

APPENDIX D

ANALYSIS OF MODIFICATIONS SOUGHT BY SUBMITTERS TO SPECIFIC PROVISIONS OF THE VARIATION

In this Appendix the notified TPLM Variation provisions are set out and the various modifications sought by submitters (as tracked mark-ups) in tables (shaded grey) underneath the specific TPLM Variation provision. In each table I provide my comment on the submitters' requested modifications, and my recommendation on whether the modification should be accepted, accepted in part, or rejected, with reasons. In some instances where I agree with the submitter in part I may have preferable wording to that sought in the submission. I have referred to the evidence of Council experts throughout, and where I rely on their expertise I have stated this. I also note that if I have not referred or quoted an experts opinion on the relevant submission, this does not mean it is not addressed in expert evidence.

49 Te Pūtahi Ladies Mile Zone

49.1 Zone Purpose

Submitter	Amendments Sought	Evaluation and recommendation
#51 Gary Erving	That the zone purpose be retained.	Subject to comments below on other submissions seeking modifications to the Zone Purpose statement, I agree with these submissions for all of the reasons set out in various themes in Section 11 above. Recommendation: <i>Accept the submissions.</i>
#94 Winter Miles Airstream Limited	That the zone purpose is generally supported.	
#80 Koko Ridge Limited and Wayne Foley	That the zone purpose be retained, as notified.	
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That the Zone Purpose is generally supported, particularly the description of how key Kāi Tahu values have informed the planning framework.	
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That appropriate and integrated management of stormwater, which responds to the Master Plan Guiding Principles for Stormwater Management, is given prominence as part of the Zone Purpose, the Structure Plan, and other provisions.	I addressed stormwater management and related ecological issues in Section 11, Theme I. For the reasons set out in that analysis I agree with the submitter, and propose changes to the Zone Purpose statement, below. Recommendation: <i>Accept the submissions.</i>
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That the enhancement and protection of the Blue-Green Network (as promoted by Queenstown Lakes Spatial Plan Strategy 13 and the QLDC Parks and Open Spaces Strategy 2022) should be reflected in the Zone Purpose, and it should be broader than just provision of open space, to encompass ecological values.	
#104 Waka	That the proposal is supported in principle	
		I agree with the submitter and have discussed the

Kotahi	as the vision and principles set out in the Transport Strategy are consistent with the outcomes sought by Waka Kotahi.	transport issues in Sections 10, 11 and 12, and have relied on Mr Shields' and Mr Pickard's evidence. Recommendation: Accept the submission.
#59 L Prytherch	That the Zone Purpose (49.1) is opposed.	I disagree with these submissions for the various reasons set out in many themes in Section 11 above. Recommendation: Reject the submissions.
#60 M Pryde	That the Zone Purpose is opposed.	

The Te Pūtahi Ladies Mile Zone implements the Spatial Plan and Te Pūtahi Ladies Mile Masterplan by providing a planning framework designed to achieve an integrated urban environment. The purpose of the Zone is to ensure efficient use of land for the provision of housing within an integrated, well- functioning, and self-sustaining urban community, that is inclusive of communities in nearby zones.

Submitter	Amendments Sought	Evaluation and recommendation
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That the first paragraph of the Zone purpose is amended as follows: The Te Pūtahi Ladies Mile Zone implements...	I agree with the change ("The" = "Te"). Recommendation: Accept the submission.
#105 Maryhill Limited	That the Zone purpose be amended as follows: 49.1 Zone Purpose The Te Pūtahi Ladies Mile Zone implements the Spatial Plan and Te Pūtahi Ladies Mile Masterplan by providing a planning framework designed to achieve an integrated urban environment. The purpose of the Zone is to ensure efficient use of land for the provision of housing <u>and supporting community and commercial facilities</u> , within an integrated, well- functioning, and self-sustaining urban community <u>that integrates with nearby zones., that is inclusive of communities in nearby zones.</u>	I agree with the change because TPLM Zone is intended to integrate with all other zones nearby, including the urban and rural zones (the latter in relation to trails and roading) rather than just those zones with communities. Recommendation: Accept the submission.

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, well connected and legible walking and cycling routes, and an open space network for recreation.

Submitter	Amendments Sought	Evaluation and recommendation
#100 Te Rūnanga o Ngāi Tahu, Papatipu	That the 3rd paragraph of the Zone purpose is amended as follows: The Structure Plan guides subdivision and development within the Zone and sets out key	For the reasons discussed in Section 11, Theme I above I agree with the submitter and recommend that the Zone Purpose be modified to include these changes. These are shown in the Recommended Provisions in Section 13

Rūnanga	roading connections, an integrated system for appropriate stormwater management , well connected and legible walking and cycling routes, and an open space network for recreation and enhancement of ecological values .	above. Recommendation: <i>Accept the submissions.</i>
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The Zone enables high residential densities to ensure the most efficient use of the land, while promoting reduction in reliance on private vehicle trips through the provision, within the Zone, of commercial, recreational, education and other activities for residents within the Zone as well as residents in nearby zones.

