and visual dominance of the building(s) as viewed from the streets(s) and adjacent sites.</p>

49.5.8	<p>Waste and Recycling Storage Space</p> <p>49.5.8.1 Residential activities shall provide, sufficient space for waste, green waste and recycling bins per residential unit</p> <p>49.5.8.2 Waste, green waste and recycling bins shall be:</p> <ul style="list-style-type: none">a. located where it is easy to manoeuvre for kerbside collections and avoid impeding vehicle movements within and through the site; andb. not directly visible from adjacent sites, roads and public spaces; orc. screened with materials that are in keeping with the design of the building.	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none">a. Effects on amenity values;b. Size, location and access of waste and recycling storage space.						
49.5.9	<p>Road noise – State Highway <u>6</u></p> <p>Any new residential building or buildings containing Activities Sensitive to Road Noise located within</p> <ul style="list-style-type: none">a. 80 metres of the boundary of a State Highway <u>6</u> with a speed limit of 70km/h or greater; orb. 40 metres of the boundary of a State Highway <u>6</u> with a speed limit less than 70 km/h <p>Shall be designed, constructed and maintained to ensure that the internal noise levels do not exceed 40 dB LAeq(24h) for all habitable spaces including bedrooms.</p>	NC						
49.5.10	<p>Staging development to integrate with transport infrastructure</p> <p>Development (except for utilities, the specified transport infrastructural works and other physical infrastructure) within the Sub-Areas shown on the Structure Plan shall not occur prior to all the corresponding transport infrastructural works for the Sub-Area listed below being completed.</p> <p>For the purposes of this rule, “completed” means when the works are physically completed and are able to be used for the intended purpose.</p> <p>For the purposes of this rule, “development” means a building for which a Code Compliance Certificate has been issued by the Council <u>or could otherwise be occupied</u>. Any application under Rules 49.4.4, 49.4.23, and any other application involving a building shall include a condition <u>or conditions requiring that a Code Compliance Certificate under s92 of the Building Act 2004 shall not be applied for in respect of that building specifying the mechanisms to ensure that the building shall not be occupied before the corresponding transport infrastructural works for the Sub-Area are completed. Such mechanisms may include but not be limited to legal instruments on the titles of the property.</u></p> <p><u>The condition(s) shall specify the measures the developer will take to enforce the condition(s), to avoid or reduce any enforcement burden on the Council, and may specify any penalties for non-compliance with the conditions.</u></p> <table><tr><th>Sub-Area</th><th>Transport infrastructural works</th></tr><tr><td>H1, K1 and K3</td><td>a. Active travel link to SH6 <u>State Highway 6</u> bus stops at Stalker Road intersection</td></tr><tr><td>H2</td><td>Connection to active travel link to SH6 <u>State Highway 6</u> bus stops at Stalker Road intersection If more than 108 residential units are built in Sub-Area H2, then: a. Active travel link to SH6 <u>State Highway 6</u> bus</td></tr></table>	Sub-Area	Transport infrastructural works	H1, K1 and K3	a. Active travel link to SH6 <u>State Highway 6</u> bus stops at Stalker Road intersection	H2	Connection to active travel link to SH6 <u>State Highway 6</u> bus stops at Stalker Road intersection If more than 108 residential units are built in Sub-Area H2, then: a. Active travel link to SH6 <u>State Highway 6</u> bus	NC
Sub-Area	Transport infrastructural works							
H1, K1 and K3	a. Active travel link to SH6 <u>State Highway 6</u> bus stops at Stalker Road intersection							
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		<p>stops at Stalker Road intersection</p> <p>b. Dedicated westbound bus lane on SH6 <u>State Highway 6</u> (Howards Drive to Shotover Bridge (part of NZUP <u>package Queenstown Package</u>))</p> <p>c. Bus stops on SH6 <u>State Highway 6</u> at Stalker Road intersection (one on each side of SH6 <u>State Highway 6</u>)</p> <p>d. Stalker Road northbound bus priority lane south of SH6 <u>State Highway 6</u></p> <p>e. Signalisation of Stalker Road / SH6 <u>State Highway 6</u> intersection, including at-grade pedestrian and cycle crossings across both roads</p> <p>f. SH6 <u>State Highway 6</u> eastbound bus lane from SH6A <u>State Highway 6A</u> to Hawthorne Drive and SH6 <u>State Highway 6</u> westbound bus lane from Hardware Lane to SH6A <u>State Highway 6A</u> (part of NZUP <u>package Queenstown Package</u>)</p>	
	K1 and K3	<p>a. Dedicated westbound bus lane on SH6 <u>State Highway 6</u> from Howards Drive to Shotover Bridge (part of NZUP <u>package Queenstown Package</u>))</p> <p>b. Signalisation of Stalker Road / SH6 <u>State Highway 6</u> intersection, including at-grade pedestrian and cycle crossings across both roads</p> <p>c. Stalker Road northbound bus priority lane south of SH6 <u>State Highway 6</u></p> <p>d. SH6 <u>State Highway 6</u> eastbound bus lane from SH6A <u>State Highway 6A</u> to Hawthorne Drive and SH6 <u>State Highway 6</u> westbound bus lane from Hardware Lane to SH6A <u>State Highway 6A</u> (part of NZUP <u>package Queenstown Package</u>)</p> <p>e. Upgraded Lower Shotover Road / Spence Road intersection</p> <p>f. Bus stops on SH6 <u>State Highway 6</u> at Stalker Road intersection (one on each side of SH6 <u>State Highway 6</u>)</p>	
	K1	Access intersection from Lower Shotover Road	
	K3	Access intersection from Spence Road	
49.5.11	<p>Lighting and Glare</p> <p>49.5.11.1 All exterior lighting shall be directed downward and away from adjacent sites and roads.</p> <p>49.5.11.2 No activity on any site shall result in 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.</p>		<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects of lighting and glare on amenity values;</p> <p>b. Effects of lighting and glare on the transportation network; and</p> <p>c. Effects of lighting and</p>

		glare on the night sky.
49.5.12	<p>Homestay</p> <p>49.5.12.1 Shall not exceed 5 paying guests on a site per night <u>The total number of paying guests on a site does not exceed five per night</u></p> <p>49.5.12.2 Shall not generate any vehicle movements by heavy vehicles, coaches or buses to or from the site. No vehicle movements by a passenger service vehicle capable of carrying more than 12 people are generated.</p> <p>49.5.12.3 The Council shall be notified in writing prior to the commencement of the Homestay Activity</p> <p>49.5.12.4 Up to date records of the Homestay Activity shall be kept, including a record of the number of guests staying per night, and in a form that can be made available for inspection by the Council at 24 hours notice.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Residential amenity values and character, and the effects of the activity on the neighbourhood;</p> <p>b. The cumulative effect of the activity, when added to the effects of other activities occurring in the neighbourhood;</p> <p>c. The scale and frequency of the activity, including the number of nights per year;</p> <p>d. The management of noise, use of outdoor areas, rubbish and recycling; and</p> <p>e. The location and screening of any parking and access.</p>
49.5.13	<p>Home Occupation</p> <p>49.5.13.1 No more than 1 full time equivalent person from outside the household shall be employed in the home occupation activity.</p> <p>49.5.13.2 The maximum number of two-way vehicle trips shall be:</p> <p>a. HHeavy vehicles: none permitted, <u>except in Sub-Area H2 on sites greater than 2000m² where there shall be a maximum of 2 per week;</u></p> <p>b. eOther vehicles: 10 per day.</p> <p>49.5.13.3 Maximum net floor area of 60m².</p> <p>49.5.13.4 Activities and storage of materials shall be indoors.</p>	D
49.5.14	<p>Residential Visitor Accommodation in Sub-Area H2:</p> <p>49.5.14.1 The activity is on a lot greater than 2000m²; and</p> <p>49.5.14.2 <u>The total nights of occupation by paying guests on a site do not exceed a cumulative total of 90 nights per annum from the date of initial registration.</u></p> <p>49.5.14.3 <u>A single residential unit (inclusive of a residential flat) must be rented to a maximum of one (1) group of guests at any one time.</u></p> <p>49.5.14.4 <u>The number of guests must not exceed 2 adults per bedroom and the total number of adults and children must not exceed: 3 in a one-bedroom residential unit</u></p>	NC

	<p><u>6 in a two-bedroom residential unit</u></p> <p><u>9 in a three-bedroom or more residential unit</u></p> <p>49.5.14.5 <u>No vehicle movements by a passenger service vehicle capable of carrying more than 12 people are generated.</u></p> <p>49.5.14.6 <u>Outdoor space is not used between the hours of 10:00pm and 7:00am and sign/s are installed and visible from the outdoor space advising the permitted hours of use.</u></p> <p>49.5.14.7 <u>Rubbish and recycling is not left on/adjacent to the road, except on the day of collection.</u></p> <p>49.5.14.8 <u>The activity is registered with Council prior to commencement.</u></p> <p>49.5.14.9 <u>Council is provided with the following information at the time of registration:</u></p> <ul style="list-style-type: none"> a. <u>the contact details of the person and/or organisation responsible for managing the property and responding to any complaints; and</u> b. <u>confirmation that the immediately adjacent neighbouring properties, including any property with shared access arrangements, have been provided written notice that the property is to be used for residential visitor accommodation and the contact details of the person and/or organisation responsible for managing the property and responding to any complaints.</u> <p>49.5.14.10 <u>The information required by Rule 49.5.14.9 is reviewed and resubmitted to Council on an annual basis (from the date of registration of the activity), including the annual provision of written notice to neighbours required by Rule 49.5.14.9.b.</u></p> <p>49.5.14.11 <u>Up to date records of the activity are kept including:</u></p> <ul style="list-style-type: none"> a. <u>a record of the date and duration of guest stays and the number of guests staying per night; and</u> b. <u>a detailed record of any complaints received and remediation actions taken.</u> <p>49.5.14.12 <u>The records required by 49.5.14.11 are provided to Council on an annual basis from the date of registration and made available for inspection by Council with 24 hours' notice.</u></p> <p><u>Note: The Council may request that records are made available to the Council for inspection, at 24 hours' notice, in order to monitor compliance with rules 11.5.13.1 to 11.5.13.11.</u></p> <p><u>The activity complies with the standards specified in 11.5.13 of the Large Lot Residential (A) Zone.</u></p>	
49.5.15	<p>New residential units on sites greater than 2000m² within the H2 Sub-Area shall be subject to the bulk and location controls specified in the Large Lot Residential (A) Zone provisions (11.5.1 — 11.5.14).</p>	<p>As required by Rules 11.5.1 — 11.5.14</p>

49.5.16	<p>The following rules from Table 2 — Standards for activities located in the Medium Density Residential Precinct will apply to Sub-Area H2 if the provisions in Rule 49.5.6.5 for 0m internal boundary setbacks are utilised:</p> <p>49.5.18 — Recession Plane</p> <p>49.5.19 — Landscaped permeable surface</p> <p>49.5.21 — Building coverage [45%]</p> <p>49.5.23 — Outlook space</p> <p>49.5.24 — Outdoor living space</p> <p>49.5.28 — Residential storage</p> <p>49.5.30 — Garages</p>	As per listed Rule
49.5.15	<p>Landscape bBuffer</p> <p>The Landscape Buffer shown on the Structure Plan within Sub Area K1 and K3 shall be no less than 10 metres wide along its full length and include:</p> <ul style="list-style-type: none"> <u>a.</u> a diverse range of 70% indigenous species with a minimum plant spacing of 1.5m to enhance biodiversity values-; <u>b.</u> no less than 30% of planting which will reach a mature height of over 10 meters-; <u>c.</u> no less than 30% of planting which shall reach a mature height of over 4 meters-; <u>d.</u> the balance of the species can be shrubs and small trees which contribute to biodiversity and amenity values-; <u>e.</u> Nno buildings or structures. 	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Effects on, or contribution to, biodiversity and amenity b. Screening benefits or effects to adjacent properties
49.5.16	<p>Fences on southern boundary of Sub-Area H2</p> <p>All fences on the southern boundary of Sub-Area H2 shall not be a solid fence, or a wall, and shall not be higher than 1.2m.</p>	<p>RD</p> <p>Discretion is restricted to visual amenity and visual dominance effects of the fence on properties below the southern escarpment.</p>
49.5.17	<p><u>Outlook Space in Sub-Area H2</u></p> <p><u>Where residential units have a common or party wall between buildings on adjacent sites an outlook space that meets the following standards shall be provided from the face of the building containing windows to a habitable room in the residential unit:</u></p> <p><u>49.5.17.1 Principal living room: 8m in depth and 4m wide</u></p> <p><u>49.5.17.2 Principal bedroom: 3m in depth and 3m wide</u></p> <p><u>49.5.17.3 All other habitable rooms: 1m in depth and 1m wide</u></p> <p><u>Notes:</u></p> <ul style="list-style-type: none"> <u>a. Outlook spaces are to be the same height as the floor height of the building face to which it applies, with the depth to be measured at right angles from the window to which it applies.</u> <u>b. Outlook spaces from different rooms within the same residential unit or residential flat may overlap.</u> <u>c. Outlook spaces may be located within the site or over a public street, swale, or other public open space but not otherwise over another site.</u> <u>d. Outlook spaces shall be clear and unobstructed by buildings.</u> 	<p><u>RD</u></p> <p><u>Discretion is restricted to effects on residential amenity.</u></p>

<p>49.5.18</p>	<p><u>Outdoor living space in Sub-Area H2</u></p> <p>Where residential units have a common or party wall between buildings on adjacent sites, each residential unit shall have an outdoor living space that meets the following standards:</p> <p>49.5.18.1 At ground level: Minimum area of 20m², which can be comprised of ground floor and/or balcony/roof terrace space with a minimum dimension of 4m for ground level and 1.8m for above ground level.</p> <p>49.5.18.2 Above ground level: Minimum area of –</p> <p>1 bedroom unit: 8m²</p> <p>2 bedroom unit: 10m²</p> <p>3 or more-bedroom unit: 12m²</p> <p>with a minimum dimension of 1.5m.</p> <p>49.5.18.3 All outdoor living space shall be directly accessible from the residential unit and shall be free from buildings, parking spaces, servicing and manoeuvring areas.</p> <p>49.5.18.4 Buildings with 4 or more residential units above ground level shall provide an additional 4m² of common space per bedroom of above ground level units. Common space shall be landscaped, free of vehicles and accessible to all units it is intended to serve.</p>	<p><u>RD</u></p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> effects on residential amenity; and the extent to which any common space is adequate for providing outdoor seating, landscaping, and informal play spaces and receives adequate sunlight access, and is accessible to all units it is intended to serve.
<p>49.5.19</p>	<p><u>Residential Storage in Sub-Area H2</u></p> <p>Where residential units have a common or party wall between buildings on adjacent sites every residential unit shall have a storage space comprising at least 2m³ per one bedroom and an additional storage space of 1m³ for every bedroom thereafter.</p>	<p><u>RD</u></p> <p>Discretion is restricted to effects on residential amenity, including provision of alternative storage solutions.</p>
<p>49.5.20</p>	<p><u>Garages, car parking and vehicle access, and provision to store and collect wastes in Sub-Area H2</u></p> <p>Where residential units have a common or party wall between buildings on adjacent sites, the following rules shall apply:</p> <p>49.5.20.1 Any residential unit with a frontage width of 10m or less shall be limited to a single-width garage, a single-width driveway, and a single-width vehicle crossing.</p> <p>49.5.20.2 Any residential unit with a frontage width of 6.5m or less shall have no garage, driveway, or vehicle crossing in front of the residential unit.</p> <p>49.5.20.3 For the purposes of 49.5.20.1 and 49.5.20.2, where a residential</p>	<p><u>RD</u></p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> avoidance of a proliferation of vehicle crossings, driveways, and reversing vehicles across footpaths; ensuring well-landscaped front yards between

	<p><u>unit is on a corner site, the rules apply to each individual frontage.</u></p> <p>49.5.20.4 <u>Garages shall be setback a minimum of 0.5m from the front elevation of the building which is visible from the street (note also Rule 49.5.6).</u></p> <p>49.5.20.5 <u>Where a side yard allows, the day-to-day storage of bins shall not occur in front of a residential unit.</u></p> <p>49.5.20.6 <u>In the case of attached housing where the residential unit(s) have no side yard, and where a dedicated rear service lane is available, the storage and collection of bins shall occur from within the rear service lane.</u></p> <p>49.5.20.7 <u>In the case of attached housing where the residential unit(s) have no side yard, and where servicing from a dedicated rear service lane is not possible, the day-to-day storage of bins shall occur in an enclosure attached to the residential unit's front wall. Such enclosures shall be excluded from any applicable setback or building coverage standards.</u></p> <p><u>Note: For the purposes of this rule, "frontage" means the elevation of a building that faces a road or a private way having the function of a road in terms of providing public access to any residential unit's front door and public pedestrian traffic (whether on one or both sides). It does not apply to dedicated rear service lanes.</u></p>	<p><u>residential units and roads or private ways that serve the function of a road:</u></p> <p>c. <u>avoiding a proliferation of, and otherwise minimising the adverse effects of permanently-placed bins detracting from the quality of frontages. Including in terms of visual quality, smells, spills, or pests at or adjacent to the road or relevant private way edge;</u></p> <p>d. <u>ensuring the efficient use of rear service lanes where these have been provided or are available;</u></p> <p>e. <u>external appearance, location and visual dominance of the building when viewed from the street;</u></p> <p>f. <u>effects on passive surveillance of the street.</u></p>
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Table 3	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct	Non-compliance status
49.5.21	<p>Development shall be in accordance with the Structure Plan at 49.9, except that:</p> <ol style="list-style-type: none"> The location where Collector Road Types A and B intersect with State Highway 6 or Lower Shotover Road may be varied by up to 10m where required to achieve integration with these intersections. The location of Collector Road Type A and the Stormwater swale on its northern side: <ol style="list-style-type: none"> may be varied to up to 10m of that shown; or to the west of Collector Road Type C, may be within the paper road boundary or between it and the location shown on the Structure Plan. The location of Collector Road Type C may be varied by up to 20m to integrate with the intersection with State Highway 6. The location of the Key Crossing shown on the Structure Plan may be varied by up to 30m. The location of items identified with a "*" on the Structure Plan shall be in general accordance with the Structure Plan. 	NC