Submitter	Amendments Sought	Evaluation and recommendation
#105 Maryhill Limited	The Zone enables high-mixed residential densities to ensure the an most efficient use of the land, while promoting reduction in reliance on private vehicle trips through the provision, within the Zone, of commercial, recreational, education and other activities for residents within the Zone as well as residents in nearby zones.	I do not agree with the submission but acknowledge that the Zone provides for a range of densities, not just high densities. My preferred wording is as follows: “The Zone enables high-a range of residential densities, including high densities , to ensure the most efficient use of the land, while ...” Recommendation: <i>Accept the submissions in part.</i>

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 transport infrastructural works, including public transport infrastructure, prior to development is key to avoiding adverse effects from increased private vehicle trips on State Highway 6 through shifts to other transport modes. Private vehicle ownership is discouraged by maximum carparking rates.

Submitter	Amendments Sought	Evaluation and recommendation
#99 Corona Trust	That “support integration” with the adjoining communities in 49.1 is supported and the rest of 49.1 is supported with amendments.	I agree with the submitters support for this wording. Recommendation: <i>Accept the submission</i>
#99 Corona Trust	That the zone purpose is amended by adding: A number of areas within the Zone directly adjoining existing communities, including rural living properties. The Zone seeks to protect those rural living interfaces, particularly adjoining Sub Area H2, and seeks to integrate with the other existing urban interfaces to the south.	I understand the intent of the submission but consider it is captured, more succinctly, by the changes I have accepted to the first paragraph of the Zone Purpose statement (see comments on #105 above). Recommendation: <i>Reject the submission.</i>
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That 49.1 (Zone Purpose) is amended by adding a new 6th paragraph as follows: Appropriate management of stormwater is a key consideration in developing Te Pūtahi Ladies Mile Zone. This must include stormwater management solutions that 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 direct	I agree with the intent of the submission as discussed in Section 11, Theme I above, and for those reasons consider that the following wording is the most appropriate, taking into account the evidence of Mr Gardiner and Ms Prestidge: Appropriate management of stormwater is a key consideration in developing Te Pūtahi Ladies Mile Zone. This must include stormwater management solutions that are

	discharges to important water bodies such as Waiwhakaata Lake Hayes, Kimiakau/Shotover River or the Kawarau River.	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 direct discharges to Waiwhakaata Lake Hayes, and avoid adverse effects on Kimiakau/Shotover River or the Kawarau River. Recommendation: Accept the submission in part.
#105 Maryhill Limited	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 transport infrastructural works, including public transport infrastructure, prior to prescribed levels of development is key to avoiding adverse effects from increased private vehicle trips on State Highway 6 through shifts to other transport modes. Private vehicle ownership is discouraged by maximum carparking rates. ...	I disagree with the changes because they would undermine the intent of the transport infrastructure triggers which I discussed in Section 11, Theme H above, and as discussed in detail by Mr Shields. Recommendation: Reject the submission.
#105 Maryhill Limited	The Zone provides a transition of development from urban to rural lifestyle and rural residential on the lower flanks of Slope Hill to integrate development into its landscape setting.	I disagree with this change because I am opposed to the submitter's relief in relation to extending rural lifestyle development onto the lower slopes of Slope Hill, for the reasons set out in Section 11, Theme D above, in relation to landscape issues, and in reliance on Ms Gilbert's evidence. Recommendation: Reject the submission.

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, supports integration with the adjoining lower density residential communities of Shotover Country, Lake Hayes Estate and the Queenstown Country Club, while acknowledging the transport limitations;

Submitter	Amendments Sought	Evaluation and recommendation
#107 Anna Hutchinson, Tim Hutchinson, and John Tavendale as trustees of the Anna Hutchinson Family Trust	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 communities of Shotover Country, Lake Hayes Estate and the Queenstown Country Club, while acknowledging the transport limitations;	I disagree with this addition based on my recommendation in Section 12 above to reject the submission seeking to extend the TPLM Zone to the west across the submitters' land, and the reasons for that recommendation. Recommendation: Reject the submission. Should the Panel decide to accept the re-zoning relief sought, then this change would be appropriate.