49.5.22	<p>Residential Density</p> <p>49.5.22.1 In the Medium Density Residential Precinct, residential development shall achieve a density of at least 40 residential units per hectare across the net developable area of the site.</p> <p>49.5.22.2 In the High Density Residential Precinct, residential development shall achieve a density of at least 40 residential units per hectare across the net developable area of the site.</p> <p>For the purpose of this rule, net developable area of a site means the land within the site shown within the Structure Plan extent, excluding:</p> <p>a. the following areas noted on the Structure Plan:</p> <p>i. Building Restriction Areas, Roads, Open Space, Landscape Buffers, Escarpments, and Stormwater Swales; and</p> <p>b. the following areas not included on the Structure Plan:</p> <p>i. any land proposed to be vested in the Council for public use or utilities.</p>	<p>a-</p> <p><u>NC</u></p> <p><u>NC</u></p>
49.5.23	<p>Building Height</p> <p>Building height shall not exceed the maximum and/or minimum heights shown on the Te Pūtahi Ladies Mile – Building Heights Plan.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Aachieving, at least, a minimum residential density of 40 units per hectare (net).</p> <p>b. Aany sunlight, shading or privacy effects on adjacent private land;</p> <p>c. Eexternal appearance, location and visual dominance of the building;</p> <p>d. Provision of sustainable design responses including in terms of stormwater or other infrastructure.</p> <p>e. Aachieving high- visual-quality development</p> <p>f. Heritage values of the Glenpanel Homestead</p>
49.5.24	<p>Recession Plane</p> <p>Buildings shall not project beyond the following:</p> <p>49.5.24.1 In the Medium Density Residential Precinct, the following:</p> <p>a. Northern boundary: A 55-degree recession plane measured 4m above the boundary;</p>	<p>RD</p> <p>Discretion is restricted to any visual dominance, sunlight, shading or privacy effects created by the proposal on adjacent</p>

	<p>b. Western and Eastern boundaries: A 45-degree recession plane measured 4m above the boundary;</p> <p>c. Southern boundary: A 35-degree recession plane measured 4m above the boundary.</p> <p>49.5.24.2 In the High Density Residential Precinct, a 45-degree recession plane measured 7m above the boundary, except on the northern boundary of the site a 55-degree recession plane measured 7m above the boundary applies.</p> <p>Exclusions:</p> <p>a. Gable end roofs may penetrate the building recession plane by no more than one third of the gable height;</p> <p>b. Recession planes do not apply to site boundaries adjoining the Commercial Precinct, fronting a road, swale, or adjoining a park or reserve;</p> <p>c. Recession planes do not apply to site boundaries where a common or party wall is proposed between two buildings on adjacent sites.</p>	<p>sites, including effects on the heritage values of the Glenpanel Homestead.</p>
49.5.25	<p>Landscaped permeable surface</p> <p>49.5.25.1 In the Medium Density Residential Precinct, at least 25% of the site area shall comprise permeable surface.</p> <p>49.5.25.2 In the High Density Residential Precinct, at least 20% of the site area shall comprise permeable surface.</p> <p>49.5.25.3 Each residential unit located on the ground floor shall include a minimum of 1 specimen tree (45L) and 3m² of soft landscaping located between the road boundary and the front elevation of any building</p>	<p>NC</p> <p>NC</p> <p>RD</p> <p>Discretion is restricted to external appearance and visual dominance of the building when viewed from the street.</p>
49.5.26	<p>Roof eColour</p> <p>The roof of any new building or any building alterations that result in a change in roofing material, shall be coloured within the range of browns, greens, greys blacks and blue greys with a Light Reflectance Value (LRV) of less than 30%.</p>	<p>RD</p> <p>Discretion is restricted to visual effects on Slope Hill when viewed from above</p>
49.5.27	<p>Building Coverage</p> <p>49.5.27.1 In the Medium Density Residential Precinct, a maximum of 45%.</p> <p>49.5.27.2 In the High Density Residential Precinct, a maximum of 70%.</p>	<p>RD</p> <p>Discretion is restricted to the following:</p> <p>a. external appearance, location and visual dominance of the building(s) as viewed from the street(s) and adjacent sites;</p> <p>b. external amenity values for future occupants of buildings on the site.</p> <p>NC</p>
49.5.28	<p>Minimum boundary setbacks for buildings</p> <p>a. Road boundaries: 3m</p> <p>b. All other boundaries: 1.5m</p> <p>c. Garages shall be setback at least 6m from a road boundary.</p> <p>d. Building setbacks from a private-way having the function of a dedicated</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Any privacy effects created by the proposal on</p>

	<p>rear service lane, and which does not provide public access to any residential unit's front door or public pedestrian traffic generally: 0m</p> <p>e. Building setbacks from a private-way having the function of a road in terms of providing public access to any residential unit's front door and public pedestrian traffic: 3m</p> <p>Note: For the purposes of clauses (d) and (e) above, private ways shall only be considered in their entirety (i.e., both sides together and for their full length) when identifying whether clause (d) or clause (e) applies.</p> <p>Refer also to the provisions of Chapter 27.</p> <p>f. In Sub-Area K2: Minimum setback from the top of the escarpment edge: 20m.</p> <p>g. Minimum setback from the northern (outer) side of the State Highway 6 Building Restriction Area: 0m</p> <p>Exclusions:</p> <p>a. Setbacks do not apply to site boundaries where a common or party wall is proposed between two buildings on adjoining sites.</p> <p>b. Roof eaves, entrance awnings, window shading/screening devices and other building elements that provide shelter can extend into the road boundary setback by up to 1.5m on buildings up to a maximum of two storeys in height and up to 1m on all other boundaries.</p> <p>The top of an escarpment is measured at its top edge as at 1 March 2024. Consent applications under this Rule must, where the location of an escarpment is relevant to an assessment, provide a survey plan clearly identifying the top of the escarpment with their consent application.</p>	<p>adjacent sites;</p> <p>b. Eexternal appearance, location and visual dominance of the building as viewed from the street and adjacent sites; and</p> <p>c. Effects on the safety of the transportation network, including pedestrian safety.</p> <p>d. Heritage values of the Glenpanel Homestead.</p>
49.5.29	<p>Outlook Space</p> <p>An outlook space that meets the following standards shall be provided from the face of a building containing windows to a habitable room in a residential unit:</p> <p>49.5.29.1 Principal living room:</p> <p>1-2 storeys: 8m in depth and 4m wide</p> <p>3 storeys: 10m in depth and 4m wide</p> <p>4 storeys and above: 12m in depth and 4m wide</p> <p>49.5.29.2 Principal bedroom: 3m in depth and 3m wide</p> <p>49.5.29.3 All other habitable rooms: 1m in depth and 1m wide</p> <p>Notes:</p> <p>a. Outlook spaces are to be the same height as the floor height of the building face to which it applies, with the depth to be measured at right angles from the window to which it applies.</p> <p>b. Outlook spaces from different rooms within the same residential unit or residential flat may overlap.</p> <p>c. Outlook spaces may be located within the site or over a public street, swale, or other public open space but not otherwise over another site.</p> <p>d. Outlook spaces shall be clear and unobstructed by buildings.</p>	<p>RD</p> <p>Discretion is restricted to effects on residential amenity.</p>

49.5.30	<p>Outdoor living space</p> <p>Each residential unit shall have an outdoor living space that meets the following standards:</p> <p>49.5.30.1 At ground level: Minimum area of 20m², which can be comprised of ground floor and/or balcony/roof terrace space with a minimum dimension of 4m for ground level and 1.8m for above ground level.</p> <p>49.5.30.2 Above ground level: Minimum area of – 1 bedroom unit: 8m² 2 bedroom unit: 10m² 3 or more-bedroom unit: 12m² with a minimum dimension of 1.5m.</p> <p>49.5.30.3 All outdoor living space shall be directly accessible from the residential unit and shall be free from buildings, parking spaces, servicing and manoeuvring areas.</p> <p>49.5.30.4 Buildings with 4 or more residential units above ground level shall provide an additional 4m² of common space per bedroom of above ground level units. Common space shall be landscaped, free of vehicles and accessible to all units it is intended to serve.</p> <p>Exclusions: Rule 49.5.30.4 does not apply where the primary entrance of a building is within 100m walking distance of a public park.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> effects on residential amenity; the extent to which any common space is adequate for providing outdoor seating, landscaping, and informal play spaces and receives adequate sunlight access, and is accessible to all units it is intended to serve.
49.5.31	<p>Lighting and Glare</p> <p>49.5.31.1 All exterior lighting shall be directed downward and away from adjacent sites and roads.</p> <p>49.5.31.2 No activity on any site shall result in 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.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> effects of lighting and glare on amenity values; effects of lighting and glare on the transportation network; and effects of lighting and glare on the night sky.
49.5.32	<p>Building separation within sites</p> <p>The minimum separation distance between buildings containing residential</p>	<p>RD</p> <p>Discretion is restricted to:</p>

	<p>units within the site shall comply with the following:</p> <p>49.5.32.1 Up to two storeys: 2m 3 storeys: 4m 4 storeys: 6m 5 or more storeys: 8</p> <p>Except that this shall not apply to shared walls for terrace or other attached building typologies.</p> <p>49.5.32.2 Where there is a difference in the number of storeys of the two buildings, the larger separation distance shall apply.</p>	<p>a. Eexternal appearance, location and visual dominance of the building; and</p> <p>b. Effects on residential amenity.</p>
49.5.33	<p>Fencing</p> <p>Any fencing located between any road boundary or boundary with a reserve or swale shall have a maximum height of 1.2m, except that fences may be up to 1.8m where they are visually permeable.</p>	<p>RD</p> <p>Discretion is restricted to effects on passive surveillance of the street.</p>
49.5.34	<p>Residential Storage</p> <p>Every residential unit shall have a storage space comprising at least 2m³ per one bedroom and an additional storage space of 1m³ for every bedroom thereafter.</p>	<p>RD</p> <p>Discretion is restricted to effects on residential amenity, including provision of alternative storage solutions.</p>
49.5.35	<p>Maximum building length</p> <p>49.5.35.1 In the Medium Density Residential Precinct, the length of any building elevation above the ground floor level shall not exceed 26m.</p> <p>49.5.35.2 In the High Density Residential Precinct, the length of any building elevation above the ground floor level shall not exceed 32m.</p>	<p>RD</p> <p>Discretion is restricted to external appearance, location and visual dominance of the building</p>
49.5.36	<p>Garages, car parking and vehicle access, and provision to store and collect wastes</p> <p>49.5.36.1 Any residential unit with a frontage width of 10m or less shall be limited to a single-width garage, a single-width driveway, and a single-width vehicle crossing.</p> <p>49.5.36.2 Any residential unit with a frontage width of 6.5m or less shall have no garage, driveway, or vehicle crossing in front of the residential unit.</p> <p>49.5.36.3 For the purposes of 49.5.36.1 and 49.5.36.2, where a residential unit is on a corner site, the rules apply to each individual frontage.</p> <p>49.5.36.4 Garages shall be setback a minimum of 0.5m from the front elevation of the building which is visible from the street (note also Rule 49.5.28).</p> <p>49.5.36.5 Where a side yard allows, the day-to-day storage of bins shall not occur in front of a residential unit.</p> <p>49.5.36.6 In the case of attached housing where the residential unit(s) have no side yard, and where a dedicated rear service lane is available, the storage and collection of bins shall occur from within the rear service lane.</p> <p>49.5.36.7 In the case of attached housing where the residential unit(s) have no side yard, and where servicing from a dedicated rear service lane is not possible, the day-to-day storage of bins shall occur in an enclosure attached to the residential unit's front wall. Such enclosures shall be excluded from any applicable setback</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Avoidance of a proliferation of vehicle crossings, driveways, and reversing vehicles across footpaths.</p> <p>b. Ensuring well-landscaped front yards between residential units and roads or private ways that serve the function of a road.</p> <p>c. Avoiding a proliferation of, and otherwise minimising the adverse effects of permanently-placed bins detracting from the quality of frontages, Including in terms of visual quality, smells,</p>

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	<p>or building coverage standards.</p> <p>Note: For the purposes of this rule, “frontage” means the elevation of a building that faces a road or a private way having the function of a road in terms of providing public access to any residential unit’s front door and public pedestrian traffic (whether on one or both sides). It does not apply to dedicated rear service lanes.</p>	<p>spills, or pests at or adjacent to the road or relevant private way edge.</p> <p>d. Ensuring the efficient use of rear service lanes where these have been provided or are available.</p> <p>e. External appearance, location and visual dominance of the building when viewed from the street;</p> <p>f. Effects on passive surveillance of the street;</p>
49.5.37	<p>Location of mechanical plant</p> <p>Externally mounted mechanical plant shall not be visible from the street or any public place.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. External appearance, location and visual dominance of the building when viewed from the street;</p> <p>b. Effects on residential amenity.</p>
49.5.38	<p>Road noise – State Highway 6</p> <p>Any new residential buildings or buildings containing Activities Sensitive to Road Noise, located within:</p> <ol style="list-style-type: none"> 80m of the boundary of State Highway 6 where the speed limit is 70kmph or greater; or 40m of the boundary of State Highway 6 where the speed limit is less than 70kmph <p>shall be designed and constructed to ensure that the internal noise levels do not exceed 40dB Laeq(24h) for habitable spaces.</p>	NC
49.5.39	<p>Staging development to integrate with transport infrastructure.</p> <p>Development (except for utilities, the specified transport infrastructural works and other physical infrastructure) within the Te Pūtahi Ladies Mile Sub-Areas shown on the Structure Plan shall not occur prior to all the corresponding transport infrastructural works for the Sub-Area listed below being completed.</p> <p>For the purposes of this rule, “completed” means when the works are physically completed and are able to be used for the intended purpose.</p> <p>For the purposes of this rule, “development” means a building for which a Code Compliance Certificate has been issued by the Council <u>or could otherwise be occupied</u>. Any application under Rules 49.4.5, 49.4.23, and any other application involving a building shall include a condition <u>or conditions requiring that a Code Compliance Certificate under s92 of the Building Act 2004 shall not be applied for in respect of that building</u></p>	NC

<p><u>specifying the mechanisms to ensure that the building shall not be occupied before the corresponding transport infrastructural works for the Sub-Area are completed. Such mechanisms may include but not be limited to legal instruments on the titles of the units within the building.</u></p> <p><u>The condition(s) shall specify the measures the developer will take to enforce the condition(s), to avoid or reduce any enforcement burden on the Council, and may specify any penalties for non-compliance with the conditions.</u></p>	
Sub-Area	Transport infrastructural works
A	Access intersection from at least one of Lower Shotover Road / Spence Road or Collector Road A at Stalker Road
A, K2	Upgraded Lower Shotover Road at Spence Road intersection
K2	Active travel link between Lower Shotover Road, the bus stops on SH6 State Highway 6 at Stalker Road, sub areas K1, K2 and K3 the Old Shotover Bridge
A, B, K2	<p>Bus stops on SH6 State Highway 6, Stalker Road intersection (one on each side of State Highway 6)</p> <p>Signalisation of Stalker Road / SH6 State Highway 6 intersection, including at-grade pedestrian and cycle crossings across both roads</p> <p>Active Travel link to SH6 State Highway 6 bus stops at Stalker Road Intersection.</p>
C, E	<p>Signalisation of the Howards Drive / SH6 State Highway 6 intersection, including at-grade pedestrian and cycle crossings across both roads</p> <p>Bus stops on SH6 State Highway 6, Howards Drive intersection (one on each side of SH6 State Highway 6)^y</p>
F, G1	<p>Eastern Roundabout on State Highway 6</p> <p>Bus stops on SH6 State Highway 6 west of the Eastern Roundabout (one on each side of SH6 State Highway 6)</p> <p>At grade signalised pedestrian / cycle crossing of SH6 State Highway 6 west of the Eastern Roundabout</p> <p>Dedicated westbound bus lane on SH6 State Highway 6 (Howards Drive to Eastern roundabout (not included in NZUP package Queenstown Package))</p> <p>SH6 State Highway 6 Eastbound bus lane from SH6A State Highway 6A to Hawthorne Drive and SH6 State Highway 6 westbound bus lane from Hardware Lane to SH6A State Highway 6A (part of NZUP package Queenstown Package)</p>
A, B, C, E, K2	<p>Dedicated westbound bus lane on SH6 State Highway 6 from Howards Drive to Shotover Bridge (part of NZUP package Queenstown Package)</p> <p>SH6 State Highway 6 eastbound bus lane from to SH6A State Highway 6A to Hawthorne Drive and SH6</p>

		<u>State Highway 6</u> westbound bus lane from Hardware Lane to <u>SH6A State Highway 6A</u> (part of <u>NZUP package-Queenstown Package</u>) Stalker Road northbound bus priority lane south of <u>SH6 State Highway 6</u>	
49.5.40	<p>Homestay</p> <p>49.5.40.1 Shall not exceed 5 paying guests on a site per night <u>The total number of paying guests on a site does not exceed five per night</u></p> <p>49.5.40.2 Shall not generate any vehicle movements by heavy vehicles, coaches or buses to or from the site. No vehicle movements by a passenger service vehicle capable of carrying more than 12 people are generated.</p> <p>49.5.40.3 The Council shall be notified in writing prior to the commencement of the Homestay Activity.</p> <p>49.5.40.4 Up to date records of the Homestay Activity shall be kept, including a record of the number of guests staying per night, and in a form that can be made available for inspection by the Council at 24 hours notice.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Residential amenity values and character, and the effects of the activity on the neighbourhood;</p> <p>b. The cumulative effect of the activity, when added to the effects of other activities occurring in the neighbourhood;</p> <p>c. The scale and frequency of the activity, including the number of nights per year;</p> <p>d. The management of noise, use of outdoor areas and rubbish and recycling; and</p> <p>e. The location and screening of any parking and access.</p>	
49.5.41	<p>Home Occupation</p> <p>49.5.41.1 No more than 1 full time equivalent person from outside the household shall be employed in the home occupation activity.</p> <p>49.5.41.2 The maximum number of two-way vehicle trips shall be:</p> <p>a. hHeavy vehicles: none permitted;</p> <p>b. eOther vehicles: 10 per day.</p> <p>49.5.40.3 Maximum net floor area of 60m².</p> <p>49.5.40.4 Activities and storage of materials shall be indoors.</p>	<p>D</p>	
49.5.42	<p>Minimum size of residential units in the High Density Residential Precinct</p> <p>49.5.42.1 30m² for studio units.</p> <p>49.5.42.2 45m² for one or more bedroom units.</p>	<p>D</p>	
49.5.43	<p>Residential Visitor Accommodation in the HDR <u>High Density Residential</u> Precinct:</p> <p>49.5.43.1 For Residential Visitor Accommodation within a building of at least four storeys:</p> <p>a. A maximum of 50% of the units within a building are allowed to be available for Residential Visitor Accommodation.</p> <p>b. The total nights of occupation by paying guests within a unit does not exceed a cumulative total of 90 nights per annum</p>	<p>NC</p>	