- The Medium Density Residential Precinct provides for a range of 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, within easy walking distance to facilities;

Submitter	Amendments Sought	Evaluation and recommendation
#73 Glenpanel Development Limited	That the density in the Medium Density Residential Precinct be set at a minimum of 25- 30 units per hectare.	I disagree with the reduction of the density minima for the reasons set out in Section 11, Theme G above. Recommendation: <i>Reject the submission</i>
#93 Sanderson Group and Queenstown Commercial Limited	The Medium Density Residential Precinct provides for a range of 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 <u>per site</u> , within easy walking distance to facilities;	I consider that the additional words “per site” are not necessary in the Zone Purpose statement as it is a level of detail more appropriately set out in the methods. Recommendation: <i>Reject the submission.</i>
#105 Maryhill Limited	The Medium Density Residential Precinct provides for a range of housing typologies including terrace, semi-detached, <u>detached</u> , duplex, and townhouses on the north side of State Highway 6, to <u>a enable an average</u> density of <u>at least</u> 40 units per hectare, within easy walking distance to facilities;	The intent of the MDR Precinct, and the HDR Precinct, is for typologies that are different to those already plentiful in the Eastern Corridor, namely detached dwellings on single dwelling sites. In providing for terrace, semi-detached, duplex, and townhouses in the MDR Precinct, the TPLM Variation is promoting diversity, in line with the higher order direction. I therefore disagree with the submission seeking the addition of “detached” units in the Zone Statement. I also disagree with adding “average” density as this may also encourage some areas of lower density, averaged with some areas of higher density. The evidence of Mr Dun (para 31, 35 onwards) discusses the central importance of density to achieve a population mass to support the proposed infrastructure and amenities, and create a walkable and high amenity neighbourhood I rely on his opinions. Ms Fairgray also discusses residential density in relation to submissions on ‘net area’ in her evidence (para 99) and explains that if densities were calculated based on net parcelled area this could result in a development pattern where a high portion of the lots were formed with larger dwellings (and lot sizes) and remaining areas as higher density, which she considers would result in a less efficient outcome and lower economic benefits to the centre and community. I rely on Mr Dun and Ms Fairgray’s evidence and do not support the inclusion of the word ‘average’. Recommendation: <i>Reject the submission.</i>
#107 Anna Hutchinson, Tim Hutchinson, and John	The Medium Density Residential Precinct provides for a range of housing typologies including terrace, semi-detached, duplex, and townhouses on the north side of State Highway 6, to a density of at least 40 <u>30-35</u>	As addressed in Section 11, Theme G, I support the density minima as notified and disagree with the submission seeking the reduction. Recommendation: <i>Reject the submission.</i>

Tavendale as trustees of the Anna Hutchinson Family Trust	units per hectare, within easy walking distance to facilities;	
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- The High Density Residential Precinct provides for multi-unit accommodation, to a density of at least 60 units per hectare, in locations close to areas of public open space, future transportation links, and facilities;

Submitter	Amendments Sought	Evaluation and recommendation
#93 Sanderson Group and Queenstown Commercial Limited	The High Density Residential Precinct provides for multi-unit accommodation, to a density of at least 60 40 units per hectare <u>per site with no maximum density</u> , in locations close to areas of public open space, future transportation links, and facilities;	I do not agree with the submissions seeking to reduce the density minima in the HDR Precinct, for the reasons set out in Section 11, Theme G above, and in reliance on the evidence of the other witnesses. Recommendation: Reject the submissions.
#94 Winter Miles Airstream	The High Density Residential Precinct provides for <u>high density residential multi-unit</u> accommodation to a density of at least 60 40 units per hectare, in locations close to areas of public open space, future transportation links, and facilities;	
#105 Maryhill Limited	The High Density Residential Precinct provides for multi-unit accommodation, to <u>a enable an average</u> density of 40 <u>at least</u> 60 units per hectare, 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 resident community while not undermining the role of the commercial areas at Frankton or the Queenstown Town Centre;

Submitter	Amendments Sought	Evaluation and recommendation
#94 Winter Miles Airstream	The <u>primary</u> Commercial Precinct is centrally located within the Zone and provides a focal point for commercial activities and amenities to serve the resident community <u>while providing for smaller pockets of commercial activity</u> , while ultimately not undermining the role of the commercial areas at Frankton or the Queenstown Town Centre	This submission point also relates to a rezoning request whereby the submitter seeks allowance of 5,000m ² of Commercial Precinct on their land within the notified HDR Precinct. I have also addressed this submission in section 12 – Rezoning and mapping changes. Ms Hampson does not support additional commercial land that is discrete from the notified Commercial Precinct and that will operate as an additional centre or centres within the Structure Plan Area. She notes (at para 197) “ <i>Providing for additional centre land will dilute/disperse demand and foot traffic over two (or more) centres, which will have an adverse effect on the vitality and vibrancy of the notified Commercial Precinct</i> ”.