	<p>from the date of initial registration.</p> <p>c. The number of guests must not exceed two adults per bedroom and the total number of adults and children must not exceed:</p> <ul style="list-style-type: none"> • 3 in a one-bedroom residential unit; • 6 in a two-bedroom residential unit; • 9 in a three-bedroom residential unit <p>d. No vehicle movements by a passenger service vehicle capable of carrying more than 12 people are generated.</p> <p>49.5.43.2 For Residential Visitor Accommodation within a building of three storeys or less the total number of nights does not exceed 30 nights per annum from the initial date of registration.</p> <p>Notes:</p> <p>(a) The activity is registered with Council prior to commencement.</p> <p>(b) Up to date records of the Residential Visitor Accommodation activity must be kept including a record of the date and duration of guest stays and the number of guests staying per night, and in a form that can be made available for inspection by Council with 24 hours' notice.</p> <p>(c) The Council may request that records are made available to the Council for inspection at 24 hours' notice, in order to monitor compliance with Rules 49.5.43.1 – 49.5.43.2</p>	
49.5.44	<p>Landscape buffer</p> <p>The Landscape Buffer shown on the Structure Plan within Sub Area A shall be no less than 6 meters wide along its full length and the landscape buffer in Sub Area K2 shall be no less than 10m wide and both shall include:</p> <ol style="list-style-type: none"> a diverse range of 70% indigenous species with a minimum plant spacing of 1.5m to enhance biodiversity values-i no less than 30% of planting which will reach a mature height of over 10 meters-i no less than 30% of planting which shall reach a mature height of over 4 meters-i the balance of the species can be shrubs and small trees which contribute to biodiversity and amenity values-i <u>and</u> N<u>n</u>o buildings or structures 	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> Effects on, or contribution to, biodiversity and amenity Screening benefits or effects to adjacent properties

Table 4	Standards for activities located in the Commercial Precinct and the Glenpanel Precinct	Non-compliance status
49.5.45	<p>Development shall be in accordance with the Structure Plan at 49.8, except that:</p> <ol style="list-style-type: none"> The location where Collector Road Types A and B intersect with State Highway 6 or Lower Shotover Road may be varied by up to 10m where required to achieve integration with these intersections. The location where Collector Road Type C intersects with State Highway 6 may be varied by up to 20m to integrate with this intersection The location of the Key Crossing shown on the Structure Plan may be varied by up to 40m. The location of items identified with a * on the Structure Plan shall be in general accordance with the Structure Plan. 	NC

49.5.46	<p>Retail activity</p> <p>49.5.46.1 The maximum retail floor area of a single retail tenancy shall be 300m², except as provided for by 49.5.46.2 below.</p> <p>49.5.46.2 The maximum retail floor area of the single Large Format Retail tenancy retailing grocery products provided for in Rule 49.4.17 shall be 4000m².</p>	NC
49.5.47	<p>Office activity</p> <p>The maximum gross floor area of a single office tenancy shall be 200m².</p> <p>Except that this rule shall not apply to tenancies operating as a commercial coworking space.</p>	D
49.5.48	<p>Storage</p> <p>Where a storage area does not form part of a building, the storage area shall be screened from view from all public places, adjoining sites and adjoining precincts.</p>	<p>RD</p> <p>Discretion is restricted to the effects on visual amenity.</p>
49.5.49	<p>Building Height</p> <p>49.5.49.1 In the Glenpanel Precinct, within the area marked B on the Glenpanel Building Heights Plan, building height shall not exceed 8m.</p> <p>49.5.49.2 Except as provided for in Rule 49.5.49.1, building height shall not exceed the maximum heights shown on the Te Putahi Ladies Mile Building Heights Plan.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. the effects of additional height on the urban form of the Precinct and any adverse effects on any public or publicly accessible space; b. the protection of public views of Slope Hill from roads within the Zone north of State Highway 6; c. effects on residential amenity, dominance and access to sunlight; and d. heritage values of the Glenpanel Precinct.
49.5.50	<p>Recession Plane</p> <p>Where the Commercial Precinct boundary adjoins the MDR Medium Density or HDR High Density Residential Precincts, the sunlight recession plane standard of the MDR Medium Density or HDR High Density Residential Precincts, as applicable, shall apply to any building within the Commercial Precinct.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. the effects on residential amenity, dominance and access to sunlight; b. the effects on the amenity of, and sunlight access to, streets and other public areas.

49.5.51	<p>Setbacks in the Glenpanel Precinct</p> <p>Buildings shall be setback at least 3m from a boundary with a residential precinct or a public open space.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> a. the visual effects of the height, scale, location and appearance of the building, in terms of <ol style="list-style-type: none"> i. dominance; ii. loss of privacy on adjoining sites; and iii. any resultant shading effects.
49.5.52	<p>Residential Activities</p> <p>49.5.52.1 Outlook Space</p> <p>An outlook space that meets the following standards shall be provided from the face of a building containing windows to a habitable room in a residential unit:</p> <ol style="list-style-type: none"> a. Principal living room: <ul style="list-style-type: none"> Ground level (first storey) – N/A (see Rule 49.4.9) Second storey: 8m in depth and 4m wide Third storey: 10m in depth and 4m wide Fourth storeys and above: 12m in depth and 4m wide b. Principal bedroom: 3m in depth and 3m wide c. All other habitable rooms: 1m in depth and 1m wide <p>Notes:</p> <ol style="list-style-type: none"> i. Outlook spaces are to be the same height as the floor height of the building face to which it applies, with the depth to be measured at right angles from the window to which it applies. ii. Outlook spaces from different rooms within the same residential unit or residential flat may overlap. iii. Outlook spaces may be located within the site or over a public street, swale, or other public open space but not otherwise over another site. iv. Outlook spaces shall be clear and unobstructed by buildings. v. See diagram at Rule 49.5.29. <p>49.5.52.2 Outdoor Living Space</p> <p>Each residential unit shall have an outdoor living space that meets the following standards:</p> <ol style="list-style-type: none"> a. Ground level (first storey) – N/A (see Rule 49.4.9) b. Above ground level: Minimum area of – <ul style="list-style-type: none"> 1 bedroom unit: 8m² 2 bedroom unit: 10m² 3 or more-bedroom unit: 12m² with a minimum dimension of 1.5m. c. All outdoor living space shall be directly accessible from the residential unit. 	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> a. For both rules, Effects on residential amenity; b. For Rule 49.5.52.2, whether any lack of individual-units' outdoor living space is offset by the provision of communal outdoor open space, or internal communal facilities where the unit is within 100m of a public open space.

49.5.53	<p>Education Activities</p> <p>The maximum gross floor area of a single Education Activity shall be 300m².</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. The scale of the activity, including effects on residential amenity; b. Effects on the transportation network; c. Effects on the vitality of the Commercial Precinct.
49.5.54	<p>Acoustic Insulation</p> <p>A mechanical ventilation system shall be installed for all critical listening environments in accordance with Table 5 in Chapter 36.</p> <p>All elements of the façade of any critical listening environment shall have an airborne sound insulation of at least 40 dB Rw + Ctr determined in accordance with ISO 10140 and ISO 717-1.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. The noise levels that will be received within the critical listening environments, with consideration including the nature and scale of the residential or visitor accommodation activity; b. The extent of insulation proposed; and c. Whether covenants exist or are being volunteered which limit noise emissions on adjacent site and/or impose no complaints covenants on the site.
49.5.55	<p>Road noise – State Highway 6</p> <p>Any new buildings containing Activities Sensitive to Road Noise, located within:</p> <ul style="list-style-type: none"> a. 80m of the boundary of State Highway 6 where the speed limit is 70kmph or greater; or b. 40m of the boundary of State Highway 6 where the speed limit is less than 70kmph <p>shall be designed and constructed to ensure that the internal noise levels do not exceed 40dB LA_{eq}(24h) for habitable spaces.</p>	<p>NC</p>

49.5.56	<p>Lighting and Glare</p> <p>49.5.56.1 All exterior lighting, other than footpath or pedestrian link amenity lighting, installed on sites or buildings within the precincts shall be directed away from adjacent sites, roads and public places and directed downwards so as to limit the effects on views of the night sky.</p> <p>49.5.56.2 No activity in this zZone shall result in a greater than 10 lux spill (horizontal or vertical) of light onto any property within the precincts, measured at any point inside the boundary of any adjoining property.</p> <p>49.5.56.3 No activity shall result in a greater than 3 lux spill (horizontal or vertical) of light onto any adjoining property which is zoned Residential measured at any point more than 2m inside the boundary of the adjoining property.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects of lighting and glare on amenity values;</p> <p>b. Effects of lighting and glare on the transportation network; and</p> <p>c. Effects of lighting and glare on the night sky.</p>						
49.5.57	<p>Minimum floor to floor height in the Commercial Precinct</p> <p>The minimum floor to floor height of the ground floor of buildings shall be 4m.</p>	<p>D</p>						
49.5.58	<p>Verandas in the Commercial Precinct</p> <p>Every new, reconstructed or altered building with frontage to the Collector Road Type C as shown on the Structure Plan area shall include a veranda or other means of weather protection that has a minimum depth of 2.5m and a height of 3.5m above the pavement.</p>	<p>RD</p> <p>Discretion is restricted to the effects on pedestrian amenity.</p>						
49.5.59	<p>Staging development to integrate with transport infrastructure</p> <p>Development (except for utilities, the specified transport infrastructural works and other physical infrastructure) within the Sub-Areas shown on the Structure Plan shall not occur prior to all the corresponding transport infrastructural works for the Sub-Area listed below being completed.</p> <p>For the purposes of this rule, “completed” means when the works are physically completed and are able to be used for the intended purpose.</p> <p>For the purposes of this rule, “development” means a building for which a Code Compliance Certificate has been issued by the Council <u>or could otherwise be occupied</u>. Any application under Rules 49.4.5, 49.4.23, and any other application involving a building shall include a condition <u>or conditions requiring that a Code Compliance Certificate under s92 of the Building Act 2004 shall not be applied for in respect of that building specifying the mechanisms to ensure that the building shall not be occupied before the corresponding transport infrastructural works for the Sub-Area are completed. Such mechanisms may include but not be limited to legal instruments on the titles of the units within the building.</u></p> <p><u>The condition(s) shall specify the measures the developer will take to enforce the condition(s), to avoid or reduce any enforcement burden on the Council, and may specify any penalties for non-compliance with the conditions.</u></p> <table><tr><th>Sub-Area</th><th>Transport infrastructural works</th></tr><tr><td>B</td><td>Bus stops on State Highway 6, west of the Stalker Road intersection (one on each side of SH6 State Highway 6) Signalisation of Stalker Road / to SH6 State Highway 6 intersection, including at-grade pedestrian and cycle crossings across both roads.</td></tr><tr><td>D</td><td>Signalisation of Howards Drive / SH6 State Highway 6</td></tr></table>	Sub-Area	Transport infrastructural works	B	Bus stops on State Highway 6, west of the Stalker Road intersection (one on each side of SH6 State Highway 6) Signalisation of Stalker Road / to SH6 State Highway 6 intersection, including at-grade pedestrian and cycle crossings across both roads.	D	Signalisation of Howards Drive / SH6 State Highway 6	<p>NC</p>
Sub-Area	Transport infrastructural works							
B	Bus stops on State Highway 6, west of the Stalker Road intersection (one on each side of SH6 State Highway 6) Signalisation of Stalker Road / to SH6 State Highway 6 intersection, including at-grade pedestrian and cycle crossings across both roads.							
D	Signalisation of Howards Drive / SH6 State Highway 6							

	<p>intersection, including at-grade pedestrian and cycle crossings across both roads.</p> <p>Bus Stops on State Highway 6, at Howards Drive intersection (one on each side of SH6 State Highway 6)</p> <p>Except that in the case of the supermarket under Rule 49.4.17 the only transport infrastructural work that applies is:</p> <ul style="list-style-type: none"> Upgrades to the existing SH6 State Highway 6 / Howards Drive intersection. 	
	<p>B, D</p> <p>Dedicated westbound bus lane on SH6 State Highway 6 from (Howards Drive to Shotover Bridge (part of NZUP package-Queenstown Package)).</p> <p>Stalker Road northbound bus priority lane south of SH6 State Highway 6</p> <p>SH6 State Highway 6 eastbound bus lane from SH6A State Highway 6A to Hawthorne Drive and SH6 State Highway 6 westbound bus lane from Hardware Lane to from SH6A State Highway 6A (part of NZUP package Queenstown Package)</p>	
49.5.60	<p>Building Coverage</p> <p>Within the Glenpanel Precinct, the maximum building coverage shall be 50%.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> b. Bbuilding dominance; c. Design and integration of landscaping; d. The traffic effects associated with the additional building coverage.
49.5.61	<p>Landscaped permeable surface</p> <p>At least 20% of the site shall comprise permeable surface.</p>	NC

Table 5	Standards for activities located in the Open Space Precinct	Non-compliance status
49.5.62	Development shall be in accordance with the Structure Plan at 49.9, except the location of items identified with a * on the Structure Plan shall be in general accordance with the Structure Plan.	NC
49.5.63	<p>Building Height</p> <p>Building height shall not exceed 12m, except that the maximum height of lighting structures shall be 23m.</p>	D
49.5.64	<p>Lighting and Glare</p> <p>49.5.64.1 All exterior lighting, other than footpath or pedestrian link amenity lighting, installed on sites or buildings within the precincts shall be directed away from adjacent sites, roads and public places and directed downwards so as to limit the effects on views of the night sky.</p> <p>49.5.64.2 No activity in this zZone shall result in a greater than 10 lux spill (horizontal or vertical) of light onto any property within the precincts, measured at any point inside the boundary of any</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Effects of lighting and glare on amenity values; b. Effects of lighting and glare on the

	<p>adjoining property.</p> <p>49.5.64.3 No activity shall result in a greater than 3 lux spill (horizontal or vertical) of light onto any adjoining property which is zoned Residential measured at any point more than 2m inside the boundary of the adjoining property.</p>	<p>transportation network; and</p> <p>c. Effects of lighting and glare on the night sky.</p>				
49.5.65	<p>Staging development to integrate with transport infrastructure</p> <p>Development (except for utilities, the specified transport infrastructural works and other physical infrastructure) within the Sub-Areas shown on the Structure Plan shall not occur prior to all the corresponding transport infrastructural works listed below being completed.</p> <p>For the purposes of this rule, “completed” means when the works are physically completed and are able to be used for the intended purpose.</p> <table><tr><th>Sub-Area</th><th>Transport infrastructural works</th></tr><tr><td>J1</td><td><p>Signalisation of the Howards Drive / SH6 State Highway 6 intersection, including at-grade pedestrian and cycle crossings across both roads</p><p>Bus Stops on SH6 State Highway 6, at Howards Drive intersection (one on each side of SH6 State Highway 6)</p><p>Dedicated westbound bus lane on SH6 State Highway 6 from Howards Drive to Shotover Bridge (part of NZUP package-Queenstown Package)</p><p>Stalker Road northbound bus priority lanede south of SH6 State Highway 6</p><p>SH6 State Highway 6 eastbound bus lane from SH6A State Highway 6A to Hawthorne Drive and SH6 State Highway 6 westbound bus lane from Hardware Lane to SH6A State Highway 6A (part of NZUP package-Queenstown Package)</p></td></tr></table>	Sub-Area	Transport infrastructural works	J1	<p>Signalisation of the Howards Drive / SH6 State Highway 6 intersection, including at-grade pedestrian and cycle crossings across both roads</p> <p>Bus Stops on SH6 State Highway 6, at Howards Drive intersection (one on each side of SH6 State Highway 6)</p> <p>Dedicated westbound bus lane on SH6 State Highway 6 from Howards Drive to Shotover Bridge (part of NZUP package-Queenstown Package)</p> <p>Stalker Road northbound bus priority lanede south of SH6 State Highway 6</p> <p>SH6 State Highway 6 eastbound bus lane from SH6A State Highway 6A to Hawthorne Drive and SH6 State Highway 6 westbound bus lane from Hardware Lane to SH6A State Highway 6A (part of NZUP package-Queenstown Package)</p>	<p>NC</p>
Sub-Area	Transport infrastructural works					
J1	<p>Signalisation of the Howards Drive / SH6 State Highway 6 intersection, including at-grade pedestrian and cycle crossings across both roads</p> <p>Bus Stops on SH6 State Highway 6, at Howards Drive intersection (one on each side of SH6 State Highway 6)</p> <p>Dedicated westbound bus lane on SH6 State Highway 6 from Howards Drive to Shotover Bridge (part of NZUP package-Queenstown Package)</p> <p>Stalker Road northbound bus priority lanede south of SH6 State Highway 6</p> <p>SH6 State Highway 6 eastbound bus lane from SH6A State Highway 6A to Hawthorne Drive and SH6 State Highway 6 westbound bus lane from Hardware Lane to SH6A State Highway 6A (part of NZUP package-Queenstown Package)</p>					
49.5.66	<p>Building Coverage</p> <p>The total maximum ground floor area of all buildings is 500m².</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Building dominance;</p> <p>b. Design and integration of landscaping;</p> <p>c. The traffic effects associated with the additional building coverage.</p>				

Table 6	Standards for the Building Restriction Areas on land in any Precinct adjoining State Highway 6	Non-compliance status
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49.5.67	<p>Building Restriction Areas adjoining State Highway 6</p> <p>The public access corridors within the Building Restriction Areas adjoining State Highway 6, as required by Rule 49.4.24 shall be occupied only by pedestrian footpaths, cycle facilities, landscaping, and in addition may be occupied by accessory signage, lighting or furniture as follows:</p> <ul style="list-style-type: none"> a. Footpaths shall be continuous along the entirety of the State Highway 6 frontage (except in the case of Sub-Area H2 it only extends as far west as shown on the Structure Plan) and have a minimum width of 2m. b. Cycle facilities shall be continuous along the entirety of the State Highway 6 frontage (except in the case of Sub-Area H2 it only extends as far west as shown on the Structure Plan), be two-way, and have a minimum width of 3m. c. Footpaths and cycle facilities shall not be located closer than 2m to either the front (State Highway 6) or rear boundary of the Building Restriction Area, except for the purpose of tying into any adjoining footpath or cycle facility; providing access for pedestrians or cyclists to development; to or along a road or private way having the function of a road; or State Highway crossing point. 	NC
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49.6 Rules – Non-notification of Applications

The following Restricted Discretionary activities shall not require the written approval of affected persons and shall not be notified or limited notified (except where the application involves any stormwater component):

49.6.1 Residential units pursuant to Rule 49.4.5, that comply with all standards.

49.6.2 Buildings for non-residential activities pursuant to Rule 49.4.23, that comply with all standards.

Note: any application involving the establishment or direct works of the Zone wide extreme weather event overland stormwater conveyance infrastructure shall be limited notified to Kāi Tahu and affected landowners in the catchment, unless written approval is provided.