		<p>I agree with Ms Hampson and disagree with the submission seeking that other pockets of commercial are enabled within the Zone. The respective sitings and roles of the Commercial Precinct and the Glenpanel Precinct have been carefully devised through the masterplanning process for the Variation, and their success in those roles, in relation to their gravity of attraction to the local catchments, and their amenity and vitality, would be undermined by more <i>ad hoc</i> distribution of smaller centres.</p> <p>Recommendation: <i>Reject the submission.</i></p>
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- The Glenpanel Precinct provides for commercial activities where these are compatible with the heritage values of the Glenpanel Homestead and supports open space and a sense of community; and

Submitter	Amendments Sought	Evaluation and recommendation
#108 Milstead Trust	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.	<p>I agree with the submission as it would accord with the purpose of the Precinct and is consistent with the methods.</p> <p>Recommendation: <i>Accept the submission.</i></p>

- 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.

Submitter	Amendments Sought	Evaluation and recommendation
#107 Anna Hutchinson, Tim Hutchinson, and John Tavendale as trustees of the Anna Hutchinson Family Trust	The Open Space Precinct covers the Council-owned land on the south side of State Highway 6, and to the west of Lower Shotover Road and provides for community activities; and activities centred around a sports hub.	<p>I disagree with the submission on the basis that the Zone extension west of Lower Shotover Road is not supported.</p> <p>Recommendation: <i>Reject the submission.</i></p> <p>However, if the Panel considers that the extension has merit, then there may be merit in accepting the wording (or similar) proposed in the submission.</p>

49.2 Objectives and policies

Submitter	Amendments Sought	Evaluation and recommendation
#59 L Prytherch	That section 49.2 (Objectives and Policies) is opposed.	<p>I disagree with the submitter as I consider that the objectives and policies (subject to modifications as discussed below) are appropriate and necessary to achieve the purpose of the Act, as discussed variously in Section 11 above.</p>

		Recommendation: <i>Reject the submission.</i>
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49.2.1 Objective – Development complements and integrates with adjoining urban development at Te Pūtahi Ladies Mile and development south of State Highway 6.

Submitter	Amendments Sought	Evaluation and recommendation
#60 M Pryde	That Objective 49.2.1 is opposed.	I disagree with the submission as I consider that the objective is appropriate and necessary to achieve the purpose of the Act, as discussed variously in Section 11 above. Recommendation: <i>Reject the submission.</i>
#99 Corona Trust	That the objective is amended so it acknowledges that development needs to complement and integrate with adjoining urban and rural land uses as follows: Development complements and integrates with adjoining urban development at Te Pūtahi Ladies Mile and development existing communities south of State Highway 6.	I disagree with this submission as the objective consistently relates to “development” as a broad term and in this sense, relates to residential communities, as well as to infrastructure, parks, and other features across all of the zones. Recommendation: <i>Reject the submission.</i>

Policies

49.2.1.1 Require that development is consistent 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.

Submitter	Amendments Sought	Evaluation and recommendation
#73 Glenpanel Development Limited	That, in relation to Objective 49.2.1 and Policy 49.2.1.1, at a minimum, development needs to be “generally” in accordance with or consistent with the Structure Plan.	I disagree with the submissions seeking to relax the intent of the policy framework (and associated rules) to achieve the spatial elements on the Structure Plan. There is some tolerance for departure from the Structure Plan built into the rules, and a consenting pathway for any further departures. Recommendation: <i>Reject the submissions.</i>
#80 Koko Ridge Limited and Wayne Foley	That 49.2.1.1 be amended as follows: Require Encourage that development that is consistent 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.	
#93 Sanderson Group and Queenstown Commercial Limited	That Policy 49.2.1.1 is amended as follows: Require Encourage development that is generally consistent with the Structure Plan to ensure the achieve integrated, efficient and co-ordinated location of activities, primary roading, key intersections, open spaces, green networks, and walkway / cycleway routes.	
#94 Winter Miles	That 49.2.1.1 be amended as follows:	