Rules – Standards 49.7 Additional Restrictions of Discretion

49.7.1 Notwithstanding the restrictions of discretion specifically listed for individual activities in ~~the table below~~ Tables 1 – 6 above, all activities identified as RD shall be subject to the following additional general restrictions of discretion:

- (a) The maximisation of residential density, affordability, and (at higher densities than suburban) choice in the residential precincts, and above the ground floor level in the Commercial and Glenpanel Precincts;
- (b) Provision of positive effects including environmental benefits and the performance of infrastructure in all Precincts;
- (c) Maximisation of pedestrian-priority, high-amenity, and active frontages along streets, open spaces, and private ways having the function of a road in all Precincts, including the Open Space Precinct when and if buildings are proposed.

~~49.5.0.2 Resource consents for development that infringe one or more development standards in the residential precincts or the Commercial Precinct, regardless of activity status, shall be assessed on the basis of the following general prioritisation, in the order stated:~~

- ~~(a) Maximising housing density, (at higher density than suburban) choice and affordability within the residential precincts, and above the ground floor level in the Commercial Precinct; and then~~
- ~~(b) Whether the infringement(s) allow for a higher standard of ecological sustainability and stormwater management than the minimum requirements of the Zone would otherwise provide; and then~~
- ~~(c) Achieving very high amenity and very high visual quality public space outcomes along streets, open spaces, and private ways having the function of a road; and then~~
- ~~(d) The other relevant matters stated within the Plan.~~

49.8 Assessment Matters for Site and Building Design

49.8.1 In considering whether or not to grant consent and/or impose conditions on a resource consent, regard shall be had to the assessment matters set out below. The relevance of the considerations will vary from site to site.

a. Urban Form Character

Whether the design of the development is in keeping with, or complements, the scale and character of development anticipated for the Te Pūtahi Ladies Mile Zone and relevant significant natural, heritage and cultural features, through consideration of the extent to which the development:

- (i) ~~includes~~ includes, where relevant, reference to the patterns of development in and/or anticipated for the Te Pūtahi Ladies Mile Zone such as building dimensions, forms, setbacks and alignments, and secondary materials, design features and vegetation;

- (ii) ~~R~~etains or adapts features of the site that contribute significantly to local neighbourhood character, potentially including existing heritage items, site contours and mature trees and other vegetation; and
- (iii) ~~I~~ntegrates with, protects and enhances the character and heritage values of the Glenpanel Homestead and wider setting with specific regard given to the Homestead, its grounds, and the existing driveway.

b. Relationship to the street and public open spaces

Whether the development engages with and contributes to the amenity, safety, attractiveness and vitality of adjacent streets and any other adjacent public open spaces, through consideration of the extent to which the development:

- (i) ~~O~~rientates building frontages including entrances and windows to habitable rooms toward the street and adjacent public open spaces, or private ways having the function of a road;
- (ii) ~~D~~esigns buildings on corner sites to emphasise the prominence of these sites and the opportunity to create landmark buildings;
- (iii) ~~E~~ncourages 3-6 storey development fronting collector roads to respond to the larger scale of these streets, and to front open spaces to maximise access to recreation and nature;
- (iv) ~~A~~voids facades fronting streets and open spaces that are blank or dominated by garages; and
- (v) ~~E~~nsures that buildings respond to the interface between adjoining sites, encouraging a soft transition between building heights.

c. Residential amenity

Whether the built form provides a high level of internal and external residential amenity for occupants and neighbours, through consideration of the extent to which the development:

- (i) ~~P~~rovides for outlook, sunlight and privacy through the site layout, and orientation and internal layout of residential units;
- (ii) ~~D~~irectly connects private outdoor spaces to the living spaces within the residential units;
- (iii) ~~E~~nsures any communal private open spaces are accessible, usable and attractive for the residents of the residential units;
- (iv) ~~E~~nsures the typologies and layouts of buildings proposed enable a balance of passive surveillance and privacy, including surveillance from ground floor level over roads, public or communal open spaces, and private ways having the function of a road;
- (v) ~~I~~ncludes tree and garden planting particularly relating to the street frontage, outlook areas, boundaries, access ways, common spaces, and parking areas; and
- (vi) ~~E~~nsures that buildings respond to the interface between adjoining sites, encouraging a soft transition between building heights.

d. Access, parking and servicing

Whether the development provides for active transport and good access and integration of space for any parking and servicing, through consideration of the extent to which the development:

- (i) ~~I~~ntegrates access in a way that is safe for all users, and offers convenient access for pedestrians to the street or private way having the function of a road, any nearby parks or other public recreation spaces;
- (ii) ~~P~~rovides for any parking areas and garages in a way that does not dominate the development, Particularly when viewed from the street or other public open spaces, or private ways having the function of a street; including a provision for underground or internal parking and storage of bikes, cars, and scooters where possible;
- (iii) ~~P~~rovides for suitable storage and service spaces which are conveniently accessible, safe and/or secure, and located and/or designed to minimise adverse effects on occupants, neighbours and public spaces;
- (iv) ~~A~~ddresses three waters infrastructure, in particular stormwater management;
- (v) ~~P~~rovides for appropriate emergency access onto the site that is clear, unobstructed, and visible; and

- (vi) ~~I~~n the case of private ways or Joint Owned Access Lots, clearly demarcates those spaces that are intended for private or resident use only such as a rear service lane (which subject to screening from public view only require functional standards of design), and those that also accommodate visitor or public (in particular pedestrian or cyclist) access (which require a high-quality design, and should demonstrate pedestrian-priority).

e. Safety

Whether the development incorporates Crime Prevention Through Environmental Design (CPTED) principles as required to achieve a safe, secure environment, through consideration of the extent to which the development:

- (i) ~~P~~provides for ~~v~~iews over, and passive surveillance of, adjacent public and publicly accessible private open spaces, and any communal spaces;
- (ii) ~~C~~clearly demarcates boundaries of public and private space (in terms of both use and legal ownership);
- (iii) ~~M~~makes pedestrian entrances and routes readily recognisable; and
- (iv) ~~P~~provides for good visibility with clear sightlines and effective lighting.

f. Sustainability and resilience

Whether the development incorporates innovative design responses that are likely to create a benefit for the environment and contribute to the Kāi Tahu values set out in Policy 4.2.2.21.e, in the areas of carbon emission reductions, stormwater management and water quality, biodiversity, renewable energy, and energy efficiency, significantly beyond the minimum levels required by the Plan, through consideration of the extent to which the development:

- (i) ~~D~~demonstrates design initiatives to reduce carbon emissions through reductions in:
 - embodied energy (e.g. materials and construction processes);
 - operational energy use (e.g. thermal performance, heating and cooling, waste minimisation including organics, transport emissions); and
 - end of life emissions (e.g. design for end of life reuse-recovery-recycle).
- (ii) ~~S~~supports indigenous biodiversity by providing a diversity of indigenous vegetation species in the appropriate arrangement and location and considering the form and functioning of ecological corridors;
- (iii) ~~R~~reduces operational water use through the inclusion of water efficient fixtures, and fittings, and onsite water retention and detention; and
- (iv) ~~I~~includes the appropriate management of stormwater through water sensitive design and through the retention and treatment of stormwater, and integration with the stormwater system within the Zone and gives effect to the Guiding Principles for Stormwater Management set out in Chapter 27 Assessment Matters at 27.9.8.1(d).

g. Accessibility

Whether the development incorporates design responses that support universal accessibility, through consideration of the extent to which the development:

- (i) ~~P~~provides a diversity of accessible housing types and associated common spaces (internal and external).
- (ii) ~~P~~provides universal access to all buildings, where practicable.
- (iii) ~~P~~provides universal access to public open spaces.
- (iv) ~~P~~provides universal access street design.
- (v) ~~P~~provides universal access to transport infrastructure including active transport, public transport, and mobility parks.
- (vi) ~~C~~contributes to the provision of residential units meeting universal design standards as set out in NZS 4121:2001.

49.8.2 For any building containing commercial, retail or educational activities:

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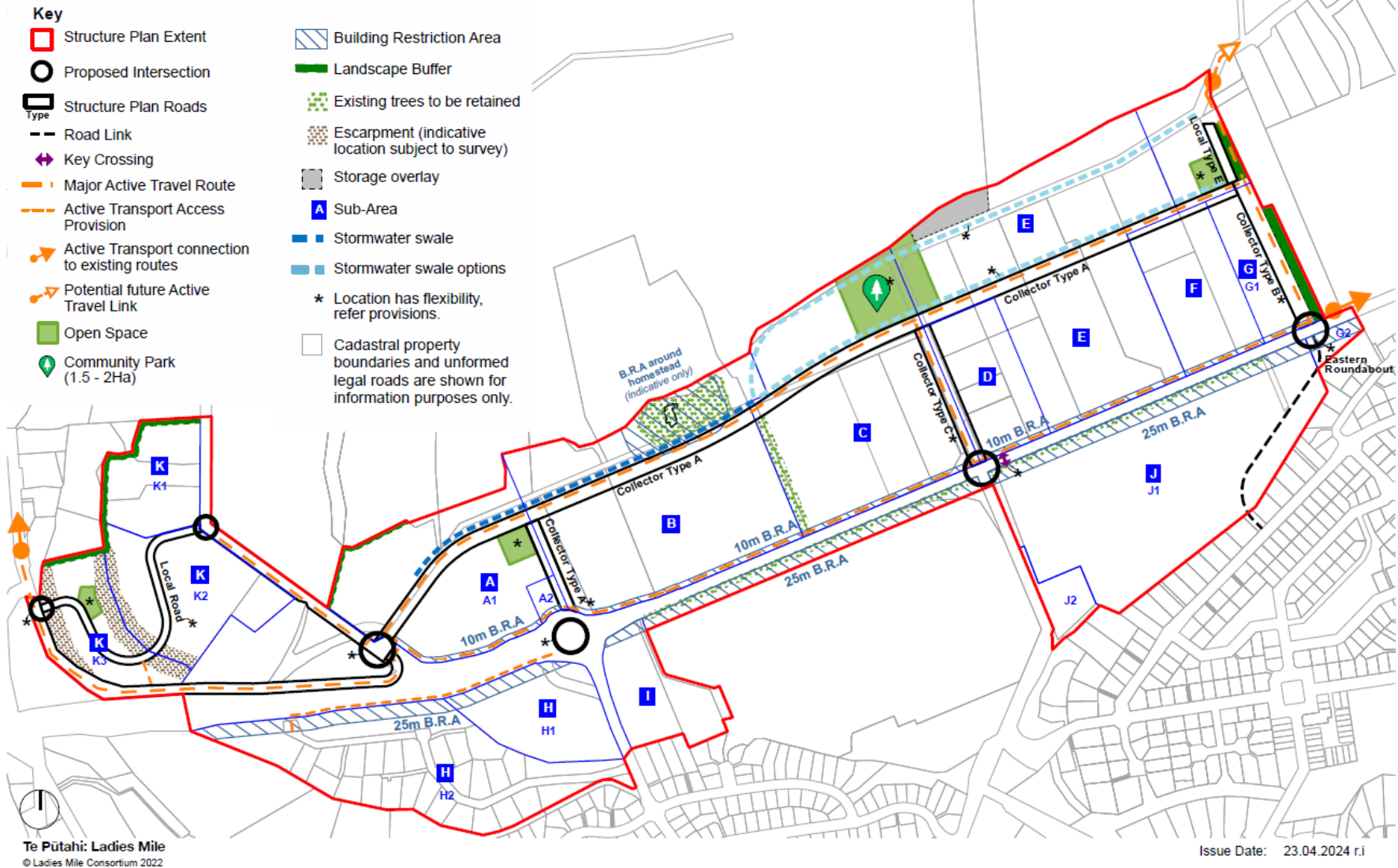
- a. A travel demand management plan (Residential, Workplace or School Travel Plan), is to be prepared in conjunction with the Council, that includes:
 - i. ~~A~~an assessment of actual mode share of travel and operational and management measures to be implemented to reduce private vehicle trips and to facilitate active and public transport, including to and from educational activities;
 - ii. ~~K~~key performance targets; and
 - iii. ~~M~~monitoring and reporting methods.

49.8.3 For any residential unit above 1,100 under Rule 49.4.6:

- a. Alternative high school facilities being provided close to the Zone that are capable of providing convenient access for students without them having to cross the Shotover River.
- b. Demonstration that provision of a high school cannot occur or will not be possible without the Zone.
- c. High school facilities have been committed to or designated (if public), but not operational at the time the additional residential units are proposed.

49.9 **Structure Plan**

Te Pūtahi Ladies Mile Structure Plan - General

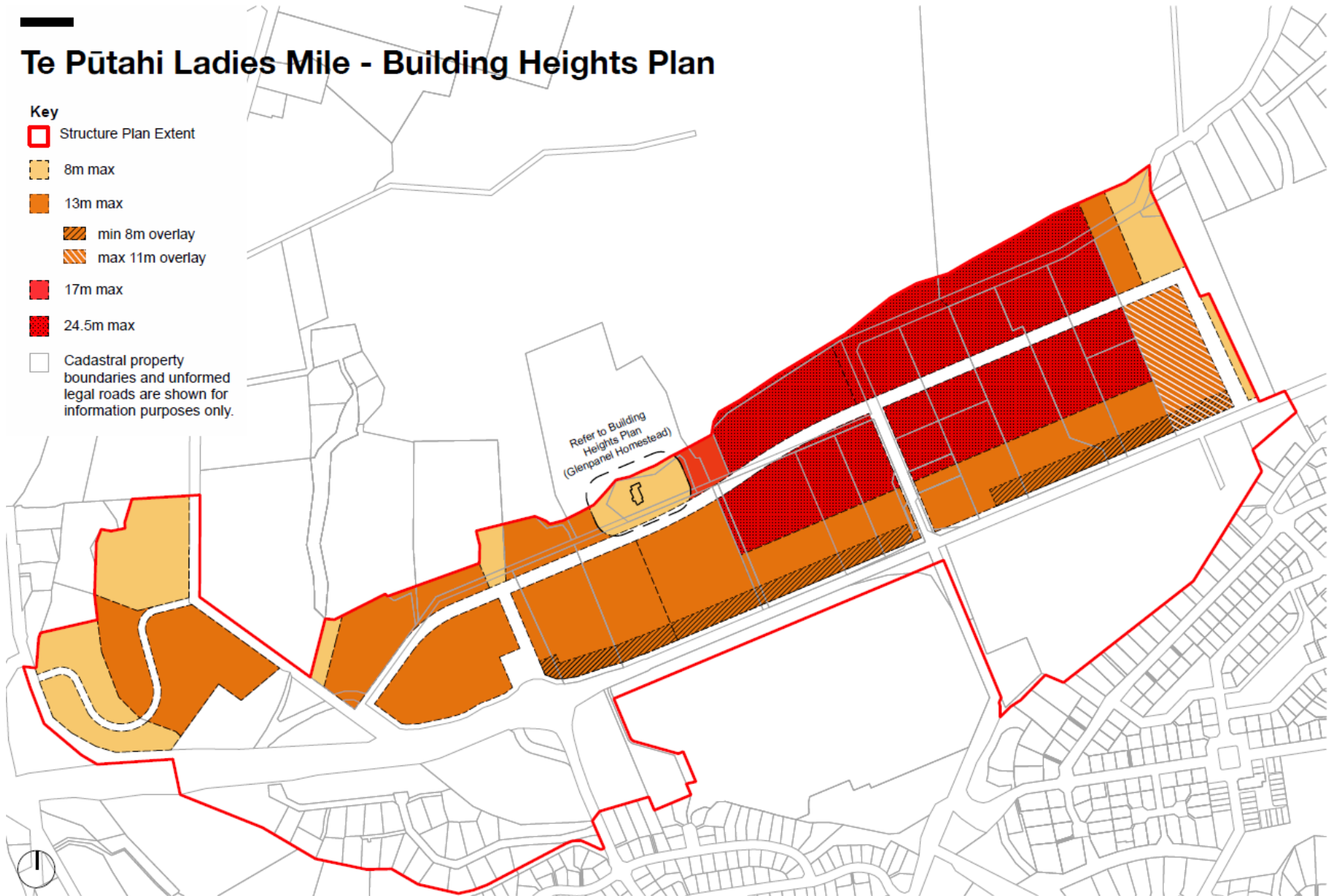


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Te Pūtahi Ladies Mile - Building Heights Plan

Key

- Structure Plan Extent
- 8m max
- 13m max
- min 8m overlay
- max 11m overlay
- 17m max
- 24.5m max
- Cadastral property boundaries and unformed legal roads are shown for information purposes only.



Te Pūtahi: Ladies Mile
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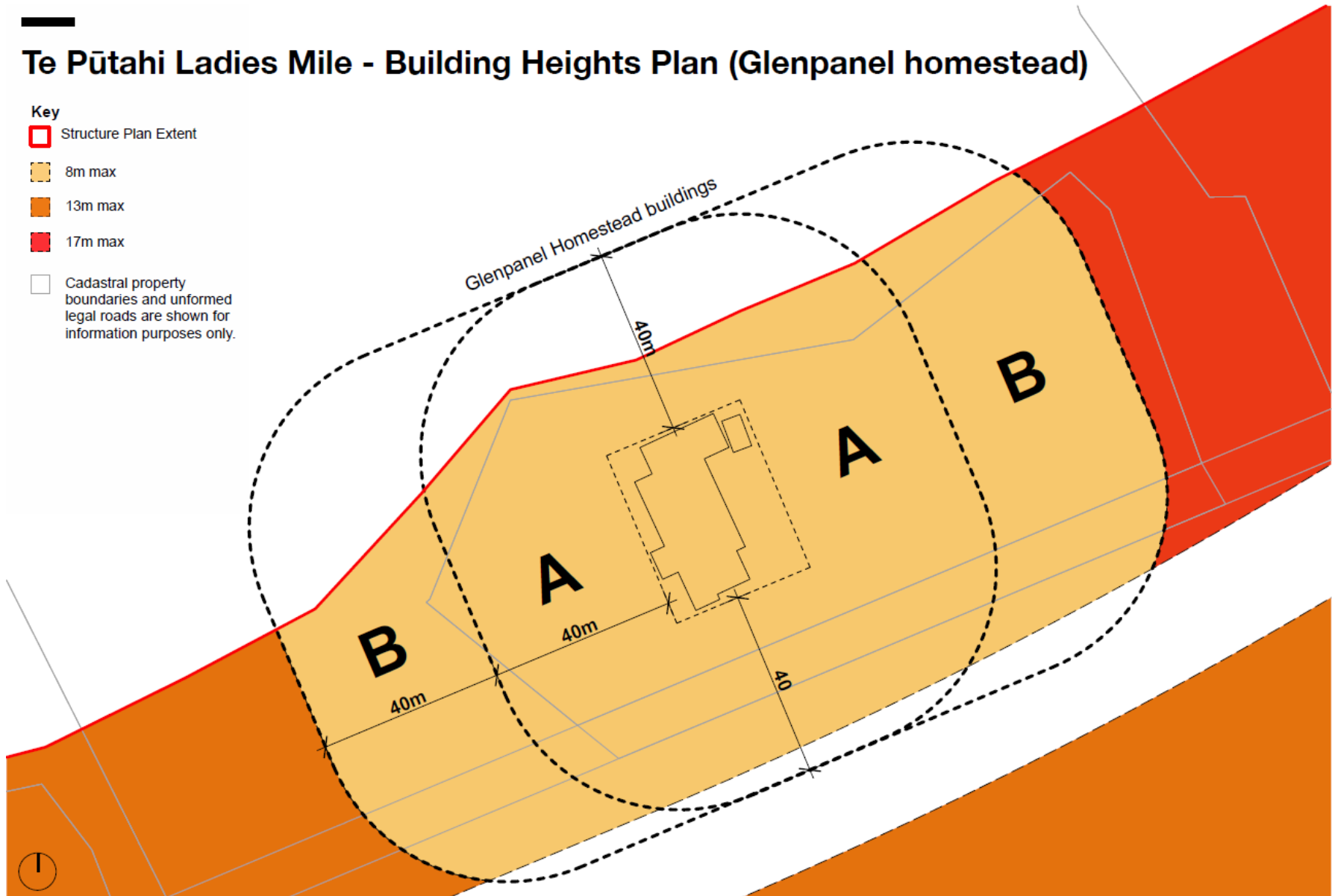
Issue Date: 16.04.2024 r.H

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Te Pūtahi Ladies Mile - Building Heights Plan (Glenpanel homestead)

Key

- Structure Plan Extent
- 8m max
- 13m max
- 17m max
- Cadastral property boundaries and unformed legal roads are shown for information purposes only.



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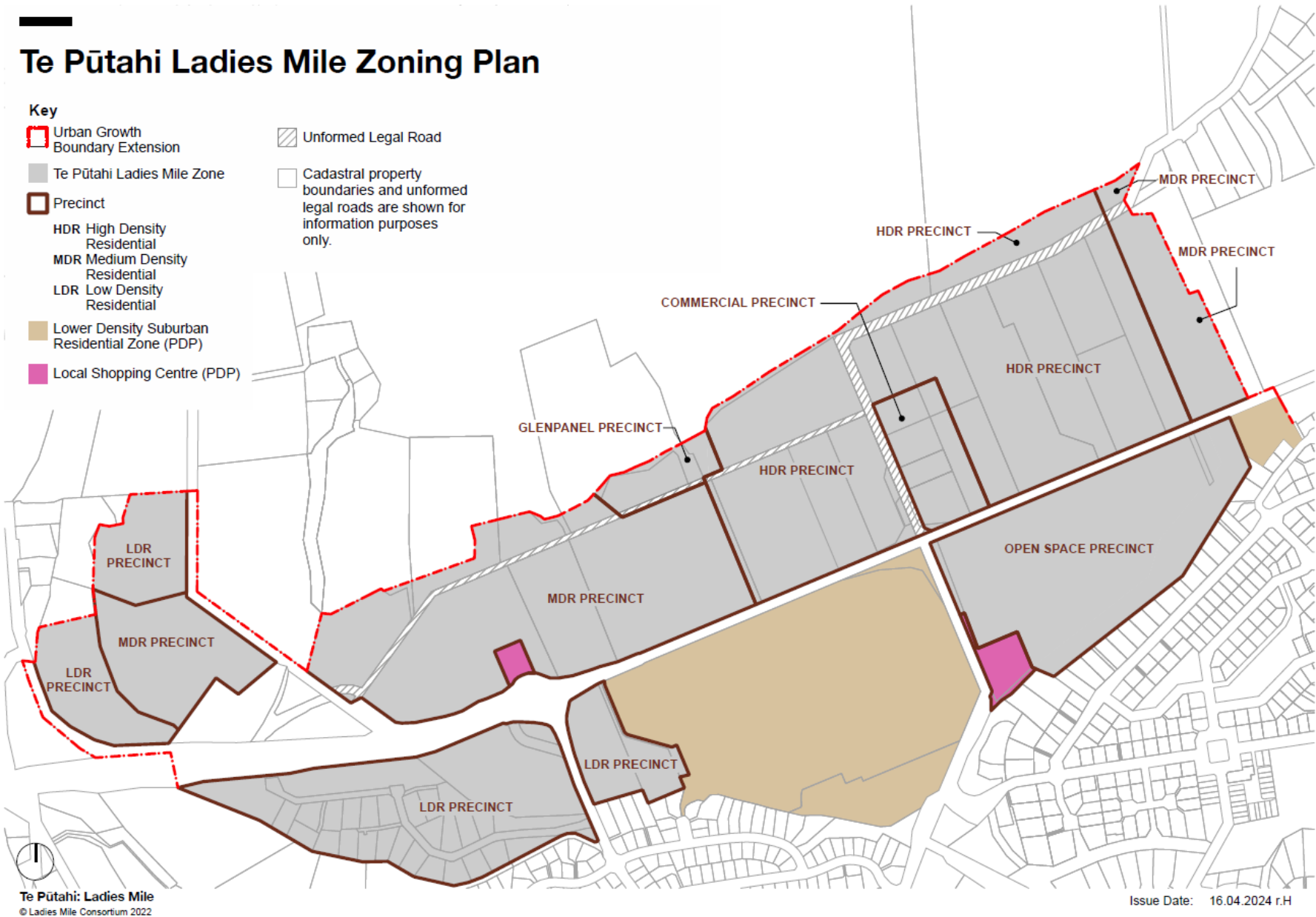
Issue Date: 16.04.2024 r.H

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Te Pūtahi Ladies Mile Zoning Plan

Key

- Urban Growth Boundary Extension
- Te Pūtahi Ladies Mile Zone
- Precinct
- HDR High Density Residential
- MDR Medium Density Residential
- LDR Low Density Residential
- Lower Density Suburban Residential Zone (PDP)
- Local Shopping Centre (PDP)
- Unformed Legal Road
- Cadastral property boundaries and unformed legal roads are shown for information purposes only.



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4. Urban Development

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4.2 Objectives and Policies

...

4.2.2.21 Ensure that development within the Te Pūtahi Ladies Mile Zone provides for:

- a. an urban development with a strong community identity and sense of place by enabling community activities, including education activities, a commercial centre that meets needs of local residents, and connections to the surrounding landscape and residential communities;
- b. high and medium density residential development to enable diversity of housing choice through different typologies to contribute to increased supply of housing and affordable homes;
- c. integration of key roading north of ~~the~~ State Highway 6 with existing intersections serving development south of ~~the~~ State Highway 6 to encourage connectivity, including walking and cycling trips, between the south and north sides of ~~the~~ State Highway 6;
- d. reduced reliance on travel by private vehicle through promotion of public and active transport; and
- e. Kāi Tahu values, including through:
 - i. ~~I~~ncorporating climate change mitigation and adaptation within design;
 - ii. ~~P~~rotecting the mauri of water with water sensitive design, incorporating on-site management of stormwater and requirement for permeable surfaces, utilising reticulated systems for potable supply and wastewater, incorporating onsite water retention and reducing operational water use;
 - iii. ~~P~~referring the use of indigenous vegetation that naturally occurs and/or previously occurred in the area as part of landscape design, including species preferred by indigenous birds; and
 - iv. ~~I~~ncorporating reference to Kāi Tahu values in design where appropriate.

7 Lower Density Suburban Residential

...

7.2 Objectives and Policies

Policies

...

7.2.1.8 Within the Queenstown Country Club Village site, provide for:

- (a) retirement village housing within 75m of State Highway 6 and outside the Building Restriction Area adjacent to State Highway 6, where the layout, scale, form, and density of development retains a level of spaciousness, is consistent with the character of the Queenstown Country Club, maintains views to the wider ONLs, and addresses the public realm.

...

7.4 Rules – Activities

Rules – Activities		
...		
7.4.11	Retirement Villages <u>Except this rule shall not apply to buildings that are Restricted Discretionary activities under Rule 7.4.24.</u>	D
...		
<u>7.4.24</u>	<p>Queenstown Country Club (west of Howards Drive, Ladies Mile)</p> <p><u>7.4.24.1 Buildings within 75m of the boundary with the State Highway 6 and outside the Building Restriction Area</u></p> <p><u>7.4.24.2 Buildings within 20m of the Howards Drive Road Boundary</u></p> <p><u>Discretion is restricted to:</u></p> <ol style="list-style-type: none"> <u>Location, external appearance, site layout and design of buildings and how the development addresses its context to contribute positively to the character of the area and the State Highway 6 frontage;</u> <u>Sscale, form, density and separation between buildings to maintain a sense of spaciousness when viewed from the State Highway 6 and to maintain views to the wider ONLs from the State Highway 6;</u> <u>The activation of the State Highway 6 frontage and avoidance of the rear of buildings facing the State Highway 6;</u> <u>Design and integration of landscaping and fencing;</u> <u>Infrastructure, access and parking design; including the avoidance of parking areas located between buildings and the State Highway 6;</u> <u>Stormwater management.</u> <p><u>Information requirements:</u></p> <ol style="list-style-type: none"> <u>Applications for resource consent shall contain a design statement describing how the proposed building location and appearance achieves the matters of discretion and is commensurate with existing buildings within the Queenstown Country Club.</u> 	RD

7.4.25

Within the Te Pūtahi Ladies Mile Structure Plan area, staging development to integrate with transport infrastructure.

Development (except for utilities, the specified transport infrastructural works and other physical infrastructure) within the Te Pūtahi Ladies Mile Sub-Areas shown on the Structure Plan shall not occur prior to all the corresponding transport infrastructural works for the Sub-Area listed below being completed.

For the purposes of this rule, “completed” means when the works are physically completed and are able to be used for the intended purpose.

For the purposes of this rule, “development” means a building for which a Code Compliance Certificate has been issued by the Council or could otherwise be occupied. Any application under Rules 49.4.5, 49.4.23 7.4.3, 7.4.8, and any other application involving a building shall include a condition or conditions requiring that a Code Compliance Certificate under s92 of the Building Act 2004 shall not be applied for in respect of that building specifying the mechanisms to ensure that the building shall not be occupied before the corresponding transport infrastructural works for the Sub-Area are completed. Such mechanisms may include but not be limited to legal instruments on the titles of the units within the building.

The condition(s) shall specify the measures the developer will take to enforce the condition(s), to avoid or reduce any enforcement burden on the Council, and may specify any penalties for non-compliance with the conditions.

NC

Sub-Area	Transport infrastructural works
G2	<p>Eastern Roundabout on <u>SH6 State Highway 6</u></p> <p>Bus stops on <u>SH6 State Highway 6</u> west of the Eastern Roundabout (one on each side of <u>SH6 State Highway 6</u>)</p> <p>At grade signalised pedestrian / cycle crossing of <u>SH6 State Highway 6</u> west of the Eastern Roundabout</p> <p>Dedicated westbound bus lane on <u>SH6 State Highway 6</u> (Howards Drive to Eastern roundabout (not included in the <u>NZUP package-Queenstown Package</u>))</p> <p><u>SH6 State Highway 6</u> eastbound bus lane from <u>SH6A State Highway 6A</u> to Hawthorne Drive and <u>SH6 State Highway 6</u> westbound bus lane from Hardware Lane to <u>SH6A State Highway 6A</u> (part of the <u>NZUP package-Queenstown Package</u>)</p>

7.5 Rules – Standards		
<p>7.5.1</p>	<p>Building Height (for flat sites)</p> <p>7.5.1.1 Wānaka and Hāwea: Maximum of 7 metres.</p> <p>7.5.1.2 Arrowtown: Maximum of 6.5 metres.</p> <p>7.5.1.3 Kawarau Heights: Maximum of 4.5m and 6m as identified on the Structure Plan in 27.13.15.</p> <p>7.5.1.4 All other locations <u>except buildings within the Queenstown Country Club:</u> Maximum of 8 metres.</p> <p><u>Queenstown Country Club</u></p> <p><u>7.5.1.5 Within 75m of the boundary with SH6 State Highway 6: Maximum 6m</u></p>	<p>NC</p>

	<u>7.5.1.6</u> Beyond 75m of the boundary with SH6 State Highway 6: Maximum of 8m	
7.5.11	<p>Density</p> <p>The maximum site density shall be:</p> <ul style="list-style-type: none"> i. one residential unit or dwelling per 300m² net site area, or ii. one residential unit or dwelling per 800m² net site area at Lake Hāwea South within Area B as identified in the Structure Plan in 27.13.19. <p><u>Except this rule does not apply to the Queenstown Country Club.</u></p>	NC
7.5.24	<p>Maximum number of residential units</p> <p>7.5.11A.1 Queenstown Country Club within 75m of the boundary of SH6 State Highway 6 – A maximum of 42 units.</p>	NC
7.5.25	<p>Maximum Floor Area</p> <p>7.5.11B.1 Queenstown Country Club within 75m setback from the boundary with the State Highway 6 – individual buildings shall have a maximum floor area of 310m².</p>	<u>D</u>

Local Shopping Centre Zone

...

15.2 Objectives and Policies

...

15.2.2.7 In the Te Pūhahi Ladies Mile Structure Plan area, require ~~applications for~~ resource consents to ~~also be considered in terms of consider~~ the relevant policies of that Zone, and for development to be undertaken in a manner that is consistent with the Structure Plan.

15.4 Rules – Activities

...

~~15.4.0.1 In the Te Pūhahi Ladies Mile Structure Plan area, irrespective of the activity status identified in the activity table below, any application for resource consent shall also be subject to the following, which shall be treated as reservations of control (for controlled activities), restrictions of discretion (for restricted discretionary activities), or assessment matters (for others):~~

- ~~(a) Consistency with the Te Pūhahi Ladies Mile Structure Plan.~~
- ~~(b) Any relevant Te Pūhahi Ladies Mile zZone objectives listed at 49.2.1; 49.2.6; 49.2.7; or 49.2.8 and their allied policies.~~
- ~~(c) The maximisation of residential density, affordability, and (at higher densities than suburban) choice above the ground floor level.~~
- ~~(d) Provision of positive effects including environmental benefits and the performance of infrastructure.~~
- ~~(e) Maximisation of pedestrian priority, high-amenity, and active frontages along streets, open spaces, and private ways having the function of a road.~~

...
15.4.17	<p>Within the Te Pūhahi Ladies Mile Structure Plan area:</p> <p>(a) <u>supermarkets, department stores, other Large Format Retail, or Service Stations; and</u></p> <p>(b) <u>north of SH6 State Highway 6 greater than 1,500m² gross floor area of all local shopping centre activities on a cumulative basis.</u></p>	NC
15.4.18	<p><u>Within the Te Pūhahi Ladies Mile Structure Plan area, staging development to integrate with transport infrastructure</u></p> <p><u>Development (except for utilities, the specified transport infrastructural works and other physical infrastructure) within the Te Pūhahi Ladies Mile Sub-Areas shown on the Structure Plan shall not occur prior to all the corresponding transport infrastructural works for the Sub-Area listed below being completed.</u></p> <p><u>For the purposes of this rule, “completed” means when the works are physically completed and are able to be used for the intended purpose.</u></p> <p><u>For the purposes of this rule, “development” means a building for which a Code</u></p>	NC

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Compliance Certificate has been issued by the Council or could otherwise be occupied. Any application under Rules ~~49.4.5, 49.4.23~~15.4.3, and any other application involving a building shall include a condition or conditions requiring that a Code Compliance Certificate under s92 of the Building Act 2004 shall not be applied for in respect of that building specifying the mechanisms to ensure that the building shall not be occupied before the corresponding transport infrastructural works for the Sub-Area are completed. Such mechanisms may include but not be limited to legal instruments on the titles of the units within the building.

The condition(s) shall specify the measures the developer will take to enforce the condition(s), to avoid or reduce any enforcement burden on the Council, and may specify any penalties for non-compliance with the conditions.