Airstream Limited	Require that development is <u>in general accordance consistent</u> 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.	
#105 Maryhill Limited	That Policy 49.2.1.1 be amended as follows: <u>Require that Encourage</u> development is <u>that is generally consistent with, or complimentary to,</u> with the Structure Plan <u>to ensure the achieve</u> integrated, efficient and co-ordinated location of activities, primary roading, key intersections, open spaces, green networks, and walkway / cycleway routes.	
#99 Corona Trust	That a new proposed Policy 49.2.1.2 be inserted as follows: <u>Policy 49.2.1.2 – Require that development in Sub Area H2 of the LDR precinct is managed by building setbacks and controls on built form and density to ensure that development integrates with the adjoining rural living environment and avoid adverse effects resulting from development occurring on the prominent terrace edge between the zones.</u>	I have addressed this submission in Section 12 – Rezoning and mapping changes. I consider that a setback rule is appropriate, as discussed in that section. Recommendation: <i>Accept the submission in part.</i>
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That an appropriate management of stormwater is included both in the Structure Plan and in this policy to achieve integrated and complementary development across the Zone.	I have addressed this in more detail in Section 11, Theme I, and conclude that an integrated approach to stormwater management is necessary. Recommendation: <i>Accept the submissions.</i>
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That Policy 49.2.1.1 is supported with the following amendment: Require that development is consistent with the Structure Plan to ensure the integrated, efficient and coordinated location of activities, primary roading, key intersections, <u>stormwater management</u> , open spaces, green <u>and blue</u> networks, and walkway / cycleway routes.	

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

Submitter	Amendments Sought	Evaluation and recommendation
#59 L Prytherch	That Objective 49.2.2 is opposed.	I disagree with the submission as I consider that the objective is appropriate and necessary to achieve the purpose of the Act, as discussed variously in Section 11 above.

		Recommendation: <i>Reject the submission.</i>
#51 Gary Erving	That Objective 49.2.2 and the associated policies be retained.	I agree with the submitters and consider the objective and policies (subject to any modifications) are appropriate and necessary in achieving the purpose of the Act. Recommendation: <i>Accept the submissions.</i>
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That Policy 49.2.2 be retained as notified.	
#73 Glenpanel Development Ltd	That flexibility be included to provide for variations of single detached dwellings as well as higher density typologies.	Single detached dwellings are enabled in the LDR Precinct and the objective and policy framework adequately set out the intentions for each of the residential precincts. Detached dwellings are discouraged in the MDR and HDR Precincts, and this is one of the components in achieving the overall densities sought in the Zone. Recommendation: <i>Reject the submission.</i>
#82 Roman Catholic Bishop of Dunedin	That a new policy be added beneath Objective 49.2.2, which acknowledges that some of the residential precinct land may not be used for residential purposes; suggested wording is as follows: Notwithstanding policies 49.2.2.1 — 49.2.2.4 above, acknowledging that some land within the residential precincts will be used for used for education and place of worship activities (as specifically defined). Therefore, the required residential densities will not be met.	I disagree with the submission because the relevant provisions including this objective are clear that they relate to residential use, and the densities relate to residential density. Recommendation: <i>Reject the submission.</i>
94 Winter Miles Airstream Limited	That where “affordability” is referred to in the policy, it needs to be clear what mechanism is expected to achieve this. If this is not clear, references to affordability should be removed.	I disagree with this submission for the reasons set out in Section 11, Theme F, in relation to the sub-theme on affordable housing and the elements of the Variation that are intended to promote affordable housing. Recommendation: <i>Reject the submission.</i>

Policies

49.2.2.1 Within the Medium and High Density Residential Precincts:

- a. Promote affordability and diversity of housing by maximising choice for residents through encouraging a range of residential typologies, unit sizes and bedroom numbers.
- b. Avoiding development that does not achieve the residential densities required in each Precinct, and avoiding low density housing typologies including single detached residential units.

Submitter	Amendments Sought	Evaluation and recommendation
#73 Glenpanel Development Limited	That the wording and inclusion of Policy 49.2.2.1(b) is opposed on the basis that avoiding low density housing and single detached residential units is not efficient, is	These submissions all seek to relax the policy framework for the density minima in the Zone. I disagree with the submissions, for all of the