<u>Sub-Area</u>	<u>Transport infrastructural works</u>
<u>J2</u>	<p><u>Signalisation of the Howards Drive / SH6 State Highway 6 intersection, including at-grade pedestrian and cycle crossings across both roads</u></p> <p><u>Bus Stops on SH6 State Highway 6 at Howards Drive intersection (one on each side of SH6 State Highway 6)</u></p> <p><u>Dedicated westbound bus lane on SH6 State Highway 6 from (Howards Drive to Shotover Bridge (part of NZUP-package-Queenstown Package)))</u></p> <p><u>Stalker Road northbound bus priority lane de south of SH6 State Highway 6</u></p> <p><u>SH6 State Highway 6 eastbound bus lane from SH6A State Highway 6A to Hawthorne Drive and SH6 State Highway 6 westbound bus lane from Hardware Lane to SH6A State Highway 6A (part of NZUP-package-Queenstown Package))</u></p> <p><u>A sealed footpath along Howards Drive from SH6 State Highway 6 to Jones Road</u></p>
<u>A2</u>	<p><u>As for Sub-Area A in Rule 49.5.33</u></p> <p><u>Access intersection from at least one of Lower Shotover Road / Spence Road or Collector Road A at Stalker Road.</u></p> <p><u>Upgraded Lower Shotover Road at Spence Road intersection.</u></p> <p><u>Bus stops on State Highway 6, Stalker Road intersection (one on each side of State Highway 6).</u></p> <p><u>Signalisation of Stalker Road / State Highway 6 intersection, including at-grade pedestrian and cycle crossings across both roads.</u></p> <p><u>Active Travel link to State Highway 6 bus stops at Stalker Road Intersection.</u></p> <p><u>Dedicated westbound bus lane on State Highway 6 from Howards Drive to Shotover Bridge (part of Queenstown Package))</u></p> <p><u>State Highway 6 eastbound bus lane from to State Highway 6A to Hawthorne Drive and State Highway 6 westbound bus lane from Hardware Lane to State Highway 6A (part of Queenstown Package)</u></p> <p><u>Stalker Road northbound bus priority lane south of State Highway 6</u></p>

15.4.19	<p><u>Within the Te Pūtahi Ladies Mile Structure Plan area</u></p> <p><u>In Sub-Area A2 adjoining State Highway 6, within the Building Restriction Area over the land within 10m from State Highway 6 northern boundary, the establishment of continuous, non-vehicular public access corridors.</u></p> <p><u>Discretion is restricted to:</u></p> <ul style="list-style-type: none"> a. <u>integration and coordination across sites to achieve continuous, safe, and comfortable pedestrian and cycle facilities for use by the general public (including safety between pedestrians and cyclists);</u> b. <u>integration with and access to adjacent development, roads or private ways having the function of a road, or State Highway 6 crossing points;</u> c. <u>whether any existing facilities have already been provided on the south side of State Highway 6 that sufficiently provide pedestrian and/or cycle access;</u> d. <u>a variety of vegetative species and trees that complement but remain subordinate to views from State Highway 6 to landscape features and adjacent development;</u> e. <u>lighting to allow safe night time use of footpaths and cycle facilities without contributing to lighting clutter or glare when viewed from the State Highway 6;</u> f. <u>if the Building Restriction Area remains in private ownership, the sufficiency of means to ensure unrestricted public access through it, and provide for ongoing care and maintenance of pedestrian and bicycle facilities, landscaping, lighting, signage, or furniture.</u> 	<u>RD</u>
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...

15.5 Rules – Standards

	Standards for activities located in the Local Shopping Centre Zone	<u>Non-compliance status</u>
15.5.2	<p>Setbacks and Sunlight Access – sites adjoining any Residential zone, Settlement Zone or public open space and in the Te Pūtahi Ladies Mile Structure Plan area, sites adjoining a State Highway 6 Building Restriction Area</p> <p>...</p> <p>e. In the Te Pūtahi Ladies Mile Structure Plan area:</p> <p>i. Within the identified 10m deep State Highway 6 Building Restriction Area: Rule 49.5.0.3 applies.</p> <p>ii. At the northern (outer) edge of the State Highway 6 Building Restriction Area: 0m.</p>	<p>RD</p> <p>...</p>
...		
15.5.14	<p><u>Building Restriction Areas adjoining State Highway 6</u></p> <p><u>The public access corridors within the Building Restriction Areas adjoining State Highway 6, as required by Rule 15.4.19 shall be occupied only by pedestrian footpaths, cycle facilities, landscaping, and in addition may be occupied by accessory signage, lighting or furniture as follows:</u></p> <ul style="list-style-type: none"> a. <u>Footpaths shall be continuous along the entirety of the State Highway 6 frontage and have a minimum width of 2m.</u> b. <u>Cycle facilities shall be continuous along the entirety of the State Highway</u> 	<u>NC</u>

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	<u>6 frontage, be two-way, and have a minimum width of 3m</u> <u>c. Footpaths and cycle facilities shall not be located closer than 2m to either the front (State Highway 6) or rear boundary of the Building Restriction Area, except for the purpose of tying into any adjoining footpath or cycle facility; providing access for pedestrians or cyclists to development; to or along a road or private way having the function of a road; or State Highway crossing point.</u>	
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15.7 Assessment Matters

In the Te Pūhahi Ladies Mile Structure Plan area, irrespective of the activity status identified in the activity table below, any application for resource consent shall also be subject to the following, which shall be treated as reservations of control (for controlled activities), restrictions of discretion (for restricted discretionary activities), or assessment matters (for others):

- (a) Consistency with the Te Pūhahi Ladies Mile Structure Plan.
- (b) Any relevant Te Pūhahi Ladies Mile Zone objectives listed at 49.2.1; 49.2.6; 49.2.7; or 49.2.8 and their allied policies.
- (c) The maximisation of residential density, affordability, and (at higher densities than suburban) choice above the ground floor level.
- (d) Provision of positive effects including environmental benefits and the performance of infrastructure.
- (e) Maximisation of pedestrian-priority, high-amenity, and active frontages along streets, open spaces, and private ways having the function of a road.

25 Earthworks

...

25.5 Rules - Standards

	Table 25.2 – Maximum Volume	Maximum Volume	Total
...	
25.5.5	Queenstown Town Centre Zone Wanaka Town Centre Zone <u>Te Pūtahī Ladies Mile Zone</u> Local Shopping Centre Zone ...	500m ³	

Subdivision and Development

...

27.3 Location-specific objectives and policies

...

Te Pūtahi Ladies Mile Zone and the Local Shopping Centre Zone located within the Te Pūtahi Ladies Mile Structure Plan area

- 27.3.26 Objective – Urban development comprising a mix of housing, commercial centres, schools, ecological corridors and areas for stormwater management, and open spaces for active and informal recreation, and a network of walkways and cycleways, that:
- a) integrates with existing urban development and the surrounding landscapes; and
 - b) brings about a significant modal shift away from reliance on the private car to enhanced use of public and active transport; and
 - c) creates a community with a strong sense of place and a unique built form character within the District.

Policies

- 27.3.26.1 Require that subdivision and development is undertaken in accordance with the Te Pūtahi Ladies Mile Structure Plan (Schedule 27.13.XX) to promote the integrated, efficient and co-ordinated location of activities, primary roading, key intersections, open spaces, green networks, stormwater management, and walkway / cycleway routes.
- 27.3.26.2 Enable flexibility of allotment sizes to ensure that scarce land resources are utilised efficiently for medium and higher density residential activities and, in the Commercial and Glenpanel Precincts, to enable a range of non-residential activities.
- 27.3.26.3 Require a range of open spaces and facilities including:
- a. Ssports grounds (for active and informal recreation) and associated community activities;
 - b. Llocal parks for informal recreation;
 - c. Aa network of walkways and cycleways throughout the Structure Plan area integrating development with Lake Hayes, the Shotover River, the adjacent Ladies Mile suburban settlements, Frankton and the Wakatipu Trails network;
 - d. Aa coherent and consistent landscaped setback adjacent to State Highway 6 (Amenity Access Area) that maintains the key elements of the gateway experience including significant views; and
 - e. Aareas that function as ecological corridors and stormwater management areas, as part of a wider blue-green network.
- 27.3.26.4 Require subdivision design to achieve a high quality of urban form by:
- a. Aavoiding the creation of rear lots and cul-de-sacs unless walking and cycling links provide additional connections to streets;
 - b. Eencouraging a predominantly north-south street layout to achieve residential amenity through solar gain and improved visual connections to surrounding landscapes;
 - c. Pproviding visual links, predominantly by way of road placement, north to open spaces at the base of Slope Hill and the Slope Hill ONF when viewed from the intersections on State Highway 6 shown on the Structure Plan;
 - d. Ddesign allotments, blocks, and movement corridors so as to maximise the efficient and convenient opportunity for subsequent development to integrate with, and provide passive surveillance of, streets and public spaces, and any private ways having the function of a road;
 - e. Eencouraging integrated applications for subdivision and land use for medium and high density

residential development proposals; and

- f. ~~I~~n the case of private ways or Joint Owned Access Lots, clearly demarcating those spaces that are intended for private or resident use only such as a rear service lane (which subject to screening from public view only require functional standards of design), and those that also accommodate visitor or public (in particular pedestrian or cyclist) access (which require a high-quality design, and should demonstrate pedestrian-priority).

27.3.26.5 Provide for a safe and efficient transport network that:

- a. ~~A~~voids new access onto ~~the~~ State Highway 6 other than the intersections shown on the Te Pūtahi Ladies Mile Structure Plan (Schedule 27.13.XX);
- b. ~~E~~nsures that public transport and waste collection can be efficiently and effectively provided within the roading network or in the case of waste collection, private rear service lanes;
- c. ~~I~~ntegrates key roads north of ~~the~~ State Highway 6 with existing and planned intersections serving development south of ~~the~~ State Highway 6, and provides safe pedestrian and cycleway crossings of ~~the~~ State Highway 6, to encourage connectivity between the south and north sides of ~~the~~ State Highway 6;
- d. ~~E~~nsures that the standard and layout of internal road connections account for long-term traffic demand without the need for subsequent retrofitting or upgrade; and
- e. ~~P~~rioritises the safe and efficient movement of walking, cycling, and public transport routes over private vehicular use.

27.3.26.6 Manage subdivisions (including in terms of staging and restrictions on subsequent development) so as to support and complement the specific transport infrastructural works required for Sub Areas A – ~~K~~ in Rules ~~49.5.10, 49.5.33, 49.5.50 and 49.5.56~~ 49.5.10, 49.5.39, 49.5.59 and 49.5.65 (and as referenced in Rule 15.4.18).

27.3.26.7 Require the mauri and health of fresh water to be sustained and enhanced by subdivision design that avoids the adverse effects of stormwater on Waiwhakaata Lake Hayes, and requires:

- a. ~~A~~n integrated stormwater management system for the entirety of the ~~TPLM~~ Te Pūtahi Ladies Mile Zone (excluding Sub- Area K) and Local Shopping Centre Zone north of State Highway 6 and the contributing Slope Hill catchment; and
- b. ~~S~~oakage to ground of runoff generated by the 1% AEP event for development in the ~~TPLM~~ Te Pūtahi Ladies Mile Zone and the Local Shopping Centre Zone north of State Highway 6; and
- c. ~~F~~or the contributing Slope Hill catchment, soakage to ground of runoff generated by the 1% AEP event or as close as possible to the 1% AEP event; and
- d. ~~T~~he design of stormwater management systems to avoid stormwater discharges (other than co-ordinated overland flow) to Waiwhakaata Lake Hayes.

27.3.24.8 Avoid the adverse effects of discharges to the Shotover and Kawarau Rivers, the State Highway network, groundwater resources, and to neighbouring sites.

27.3.24.9 Ensure staged subdivisions that create balance or bulk lots are designed with connections to a reticulated water supply, stormwater disposal and/or sewage treatment and disposal system that are of sufficient capacity for the intended future urban development.

	<u>Subdivision Activities – District Wide</u>	
<u>27.5.7</u>	... 7. Local Shopping Centre excluding the Local Shopping Centre Zone located within the Te Pūtahi Ladies Mile Structure Plan area. ...	

...

27.6 Rules – Standards for Minimum Lot Areas

No lots to be created by subdivision, including balance lots, shall have a net site area or where specified, an average net site area less than the minimum specified.

Zone		Minimum Lot Area
...		
<u>Local Shopping Centre excluding the Local Shopping Centre Zone located within the Te Pūtahi Ladies Mile Structure Plan area</u>		<u>No Minimum</u>
...		
<u>Te Pūtahi Ladies Mile Zone and the Local Shopping Centre Zone within the Te Pūtahi Ladies Mile Structure Plan area</u>	<u>Low Density Residential Precinct</u>	<u>300m²</u>
	<u>Low Density Residential Precinct sites that utilise Rule 49.5.6.5 in Sub-Area H2 where a common or party wall is proposed between two or more residential units on adjacent sites.</u>	<u>200m²</u>
	<u>All other Precincts and the Local Shopping Centre Zone</u>	<u>No minimum</u>

...

27.7 Zone – Location Specific Rules

Zone		Activity Status
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27.7.1	Subdivision consistent with a Structure Plan that is included in the District Plan (except that this rule does not apply to Structure Plan 27.13.7 Criffel Station, 27.3.9 at Frankton North, 27.13.13 Connell Terrace, 27.13.14 Ballantyne Road and <u>27.13.XX Te Pūtahī Ladies Mile Zone</u>). ...	C
...
<u>27.7.28</u>	<p><u>Te Pūtahī Ladies Mile Zone and the Local Shopping Centre Zone within the Te Pūtahī Ladies Mile Structure Plan area</u></p> <p>27.7.28.1 <u>Subdivision of land within the Te Pūtahī Ladies Mile Zone or the Local Shopping Centre Zone within the Te Pūtahī Ladies Mile Structure Plan area</u></p> <p><u>Discretion is restricted to:</u></p> <ol style="list-style-type: none"> a. <u>the matters contained in Rule 27.5.7:</u> b. <u>the spatial layout of the subdivision, and its relationships to and integration with other sites and development, taking into account the location of:</u> <ol style="list-style-type: none"> i. <u>Roads, walkways and cycleways throughout the Sub-Area including Indicative Roads as shown on the Structure Plan and where these will connect to adjoining sites and (where relevant) neighbouring Sub-Areas and (where relevant) State Highway 6, including intersection layout and design and in the case of Sub-Area K the effect of any road on the natural character of the escarpment and Shotover River;</u> ii. <u>Open spaces and blue-green or ecological corridors, and their intended function(s), including those open spaces and blue-green corridors required by the Structure Plan, Indicative Parks as shown on the Structure Plan, and any additional open spaces necessary to serve the future needs of the site and the wider Sub-Area;</u> iii. <u>Three waters infrastructure, including the retention and treatment of stormwater, and integration with the stormwater system within the Zone;</u> iv. <u>Heritage and archaeological values, specifically with regard to how the subdivision design integrates with and enhances the character of the Glenpanel Precinct and wider setting;</u> v. <u>The intended function of all private ways or Joint Owned Access Lanes (particularly in terms of whether the space is intended to accommodate public access to any residential units' front door or remain for fully private rear or servicing access only), and how the design, and visual appearance of the space is appropriate for that function including how future development will be accessed and serviced</u> c. <u>how the subdivision design will enable the achievement of the minimum residential density requirements set out in the relevant</u> 	RD

	<p><u>Zone provisions:</u></p> <ul style="list-style-type: none"> d. <u>how the subdivision design will enable buildings and development that achieves the development standards for the relevant Precinct or Local Shopping Centre Zone.</u> e. <u>the methods proposed for ensuring that building typologies provide for a diversity of housing choice (taking into account the zoning of the land).</u> f. <u>within Sub-Areas B and C, the impact of development on existing established trees identified on the Structure Plan;</u> g. <u>within Sub-Area A and K, the establishment of the "Landscape Buffer Area" shown on the Structure Plan, and the methods to ensure it is maintained in perpetuity;</u> h. <u>within Sub-Area H1, the impact on Sub-Area H2 of landscaping within the 6m setback from the boundary with Sub-Area H2 and methods to ensure that shading effects from landscaping are minimised;</u> i. <u>E</u>Ensuring <u>the subdivision provides for, supports and complements transport infrastructural works to be established as identified in Rules 49.5.10, 49.5.33, 49.5.50 and 49.5.56 49.5.10, 49.5.39, 49.5.59 and 49.5.65 and 15.4.18 including restrictions on occupation of buildings prior to the transport infrastructural works being completed;</u> j. <u>T</u>The <u>integration of the subdivision layout and potential future development with the Key Crossing;</u> k. <u>H</u>How <u>the stormwater management proposed for the subdivision will be managed as part of an integrated stormwater management system for the TPLM Te Pūhahi Ladies Mile Zone and Local Shopping Centre Zone north of SH6 State Highway 6 to achieve soakage to ground for the 1% AEP event, including management of overland flow paths and levels of ground surfaces to facilitate the system integration and any legal mechanisms required to achieve integration;</u> l. <u>H</u>How <u>a fully integrated stormwater management solution for Slope Hill is to be coordinated via swales for conveyance and soakage to capture and dispose of stormwater on the Slope Hill side of the collector road for the 1% AEP event, or as close as possible to the 1% AEP event, including coordinated overland flow paths to ensure no adverse effects on downstream properties and any legal mechanisms required to achieve integration;</u> m. <u>F</u>For <u>bulk lot or staged subdivision, the provision of infrastructure servicing (access and all utilities) to each lot that is of sufficient capacity and size to accommodate the zoned development potential, and allows connection of the services associated with the future development that the bulk lot provides for, including provision of legal access arrangements where relevant;</u> n. <u>H</u>How <u>the subdivision configures allotments and/or access spaces to integrate with and maximise the quality of the State Highway 6 Building Restriction Areas shown on the Zoning plan, including whether the Building Restriction Areas themselves remain in private ownership or are vested in Council.</u> <p><u>Information requirements:</u></p> <ul style="list-style-type: none"> a. <u>A statement demonstrating how the subdivision layout will enable:</u> <ul style="list-style-type: none"> i. <u>the densities expected in the relevant Precinct; and</u> ii. <u>diversity of future building typologies on the sites created by the subdivision, to offer maximum choice for residential or business owners</u> 	
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	<p><u>or tenants, and any methods (including by way of consent notices on the titles to be created, or other instrument) to ensure such diversity; and</u></p> <p>iii. <u>buildings and development that will achieve the development standards for the relevant Precinct of or Local Shopping Centre Zone.</u></p> <p>b. <u>A statement, supporting plans, specifications (and modelling when required) with a level of detail as necessary to demonstrate how the stormwater management proposed will be managed as part of an integrated stormwater management system for the TPLM Te Pūtahi Ladies Mile Zone and Local Shopping Centre Zone north of SH6 State Highway 6, including:</u></p> <p><u>Catchment modelling and technical information</u></p> <p>i. <u>A pre-development catchment-wide (encompassing Slope Hill and the full TPLM Te Pūtahi Ladies Mile Zone and Local Shopping Centre Zone) hydraulic model for all critical design storms up to and including the 1% AEP event. The hydraulic model is to be produced in accordance with the QLDC Code of Practice Section 4.3.5 Design Criteria and the QLDC Stormwater Modelling Specification. Surface infiltration tests are necessary across the TPLM Te Pūtahi Ladies Mile Zone and Local Shopping Centre Zone north of SH6 State Highway 6 to calibrate the model for pre-development infiltration rates.</u></p> <p>ii. <u>Predicted post-development hydraulic model update demonstrating how the stormwater management system(s) proposed in the application will:</u></p> <ul style="list-style-type: none"> <u>• achieve or contribute to a fully integrated stormwater management system for the Zone; and</u> <u>• achieve soakage to ground of runoff generated for the 1% AEP event (or for the contributing Slope Hill catchment soakage to ground for the 1% AEP event or as close to possible to the 1% AEP) ;.</u> <p>iii. <u>hHow the stormwater management system(s) have been designed considering climate change adjusted rainfall (RCP 6.0 8.5 for the period 2081-2100) ;.</u></p> <p><u>Integration</u></p> <p>iv. <u>tThe manner by which the system within the land subject to the application will:</u></p> <ul style="list-style-type: none"> <u>• contribute to a fully integrated stormwater management solution for the TPLM Te Pūtahi Ladies Mile Zone and Local Shopping Centre Zone north of SH6 State Highway 6 (including Slope Hill);</u> <u>• be coordinated across development blocks with reference to the Guiding Principles for Stormwater Management;</u> <u>• minimise the number of stormwater facilities (detention basins, and/or soakage devices and/or including underground chambers) across the TPLM Te Pūtahi Ladies Mile Zone and Local Shopping Centre Zone north of SH6 State Highway 6;</u> <u>• integrate with the system on adjoining or nearby land within the same catchment or sub-catchment, and where stormwater management devices can be shared for development across multiple properties ;.</u> <p>v. <u>tThe manner by which land owned by the Applicant along the toe of Slope Hill will be made available for stormwater management ;.</u></p> <p>vi. <u>tThe easements to be easements to be provided as required for new stormwater trunks and swales crossing private property ;.</u></p> <p>vii. <u>How co-ordinated overland flow paths through the developments will be provided to ensure no adverse effects on upstream or downstream properties ; and</u></p> <p><u>Treatment</u></p>	
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	<p>viii. hHow pre-treatment of Slope Hill Runoff and treatment of first flush from roads, carpark etc will be provided to ensure longevity of soakage devices.</p> <p>c. <u>Applications for staged subdivisions involving the creation of larger balance or 'bulk' lots intended for future subdivision and/or development shall demonstrate (by way of technical assessments and Tthree Wwaters modelling) infrastructure servicing for access and all utilities that is sufficient to cater for the anticipated, zoned land use and density capacity that the lot provides for, including:</u></p> <ul style="list-style-type: none"> i. Provision for access approvals or legal instruments necessary for the provision of infrastructure services to the bulk lots; ii. Methods to integrate with existing or adjacent developments; iii. Consideration and contribution to (where appropriate) infrastructure that is necessary to both service the development but may also benefit or service the wider community and future development on adjoining or nearby land where subdivision and/or development of that land would rely on the bulk lots for infrastructure. <p>d. <u>Within Sub-Area K a landscape management plan that ensures that future residential units will integrate with the landscape of nearby zones, and the surrounding landscape, and shall include:</u></p> <ul style="list-style-type: none"> i. <u>Location of future buildings and the appropriateness of lot sizes along the escarpment edge;</u> ii. The <u>in respect of the</u> heritage setting of the Ferry Hotel, and the Old Shotover Bridge, and <u>how the development in Sub-Area K can be appropriately screened and softened, and including the location, spacing and type of planting to achieve that-;</u> iii. The <u>the location, spacing and type of planting to be located within Sub-Area K2 to achieve screening and softening of the development when viewed from State Highway 6 looking east-;</u> iv. The <u>the location, spacing and type of planting to be located on the escarpments within sub-area K-;</u> v. The <u>the staged removal of wilding plant species within sSub-aArea K and their replacement with non-wilding vegetation spacing and type-;</u> vi. The <u>the location, spacing and type of planting in the eOpen sSpace zone area within Sub-Area K (as shown on the Structure Plan), along the local road, in stormwater flow paths, soakage areas and swales, and along any active transport link.</u> <p><u>27.7.28.2 Subdivision that is inconsistent with Structure Plan in 27.13.XX, except as set out in Rule 49.5.15.</u></p>	NC
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27.9 Assessment Matters for Resource Consents

27.9.8 Restricted Discretionary Activity – Subdivision Activities within the Te Pūtahi Ladies Mile Zone and the Local Shopping Centre Zone within the Te Pūtahi Ladies Mile Structure Plan area

In considering whether or not to grant consent or impose conditions in respect to subdivision activities under Rule 27.7.28.1, the Council shall have regard to the following assessment matters:

27.9.8.1 **Assessment Matters in relation to Rule 27.7.28.1**

- a. The matters identified under Rule 27.9.3.1 as it applies to the Te Pūtahi Ladies Mile Zone and Local Shopping Centre Zone within the Te Pūtahi Ladies Mile Structure Plan area.
- b. The extent to which a development provides logical integration of infrastructure, including roading (including walking and cycling networks), parks and open spaces within the Sub Area and, where relevant, adjoining Sub-Areas taking into account the relevant matters in (c) below.
- c. The extent to which:
 - i. the configuration of sites is suitable for future development:
 - (a) to accommodate development intended by the Zone, including the development standards for built development and the required residential densities in the relevant Precinct;
 - (b) that encourages integration with, and passive surveillance over, streets and public spaces;
 - (c) to enable sunlight access to future residential units;
 - (d) to ensure safe, legible and convenient pedestrian, cycling and vehicle access, including through limiting block lengths and provision for clear and unobstructed emergency access;
 - (e) that avoids the use of cul-de-sac roads or private ways unless these are short (less than 50m) or walking and cycling connections are provided to other streets; and
 - (f) that encourages interaction with, and visual surveillance over, ~~the~~ State Highway 6 through considering the future layout and orientation of adjacent sites and their likelihood to result in direct pedestrian link to ~~the~~ State Highway 6, or a road or private way, or the use of detailed façades and direct or gated access from a State Highway-fronting yard.
 - ii. the subdivision design provides for:
 - (a) development of reserves and public open spaces which are suitably located, sized and designed for the intended function;
 - (b) coordinated and appropriately designed and located infrastructure consistent with Council standards, including the provision of a contribution to the upgrade of existing infrastructure to accommodate future development where appropriate;
 - (c) the appropriate management of stormwater through an integrated management system for the ~~TPLM~~ Te Pūtahi Ladies Mile Zone and Local Shopping Centre Zone land north of ~~SH6~~ State Highway 6, through water sensitive design and through the retention and treatment of stormwater, and integration with the stormwater system within the Zones, taking into account the Guiding Principles for stormwater management in the ~~TPLM~~ Te Pūtahi Ladies Mile Zone, Local Shopping Centre ~~z~~Zone within the Te Pūtahi Ladies Mile Structure Plan area, and the QLDC Engineering Code of Practice;
 - (d) a stormwater management system which will achieve soakage to ground of runoff generated by the 1% AEP event, and for the contributing Slope Hill catchment the 1% AEP event, or as close as possible to the 1% AEP event;
 - (e) the retention of mature existing vegetation, including those identified as “Existing Trees to be retained” on the Structure Plan and other specimen trees where this is practicable and does not compromise the efficient use of the land or achievement of required housing densities, and the introduction of indigenous vegetation (preferably

that naturally occurs and/or previously occurred in the area), to contribute to the character and amenity of the future development;

- (f) existing natural and cultural features to be accessible to the public and, where appropriate, form prominent features within the overall design;
- (g) Aa layout that will achieve the density required in the residential precincts as set out in Rules 49.5.20, taking into account the information requirements in Rule 27.7.28.1, including whether any design parameters are to be secured through an appropriate legal mechanism;
- (h) Diversity of (at greater densities than suburban) housing choice, including whether any parameters relating to building typologies are to be secured through an appropriate legal mechanism-;
- (i) Aa layout that protects, maintains or enhances indigenous biodiversity-;
- (j) Aa applications for staged subdivisions involving the creation of larger 'bulk' lots intended for further subdivision and/or development in the future demonstrate infrastructure servicing (access and all utilities) that is sufficient for the zoned development potential of all of the "bulk" lots to be created, to ensure the land is able to be serviced and developed for the anticipated, zoned land use and density capacity, including:
 - (i) Pprovision for access approvals or legal instruments necessary for the provision of infrastructure services to the bulk lots;
 - (ii) Mmethods to integrate with existing or adjacent developments;
 - (iii) Cconsideration and contribution to (where appropriate) infrastructure that is necessary to both service the development but may also benefit or service the wider community and future development on adjoining or nearby land where subdivision and/or development of that land would rely on the bulk lots for infrastructure.

d. **Guiding Principles for stormwater management in the ~~TPLM~~ Te Pūtahī Ladies Mile Zone and Local Shopping Centre Zone within the Te Pūtahī Ladies Mile Structure Plan area:**

In conjunction with the requirements in the Code of Practice, the following stormwater guidelines will be applied:

i. Water sensitive design

- a. Utilise stormwater management solutions that mimic the natural water cycle and enhance the water quality;
- b. Employ an integrated stormwater management approach that supports connectivity to the natural environment and gives effect to Te Mana o te Wai and the community wellbeing;
- c. Manage flooding and surface water flow to safeguard the community and infrastructure in a sustainable manner;
- d. Replicate the hydrological regime in the area such that the maximum rate of discharge and peak flood levels post development are no greater than pre-development;
- e. Align 'blue' stormwater solutions and the wider 'green' landscape and open space strategies wherever possible.

ii. Design standards

- a. Ensure that there is a maximum 24-hour drain-down for any attenuation systems basis/soak pits for 1% AEP events;
- b. Avoid direct discharges from the development area into Lake Hayes (other than overland flow in extreme weather events);
- c. Manage road runoff through appropriate treatment device(s);
- d. Construct stormwater devices to capture, treat and discharge runoff from the catchment of the device.

iii. Integration

- a. Avoid a proliferation of multiple stormwater management systems and devices. Depending on location and land ownership structures this may necessitate co-operation of multiple landowners to ensure an acceptable approach;
- b. Legal mechanisms to achieve an integrated stormwater system across legal boundaries.

iv. Overland flow

- a. Land to the north of and adjacent to Collector Road A is used as a swale to collect, treat and discharge runoff from Slope Hill to ground and allow for overland flow in the Te Pūtahī Ladies Mile Zone and Local Shopping Centre Zone within the Te Pūtahī Ladies Mile Structure Plan area to be directed towards Lake Hayes in extreme rainfall events greater than 1% AEP;
- b. Additional overland flows may be required;
- c. That there are no overland flows across ~~SH6~~ State Highway 6 for 1% AEP events or less;
- d. That there are no overland flows from attenuation systems or soak pits for 1% AEP events or less unless there is a defined and acceptable overland flow path;
- e. Overland flow paths from Slope Hill are co-ordinated through the ~~TPLM~~ Te Pūtahī Ladies Mile Variation Area.

27.10 Rules – Non-Notification of Applications

Applications for all controlled and restricted discretionary activities shall not require the written approval of other persons and shall not be notified or limited notified except:

...

- f. For applications within Te Pūtahī Ladies Mile Zone and Local Shopping Centre ~~z~~Zone within the Te Pūtahī Ladies Mile Structure Plan area.
- g. Any application involving the establishment or direct works of the Zone wide overland stormwater flow path infrastructure shall be limited notified to Kāi Tahu and affected landowners in the catchment, unless written approval is provided.

27.13 Structure Plans

...

27.13.19 Te Pūtahī Ladies Mile Structure Plan

[insert Structure Plan]

29

Transport

...

29.5 Rules – Standards for activities outside roads

	Table 29.3 –Standards for activities outside roads	Non-Compliance status																				
...																				
29.5.5	Dropoff/pick up (set down) areas in all zones except in the Queenstown Town Centre Zone, the Wanaka Town Centre Zone, the Arrowtown Town Centre Zone, <u>and within the Te Pūtahī Ladies Mile Zone</u> ...	RD ...																				
...	...																					
29.5.13	<p>a. All vehicular access to fee simple 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 29.5.13b below.</p> <p>b. All shared private vehicular accesses <u>in the Te Pūtahī Ladies Mile Zone</u>, serving residential units and/or visitor accommodation units in the High Density Residential Zone, Medium Density Residential Zone, Low Density Residential Zone and Settlement Zone shall comply with the following standards:</p> <table><tr><th>(#)</th><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><tr><td></td><td>1 to 6</td><td>2.75 – 3.0 <u>In the Te Putahi Ladies Mile Zone: 3.0</u></td><td>4.0</td></tr><tr><td></td><td>7 to 12</td><td>5.5 – 5.7</td><td>6.7</td></tr><tr><td></td><td><u>In the Te Putahi Ladies Mile Zone: Rear service lane (no pedestrian or public access including to any residential units' front door) serving up to 12 units</u></td><td><u>7m</u></td><td><u>7m</u></td></tr><tr><td></td><td><u>In the Te Putahi Ladies Mile Zone: Rear service lane</u></td><td><u>7.5m</u></td><td><u>8.5m</u></td></tr></table>	(#)	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 <u>In the Te Putahi Ladies Mile Zone: 3.0</u>	4.0		7 to 12	5.5 – 5.7	6.7		<u>In the Te Putahi Ladies Mile Zone: Rear service lane (no pedestrian or public access including to any residential units' front door) serving up to 12 units</u>	<u>7m</u>	<u>7m</u>		<u>In the Te Putahi Ladies Mile Zone: Rear service lane</u>	<u>7.5m</u>	<u>8.5m</u>	RD Discretion is restricted to: a. Effects, including positive urban design effects, on the safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment and provision for sufficient emergency access. b. The design of the access, including the width of the formed and legal width. c. The on-going management and maintenance of the access. d. The purpose and function of the private way, and if intended to be a means of public or pedestrian
(#)	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 <u>In the Te Putahi Ladies Mile Zone: 3.0</u>	4.0																			
	7 to 12	5.5 – 5.7	6.7																			
	<u>In the Te Putahi Ladies Mile Zone: Rear service lane (no pedestrian or public access including to any residential units' front door) serving up to 12 units</u>	<u>7m</u>	<u>7m</u>																			
	<u>In the Te Putahi Ladies Mile Zone: Rear service lane</u>	<u>7.5m</u>	<u>8.5m</u>																			

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	<p><u>(no pedestrian or public access including to any residential units' front door) 13 or more units</u></p> <p><u>Information requirements:</u></p> <p><u>a. Proposals shall be accompanied by design information prepared by suitably qualified persons demonstrating that a vehicular speed environment of 30km/h or less will be achieved within the lane;</u></p> <p><u>b. that sufficient provision and space has been made to allow waste storage and collection (where this is to be provided from within the lane); and</u></p> <p><u>c. how the lane will not attract rat-running or similar inappropriate travel behaviour.</u></p>			<p>access to any residential units' front door, the provision of sufficient visual quality, landscape amenity and pedestrian-priority.</p> <p>e. The vesting of the access in Council.</p> <p>f. Any positive effects on achieving planned intensification and compact urban form.</p>
	<p>(ii) Except;</p> <p>i. where a shared vehicle access for 1 to 6 units adjoins a State Highway 6, 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</p>			

	<p>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, except as provided in this Rule.</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>...</p>	
...		
29.5.24	<p><u>Maximum Parking Requirements</u></p> <p><u>On land located in the Te Pūtahi Ladies Mile Zone, the number of parking spaces shall not exceed the following rates:</u></p> <p><u>Offices – 1 per 50m² GFA</u></p> <p><u>Retail – 1 per 50m² GFA</u></p> <p><u>Education – 0.5 per FTE employee plus 1 visitor space per classroom</u></p> <p><u>Supermarket – 1 per 25m² GFA</u></p> <p><u>Activities not listed – no maximum</u></p> <p><u>Except that this rule will not apply to mobility spaces</u></p> <p><u>Note: Maximum parking rates are to be calculated cumulatively.</u></p>	<p><u>RD</u></p> <p><u>Discretion is restricted to:</u></p> <p><u>a. The adequacy of parking for the activity;</u></p> <p><u>b. Effects on residential intensification and urban design; and</u></p> <p><u>c. Effects on the transportation network, including on the uptake of public and active transport modes.</u></p>
...	...	
29.5.25	<p><u>Roading and access within the Te Pūtahi Ladies Mile Zone</u></p> <p><u>29.5.25.1 There shall be no direct property access for vehicles from the collector road Type A on the Structure Plan to land located north of the road except where such direct property access already exists as at 9 June 2023 for the purpose of access to the Navigational Aid on Slope Hill.</u></p> <p><u>29.5.25.2 New roads connecting collector road Type A identified on the Structure Plan to land located north of the road shall not exceed a frequency of more than one every 120m.</u></p> <p><u>29.5.25.3 New roads connecting collector road Type A identified on the Structure Plan to land located south of the road shall not exceed a frequency of more than one every 60m.</u></p> <p><u>29.5.25.4 The maximum number of access points from the collector road Type C identified on the Structure Plan to land located east of the</u></p>	<p><u>RD</u></p> <p><u>Discretion is restricted to effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.</u></p>

	road shall be two (2). <u>29.5.25.5</u> The maximum number of access points from the collector road Type C identified on the Structure Plan to land located west of the road shall be one (1).	
29.5.26	<p>Carparking and vehicle crossings within the Te Pūtahi Ladies Mile Zone</p> <p>29.5.26.1 Within the Medium Density Residential and High Density Residential Precincts, subdivision applications shall specify vehicle crossing locations in compliance with Rule 49.5.36. Where two adjoining allotments each have a width of 8.5m or less, the single vehicle crossings each is entitled to under Rule 49.5.36 (a 6.5m residential unit + 2 x 1m side yards = 8.5m allotment width) shall be combined.</p> <p>29.5.26.2 Common parking areas (including open areas or areas within a building at ground-level) that comprise more than two spaces must:</p> <p>a. incorporate incorporate 2m wide landscape planting areas at an interval of every four angle parking spaces and between nose-to-nose angle parking, and every three parallel parking spaces.</p>	<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; and</p> <p>b. Effects on the amenity of the Zone when viewed from the street or private way that provides the function of a road.</p>

...