	not a market lead approach, and does not provide for diversity of housing choice.	reasons set out in Section 11, Theme G.
#77 Ladies Mile Property Syndicate	<p>That Policy 49.2.2.1 be amended as follows, to reflect that a wide range of typologies are required to support housing choice and reflect market realities:</p> <p>Within the Medium and High Density Residential Precincts:</p> <ol style="list-style-type: none"> Promote affordability and diversity of housing by maximising choice for residents through encouraging a range of residential typologies, unit sizes and bedroom numbers. Avoiding development that does not achieve the residential densities required in each Precinct, and Avoiding low density housing typologies including single detached residential units and encouraging development to achieve the residential densities standards in each Precinct. 	<p>The purposeful <i>avoid</i> policy expresses the intent of the Zone to actually achieve medium and high densities, to achieve the critical mass of population to give the Zone the best opportunity for modal shift, the success of the commercial centres, and the diversity of housing product across the Easter Corridor.</p> <p>Recommendation: <i>Reject the submissions.</i></p>
94 Winter Miles Airstream Limited	<p>That policy 49.2.2.1b be amended as follows:</p> <ol style="list-style-type: none"> avoiding development that does not achieve the residential densities required in each Precinct, and managing avoiding lower density housing typologies including single detached residential units. 	
94 Winter Miles Airstream Limited	<p>That 49.2.21 be amended to ensure that 499 Frankton – Ladies Mile Highway (legally described as Lot 2 DP 359142) is not unreasonably restricted by density limits by reducing the density to a minimum of 40 units per ha.</p>	
101 David Finlin	<p>That Policy 49.2.2.1(b) be amended by replacing the term 'avoid' at the commencement of the policy with 'promote' or 'encourage'.</p>	
105 Maryhill Limited	<p>That Policy 49.2.2.1 be amended as follows:</p> <p>49.2.2.1 Within the Medium and High Density Residential Precincts:</p> <ol style="list-style-type: none"> Promote affordability and diversity of housing by maximising choice for residents through encouraging a range of residential typologies, unit sizes and bedroom numbers. Avoiding development that does not achieve the Encourage greater residential densities where feasible 	

	<p>required in each Precinct, and avoiding low density housing typologies including single detached residential units.</p>	
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49.2.2.2 Within the High Density Residential Precinct, require a high density of residential units that are well designed for 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.

Submitter	Amendments Sought	Evaluation and recommendation
#77 Ladies Mile Property Syndicate	<p>That Policy 49.2.2.2 be amended as follows:</p> <p>Within the High Density Residential Precinct, require a high density of residential developments units that are with well designed for high to medium density terraced housing, multi-storey townhouses, duplexes and apartment living typologies, set within attractive landscaped sites, along with key parks and open spaces, and public transport routes.</p>	<p>These submissions all seek to relax the policy framework for the density minima in the Zone.</p> <p>I disagree with the submissions, for all of the reasons set out in Section 11, Theme G.</p> <p>The purposeful <i>avoid</i> policy expresses the intent of the Zone to actually achieve medium and high densities, to achieve the critical mass of population to give the Zone the best opportunity for modal shift, the success of the commercial centres, and the diversity of housing product across the Eastern Corridor.</p> <p>Recommendation: <i>Reject the submissions.</i></p>
#84 Winter Miles Airstream Limited	<p>That Policy 49.2.2.2 be amended as follows:</p> <p>Within the High Density Residential Precinct, require a high density of residential units that are well designed for a range of housing typologies, including 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</p>	
#101 David Finlin	<p>That Policy 49.2.2.2 be amended by replacing the term 'require' with 'encourage' or 'enable'</p>	
#105 Maryhill Limited	<p>That Policy 49.2.2.2 be amended as follows:</p> <p>49.2.2.2 Within the High Density Residential Precinct, require a encourage high density of residential units that are well designed for 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</p>	

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 and the higher density available in other areas within the Zone.

Submitter	Amendments Sought	Evaluation and recommendation
#73 Glenpanel Development Ltd	That Policy 49.2.2.3 be amended to require a variety of housing typologies but not affording preferential weight to any particular type.	<p>These submissions all seek to relax the policy framework for the density minima and diversity of housing in the MDR Precinct (and the Zone).</p> <p>I disagree with the submissions, for all of the reasons set out in Section 11, Theme G.</p> <p>The purposeful <i>require</i> policy expresses and reinforces the role of the MDR Precinct in achieving medium densities and diversity of product within the Precinct, and accordingly, at a wider scale, across the Zone and the Eastern Corridor, in line with Objective 49.2.2.</p> <p>Recommendation: Reject the submissions.</p>
#101 D Finlin	That Policy 49.2.2.3 be amended by replacing the term 'require' with 'encourage' or 'enable'	
#105 Maryhill Limited	<p>That Policy 49.2.2.3 be amended as follows:</p> <p>49.2.2.3 Within the Medium Density Residential Precinct, require encourage residential development to achieve a density, including mixed housing outcomes, including by multi-storey townhouses, semi-detached, duplexes, and detached housing, and similar typologies, that is distinct from the references adjoining lower and medium densities available in the developments south of the State Highway.. and the higher density available in other areas within the Zone.</p>	

49.2.2.4 Within the Low Density Residential Precinct, manage the total number of residential units provided for within the Zone to avoid significantly increasing vehicle trips and adverse effects on the safe and efficient operation of State Highway 6.

Submitter	Amendments Sought	Evaluation and recommendation
#73 Glenpanel Development Ltd	That Policy 49.2.2.4 be deleted.	<p>The policy serves an important role in identifying the way in which the LDR Precinct is to managed in serving Objective 49.2.2, therefore I disagree that it should be deleted.</p> <p>Recommendation: Reject the submission.</p>
104 Waka Kotahi NZTA	That Policy 49.2.2.4 is supported.	<p>It follows from the above comment that I consider the policy should be retained.</p> <p>Recommendation: Accept the submission.</p>
#80 Koko Ridge Limited and W Foley	<p>That Policy 49.2.2.4 be amended as follows:</p> <p>Within the Low Density Residential Precinct, manage the total number density of residential units provided for within the Zone to avoid significantly increasing vehicle trips and adverse effects on the safe and efficient operation of State Highway 6.</p>	<p>I have also addressed this submission in Section 12 – Rezoning and mapping changes. Associated with the requested change to this policy, the submitter also seeks to remove the density limit of 60 residential units from Sub Area H2 under Rule 49.5.11. I do not support the requested change to Policy 49.2.2. to remove the words 'total number' as Rule 49.5.11 implements this policy and clearly sets a maximum total number, rather than a broader assessment of density.</p> <p>Recommendation: Reject the submission.</p>

<p>#105 Maryhill Limited</p>	<p>That Policy 49.2.2.4 be amended as follows: 49.2.2.4 Within the Low Density Residential Precinct, manage the total number of residential units provided for within the Zone to avoid <u>significantly mitigate effects of</u> increasing vehicle trips and adverse effects on the safe and efficient operation of State Highway 6.</p>	<p>I disagree with the submitter and consider that the notified wording of the policy is appropriate and succinctly identifies the purpose of the policy. Recommendation: <i>Reject the submission.</i></p>
<p>#105 Maryhill Limited</p>	<p>That a new policy (49.2.2.5) be added as follows: <u>49.2.2.5 Provide for a transition of urban to rural land use within the lower slopes of Slope Hill including through rural lifestyle and rural residential development.</u></p>	<p>I disagree with this new policy because I disagree with the submitter's relief in relation to extending rural lifestyle development onto the lower slopes of Slope Hill, for the reasons set out in Section 11, Theme D above, in relation to landscape issues, and in reliance on Ms Gilbert's evidence. Recommendation: <i>Reject the submission.</i></p>

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

Submitter	Amendments Sought	Evaluation and recommendation
<p>#59 L Prytherch</p>	<p>That Objective 49.2.3 is opposed.</p>	<p>I disagree with the submitter. The objective for the Commercial Precinct is necessary, and accords with the RCG retail report prepared during the masterplanning stage, and with the evidence of Ms Hampson on the role and function of the Commercial Precinct. Recommendation: <i>Reject the submission.</i></p>
<p>#94 Winter Miles Airstream Limited</p>	<p>That provision be made for small areas of commercial precinct to be established by amending Objective 49.2.3 as follows: The Commercial Precincts <u>are is</u> compact, convenient and accessible for meeting the needs of local residents.</p>	<p>This submission point also relates to a rezoning request whereby the submitter seeks allowance of 5,000m² of Commercial Precinct on their land within the notified HDR Precinct. I have also addressed this submission in section 12 – Rezoning and mapping changes. Ms Hampson does not support additional commercial land that is discrete from the notified Commercial Precinct and that will operate as an additional centre or centres within the Structure Plan Area. I agree with Ms Hampson and disagree with the submission seeking that other pockets of commercial are enabled within the Zone. The respective sitings and roles of the Commercial Precinct and the Glenpanel Precinct have been carefully devised through the masterplanning process for the Variation, and their success in those roles, in relation to their gravity of</p>

		attraction to the local catchments, and their amenity and vitality, would be undermined by more <i>ad hoc</i> distribution of smaller centres. Recommendation: Reject the submission.
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Policies

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

Submitter	Amendments Sought	Evaluation and recommendation
#73 Glenpanel Development Limited	That the reference to a supermarket in Policy 49.2.3.1 be deleted.	The submitter considers that the policy has undue interference in the market., with supermarkets and developers having well-developed formulas for determining when and where supermarkets will be located. I disagree as the supermarket underpins the importance of the TPLM Zone in serving the day-to-day needs of the existing and new population within the Eastern Corridor. This is discussed in detail in Ms Hampson's evidence. The wording of the policy simply seeks to recognise that although the intent is for the TPLM Commercial Precinct to fulfil a local daily convenience role, a single large format retail store being a supermarket is enabled in the zone (with notified Rule 49.5.38.2 implementing this policy). Other large format retail stores are not supported. I consider the policy effectively expresses this. Recommendation: Reject the submission.
#93 Sanderson Group and Queenstown Commercial Limited	That Policy 49.2.3.1 be amended as follows: Provide for a range of office and small scale retail, office and other commercial activities that meet the needs of local residents, other than one medium-sized supermarket and one medium-sized retail activity.	I agree with the deletion of "office" from the policy, as it is repetitive. Recommendation: accept the submission. I do not agree with the addition of "one medium-sized retail activity" into the policy. This has been addressed by Ms Hampson. She considers that further large format retail, in addition to the supermarket, would present an opportunity cost for small format retail and service activities, in the confined space of the Commercial Precinct, and therefore does not support the relief. I rely on her expertise on that matter. Recommendation: Reject the submission.