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

	Table 29.5		
	Activity	Development type	Threshold
...			
<u>29.9.10</u>	<u>Development in the Te Pūtahi Ladies Mile Zone</u>	<u>Any building containing residential, commercial, retail, or educational facilities</u>	<u>For any residential development 10 residential units.</u> <u>Any other building containing commercial, retail, or educational facilities.</u>

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
...
29.10.7	Educational Facility – primary and secondary	1 visitor space per 50 students (capacity)	For Students, 1 per 5 pupils Year 5 and above (capacity) for primary and secondary schools. <u>In addition, within the Te Pūtahi Ladies Mile Zone, for staff 1 bicycle space per 10 on-site workers</u>	Nil, <u>except that within the Te Pūtahi Ladies Mile Zone the following shall be provided:</u> <u>For students 1 locker per every space required.</u> <u>For staff, where 11-100 long-term bicycle parking spaces are required: 1 locker for every space required and 1 shower per every 10 spaces required.</u> <u>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.</u>
...				
<u>29.10.13</u>	<u>Residential activity within the Te Pūtahi Ladies Mile Zone</u>	<u>1 per 20 residential units</u>	<u>1 per residential unit</u>	<u>Nil</u>

- 29.10.14 The following advice note applies to all the provisions in Table 29.6 relating to minimum requirements for cycle parking, lockers, and showers:
- 29.10.15 In calculating the requirement, all development floor areas cited in the above table shall be rounded down. For example, an office space development of 150m² would require one Private Long-Term Bicycle Parking space and an office of 510m² would require four spaces.
- 29.10.16 Private Long Term Bicycle parking shall be secure and positioned within the site in order to be accessible from the street.
- 29.10.17 Cycle parking for residential activity in the Te Pūtahi Ladies Mile Zone can be located in a communal area, including within garaging or cycle storage sheds.
- 29.10.18 The following footnotes apply only where indicated in Table 29.6:
- ...

31

Signs

...

31.14 Rules – Activity Status of Signs in Special Zones

Table 31.14 – Activity Status of Signs in Special Zones		Jacks Point Zone outside of Village Activity Areas and residential Activity Areas	...	<u>Te Pūtahi Ladies Mile Zone</u>
31.14.1	Signs for commercial activities and community activities and Visitor Accommodation in the Commercial Precinct. Control is reserved to the matters set out in Rule 31.18.	C	...	<u>C</u>
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 31.18.	C	...	<u>C</u>
31.14.3	Signs for visitor accommodation	D	...	<u>D</u>
31.14.4	Signs not associated with commercial activities, community activities or visitor accommodation	P	...	<u>P</u>
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	...	<u>D</u>

...

36 Noise

...

36.5 Rules – Standards

Table 2: General Standards

Rule Number	General Standards				Non-Compliance Status
	Zone sound is received in	Assessment location	Time	Noise Limits	
36.5.2	Any point within any site	0800h to 2000 h	50 dB L _{Aeq} (15 min)	NC
	<u>Te Pūtahi Ladies Mile Zone – Low, Medium and High Density Residential Precincts</u>		2000h to 0800 h	40 dB L _{Aeq} (15 min)	NC
<u>36.5.6</u>	<u>Te Pūtahi Ladies Mile Zone – Commercial and Glenpanel Precincts</u> <u>Note: Sound from activities which is received in another zone or Precinct shall comply with the noise limits for that zone or Precinct.</u>	<u>Any point within any other site in the Commercial and Glenpanel Precincts</u>	<u>0800h to 2000 h</u>	<u>60 dB L_{Aeq}(15 min)</u>	<u>NC</u>
			<u>2000h to 0800 h</u>	<u>50 dB L_{Aeq}(15 min)</u>	
			<u>2000h to 0800 h</u>	<u>75 dB L_{AFmax}</u>	

Appendix 4: Officials' assessment against the statutory criteria

RMA statutory requirements	Summary of application	Officials' assessment
<p><i>Clause 83(1)</i></p> <p>The local authority must submit to the responsible Minister, within the time required by the Direction, the documents listed in Clause 83(1)</p>	<p>The Direction required no more than 260 working days between gazettal of the Direction (30 March 2023) and provision of the recommendations and reports. QLDC submitted all of the required documents on 29 April 2024, 256 working days after gazettal - 4 working days early.</p>	<p>This requirement has been met.</p>
<p><i>Clause 83(2)</i></p> <p>The territorial authority must consult the relevant requiring authority or heritage protection authority on the recommendations before it submits to the Minister information that relates to a requirement, designation, or heritage order.</p>	<p>The scope of the Variation does not include changes to notices of requirement, designations or heritage protection orders in the Variation area. There are only two designations in the Variation area both held by QLDC.</p>	<p>This requirement has been met.</p>
<p>The Minister for the Environment must have regard to the following criteria:</p>		
<p><i>Clause 84(2)(a)</i></p> <p>Whether the local authority has complied with the procedural requirements, including time frames, required by the Direction</p>	<p>Most of the substantive procedural requirements in the Direction have been met including the overall timeframes for the SPP, the required experience levels for the Independent Hearing Panel (IHP), and requirements to publicise the Direction.</p> <p>The Panel took an extra 10 working days to prepare its draft report (step 11). The Panel gave submitters an additional week to comment on the draft recommendations report (step 12). QLDC did not meet the ten working day deadline between receipt of comments suggesting minor corrections and providing</p>	<p>The intent of this requirement has been substantively met. While QLDC missed several internal process deadlines (steps 11-13), these were not by significant lengths of time within the context of the overall SPP and the overall timeframes for the process were met. We do not consider that any parties would have been disadvantaged by the additional time taken on several steps, particularly those giving them opportunities to flag technical errors, or that this was inconsistent with the purpose of the SPP.</p>

RMA statutory requirements	Summary of application	Officials' assessment
	<p>reports to the Minister (step 13). The reports still met the overall timeframes for the SPP.</p> <p>Other procedural requirements related to the experience of the IHP members. QLDC posted biographies of the Panel members on its hearings website¹.</p> <p>QLDC was required to place the dates and anticipated timeframes for the process steps on a publicly accessible website and keep these updated.</p>	<p>We agree that the mix of skills and experience represented by the Panel members meets the requirements of the Direction.</p> <p>We agree that QLDC has met the requirements to make information about the SPP publicly available.</p>
<p><i>Clause 84(2)(b)(i)</i></p> <p>Whether, and if so, how the local authority has had regard to the statement of expectations</p>	<p>Appendix 5 to the reports provided by QLDC (in Appendix 1 to this Briefing Note) summarises how QLDC has had regard to the statement of expectations.</p>	<p>We agree that QLDC has had regard to the statement of expectations on the basis of the reports provided by QLDC. Our analysis of individual expectations follows.</p>
	<p><i>Expectation 1(a): TPLM Variation contributes to providing sufficient opportunities for the development of housing and business land to ensure a well-functioning urban environment including maximising opportunities to enable housing, particularly of the typologies identified as a shortfall in Queenstown's Housing Development Capacity Assessment 2021 (housing suitable for older households, smaller households, and lower and lower-middle income households).</i></p> <p>QLDC's view is that they have had regard to this expectation by providing for and setting minimum densities in Medium Density Residential (MDR) and High Density Residential (HDR) precincts at 40 dwellings per hectare (net).</p>	<p>We agree that QLDC has had regard to this expectation on the basis of the reports provided by QLDC.</p>

¹ <https://www.qldc.govt.nz/your-council/district-plan/proposed-district-plan/hearings/te-putahi-ladies-mile/>

RMA statutory requirements	Summary of application	Officials' assessment
	They have sought to provide a well-functioning urban environment by providing for local commercial centres, schools and recreational facilities within the Variation area which will also improve integration and services with existing suburbs to the south of SH6.	
	<p><i>Expectation 1(b): TPLM Variation ensures that future development will be undertaken in a manner which recognises the limitations of the existing transport network in this location.</i></p> <p>QLDC's view is that they have had regard to this expectation by introducing transport infrastructure triggers which limit development until specified upgrades to the transport network are in place. QLDC have also added a restriction on more than 1,100 dwellings until a new high school is completed.</p> <p>Adding commercial centres and education and recreation facilities on the east side of the Shotover River is also intended to reduce private vehicle trips by enabling more employment opportunities and access to services nearer to residents.</p>	We agree that QLDC has had regard to this expectation on the basis of the reports provided by QLDC.
	<p><i>Expectation 1(c): TPLM Variation ensures appropriate and feasible infrastructure is provided for in Te Pūtahi Ladies Mile Zone, including stormwater management that allows for future climate change impacts, and access to everyday needs through transport options that support emissions reduction (such as public and/or active transport).</i></p> <p>QLDC's view is that they have had regard to this expectation by requiring an integrated, centralised stormwater management system is developed in</p>	<p>We agree that QLDC has had regard to this expectation on the basis of the reports provided by QLDC.</p> <p>A QLDC councillor and deputy chair of their Infrastructure Committee wrote to you highlighting her concerns about limitations with the wastewater disposal field at the Shotover Wastewater Treatment Plant which is currently in breach of its consent conditions with the regional council. In her view, this called into question the</p>

RMA statutory requirements	Summary of application	Officials' assessment
	<p>accordance with guiding principles. They have used stormwater modelling predictions (RCP8.5) which make conservative assumptions about climate change impacts.</p> <p>Their evidence was that it will be feasible to provide drinking water and wastewater services to the area.</p> <p>The upgrades to the transport network and provisions of more local services as discussed above are anticipated to provide enhanced opportunities for public and active transport.</p>	<p>capacity of the Plant to absorb the additional wastewater demand from development in the Variation area.</p> <p>We wrote to QLDC for clarification and their view is that the evidence presented to the IHP acknowledged there was a need for upgrades to the wastewater system to service the new development. They maintain their position that providing wastewater servicing to the Variation area is feasible.</p> <p>We consider that sufficient information on the appropriateness and feasibility of wastewater servicing for the Variation area was provided to the IHP by a suitably qualified expert for you to conclude that QLDC has had regard to this expectation.</p>
	<p><i>Expectation 1(d): TPLM Variation ensures future development will be undertaken in a manner that recognises and protects sensitive receiving environments including in particular Slope Hill, Waiwhakaata/Lake Hayes and the Shotover River.</i></p> <p>QLDC's view is that they have had regard to this expectation by inclusion of stormwater provisions which include avoiding the adverse effects of stormwater on Waiwhakaata/Lake Hayes and avoiding the adverse effects of discharges to the Shotover and Kawarau Rivers.</p> <p>Slope Hill, an Outstanding Natural Feature (ONF) has been protected by ensuring that the Variation does not overlap with the ONF area. The provisions promote view corridors from SH6 to Slope Hill and to the Remarkables to the south.</p>	<p>We agree that QLDC has had regard to this expectation on the basis of the reports provided by QLDC.</p>

RMA statutory requirements	Summary of application	Officials' assessment
	<p><i>Expectation 1(e): QLDC will continue to engage with Te Rūnanga o Moeraki, Kāti Huirapa Rūnaka ki Puketeraki, Te Rūnanga o Ōtākou, Hokonui Rūnanga, Te Rūnanga o Awarua, Te Rūnanga o Ōraka Aparima, Te Rūnaka o Waihōpai and Waka Kotahi/New Zealand Transport Agency throughout the streamlined planning process.</i></p> <p>QLDC notes that it has continued to engage with NZTA on traffic modelling and transport infrastructure upgrades. It has also met with Kāi Tahu representatives to discuss the stormwater management approach.</p>	<p>We agree that QLDC has had regard to this expectation on the basis of the reports provided by QLDC.</p>
<p><i>Clause 84(2)(b)(ii)</i></p> <p>Whether, and if so, how the local authority has met the requirements of the RMA, regulations made under it, and any relevant national direction</p>	<p><i>Part 2</i></p> <p><i>Is the proposal consistent with Part 2 of the RMA including:</i></p> <ul style="list-style-type: none"> <i>a. promotes sustainable management</i> <i>b. recognises and provides for the matters of national importance in section 6</i> <i>c. has particular regard to the “other matters” in section 7</i> <i>d. takes into account the principles of the Treaty of Waitangi.</i> 	<p>We agree that the Variation meets the requirements of Part 2 of the RMA.</p>
	<p><i>Has met the other RMA requirements for district plan making including section 31, section 32, section 32AA, and section 72-77B.</i></p>	<p>We agree that the Variation is consistent with the functions of a territorial authority under section 31 and that sufficient evaluation reports under section 32 and section 32AA have been prepared to support the Variation.</p>

RMA statutory requirements	Summary of application	Officials' assessment
	<p>The section 32 and section 32AA reports provided by QLDC summarise how the Variation has met RMA requirements for plan making.</p>	<p>QLDC has had regard to the appropriate matters to be considered when preparing a Variation as set out in section 74(2).</p> <p>We agree that QLDC has had regard to the Emissions Reduction Plan (ERP) and the National Adaptation Plan (NAP) (sections 74(2)(d) and (e)). While the analysis is primarily qualitative and could benefit from more detailed quantitative modelling of its anticipated outcomes, there is no explicit direction in the RMA or the ERP that 'having regard to the ERP' requires quantitative analysis.</p>
	<p><i>Has given effect to relevant national direction and regulations including:</i></p> <ul style="list-style-type: none"> • <i>the National Policy Statement on Urban Development (NPS-UD)</i> • <i>the National Policy Statement for Freshwater Management (NPS-FM)</i> • <i>the National Policy Statement for Highly Productive Land (NPS-HPL).</i> 	<p>On balance, we agree that the Variation will give effect to the relevant national direction and regulations.</p> <p><u><i>National Policy Statement on Urban Development 2020 (NPS-UD)</i></u></p> <ol style="list-style-type: none"> 1. We agree on balance with QLDC's assessment that the Variation will give effect to the objectives and policies of the NPS-UD. On the whole, it will create a well-functioning urban environment, improve housing affordability, enable people to live near well-serviced centres, and provide for integrated growth. 2. We note that delivering on the outcomes sought by the Variation will be challenging because the area has multiple owners with different aspirations and timeframes for development. The IHP also noted in its report that the staging of the development depends on deliverables that are outside the control of QLDC and developers (delivery of the high school by the Ministry of Education and delivery of upgrades to SH6 by NZTA).

RMA statutory requirements	Summary of application	Officials' assessment
		<p><i>The Variation gives effect to the other requirements of the NPS-UD as they apply to QLDC.</i></p> <p>3. As QLDC is a Tier 2 local authority under the NPS-UD and is not a specified territorial authority in the RMA, it is not required to implement the Medium Density Residential Standards (MDRS) in this Variation.</p> <p>4. We support the IHP's recommendation to remove the car parking maximums as this is consistent with the requirements of the NPS-UD.</p> <p><u><i>National Policy Statement for Freshwater Management 2020 (NPS-FM)</i></u></p> <p>5. We agree with QLDC's assessment that the Variation will give effect to the objectives and policies of the NPS-FM. On the whole, the Variation will provide for the integrated management of freshwater to improve the health and well-being of water bodies.</p> <p>6. We note the framing of Policy 49.2.2.5:</p> <p><i>When considering resource consent applications for development that infringes the Zone standards in the residential precincts, prioritise the achievement of housing density, (at higher densities than suburban) choice, and affordability and then support this by prioritising key environmental and ecological outcomes, and then achievement of high-amenity, high-quality outcomes for and along streets, open spaces, and private ways having the function of a road.</i></p>

RMA statutory requirements	Summary of application	Officials' assessment
		<p>7. This policy sets up a hierarchy of considerations that prioritises delivery of housing which could be read as inconsistent with the NPS-FM.</p> <p>8. However, we consider the risk is limited, in the context of consenting decisions limited to zones/precincts that have already been identified as appropriate for urban development, that this policy would be given more weight than other objectives and policies in the QLDP to protect freshwater values. On that basis, we do not consider it is necessary to refer the Variation back to the QLDC on this point.</p> <p><u>National Policy Statement for Highly Productive Land (NPS-HPL)</u></p> <p>9. We agree that the Variation will give effect to the NPS-HPL.</p> <p>10. As TPLM is identified in the Queenstown Lakes Spatial Plan as a Future Urban Area, the objectives and policies in the NPS-HPL do not apply to it. The AHFT land which was added later in response to a submission is zoned rural lifestyle so does not meet the definition of HPL in the NPS.</p> <p><u>Other national direction and regulations</u></p> <p>11. We agree that the Variation will give effect to the remaining national direction instruments and regulations made under the RMA.</p>
The Minister for the Environment may have regard to the following criteria:		

RMA statutory requirements	Summary of application	Officials' assessment
<p><i>Clause 84(3)(a)</i> the purpose of the SPP (see section 80B)</p>	<p>The purpose of the SPP is to achieve an expeditious planning process that is proportionate to the complexity and significance of the planning issues being considered.</p> <p>QLDC applied for a SPP for TPLM Variation on the basis that the Variation:</p> <ul style="list-style-type: none"> • will implement a national direction instrument (the National Policy Statement on Urban Development 2020) • is urgent as a matter of public policy • is required to meet a significant community need. 	<p>We consider that approving the Variation is consistent with the purpose of the SPP and the reasons for directing this SPP.</p>
<p><i>Clause 84(3)(b)</i> Any other matter relevant to the Minister's decision</p>		<p>We consider that there are other matters to note:</p> <p><u>QLDC's Urban Intensification Variation</u></p> <p>A related Urban Intensification Variation required to implement Policy 5 of the NPS-UD to enable greater heights and more density in certain locations was notified by QLDC on 24 August 2023, approximately one year later. Hearings have still not been scheduled. However, the TPLM Variation is a self-contained Special Purpose Zone with its own objective and policy framework which we consider gives effect to the NPS-UD. While there is some risk of misalignment with the decisions version of the other plan change on any objective or policy wording with District-wide applicability, we consider the risk of this is small as they are both giving effect to the same NPS wording.</p>

RMA statutory requirements	Summary of application	Officials' assessment
		<p>We note the potential intersects with the Urban Intensification Variation but do not consider that this process has significant weight on your decision making on the TPLM Variation.</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p><u>Pre-requisites for SH6 upgrades and high school delivery</u></p> <p>There are also pre-requisites for reducing the speed limit on SH6 to enable the intersection upgrades to unlock development. These include some initial urban development along the corridor to support changing the One Network Framework classification of that section of SH6 to enable a lower speed limit. Delivery of the high school also depends on sufficient demand in the catchment which assumes a certain level of development.</p>

Appendix 5 Draft decision letter to QLDC

The final signed version of this letter is already available on QLDC's website

<https://www.qldc.govt.nz/your-council/district-plan/te-putahi-ladies-mile-variation/>