49.2.3.2 Avoid the establishment of Service Stations, and business activities that would undermine the function and role of other centres, including Industrial, Service, Large Format Retail activities and large office spaces.

Submitter	Amendments Sought	Evaluation and recommendation
#93 Sanderson	That Policy 49.2.3.2 is amended as follows:	As discussed above, I do not agree with enabling additional large format retail in the zone. This

<p>Group and Queenstown Commercial Limited</p>	<p>Avoid the establishment of Service Stations, and business activities that would undermine the function and role of other centres, including Industrial, Service, and more than two Large Format Retail activities and large office spaces.</p>	<p>has been addressed by Ms Hampson. She considers that further large format retail, in addition to the supermarket, would present an opportunity cost for small format retail and service activities, in the confined space of the Commercial Precinct, and therefore does not support the relief.</p> <p>Ms Hampson discusses submissions related to increasing the scale of office activity. She notes that attracting medium-large scale office activities (in the context of the Queenstown market) away from higher order centres including the Queenstown Town Centre can have economic costs and would be inconsistent with PDP objectives and policies which seek to reinforce the Town Centre Zones and Frankton as the key hubs of employment and commercial activity.</p> <p>Also (at para 195) she explains why this restriction also applies to large offices, as the zone is intended to serve day to day needs of the trade catchment. She states: <i>“The provisions ensure that distributional effects on higher order centres will be avoided by restricting non-supermarket LFR and large scale offices”</i> (para 208).</p> <p>I rely on her expertise on both matters.</p> <p>Recommendation: <i>Reject the submission.</i></p>
<p>#45 Caithness Developments Limited</p>	<p>That Policy 49.2.3.2 be amended as follows: 49.2.3.2 Avoid the establishment of Service Stations, and business activities that would undermine the function and role of other centres, including Industrial, Service, Large Format Retail activities and large office spaces.</p>	<p>The provisions seek to avoid (in an unqualified manner) service stations within the Precinct, noting that this carries through to Prohibited status for service stations in the rules.</p> <p>The submissions all seek to make better provision for service stations; in addition to the changes to the policy, they seek that the activity status of service stations be D or RD, for the reason that not providing for service stations within the TPLM Zone would require residents to make westbound vehicle trips to refuel.</p>
<p>#46 Shotover Country Limited</p>	<p>That Policy 49.2.3.2 be amended as follows: 49.2.3.2 Avoid the establishment of Service Stations, and business activities that would undermine the function and role of other centres, including Industrial, Service, Large Format Retail activities and large office spaces.</p>	<p>The s32 evaluation notes that activities identified with a prohibited status are generally considered to be incompatible with the zone’s purpose, and/or may redistribute such activities from other locations where they are more appropriate. It was considered that a service station would be antithetical to the overall emphasis of the TPLM Zone to reduce reliance on the private vehicle.</p>
<p>#105 Maryhill Limited</p>	<p>That Policy 49.2.3.2 be amended as follows: 49.2.3.2 Avoid-Limit the establishment of Service Stations, and business activities that would undermine the function and role of other centres, including Industrial, Service, Large Format Retail activities and large office spaces</p>	<p>Ms Hampson has considered these submissions and considers that some provision should be made for a service station within the TPLM Zone.</p> <p>Additionally, Mr Shields has considered the submissions and considers that trips to a service station are predominantly pass-by trips and hence</p>

<p>#108 Milstead Trust</p>	<p>That 49.2.3.2 be amended as follows: Avoid the establishment of Service Stations, and business activities that would undermine the function and role of other centres, including Industrial, Service, Large Format Retail activities and large office spaces.</p>	<p>the transport impact of a service station would be negligible.</p> <p>In my view providing for a service station could be seen to be contrary to the aim for a less car-centric community and higher uptake of public and active transport modes, and existing locations west of the Shotover Bridge are more appropriate for this activity, particularly when trips are likely to be combined, and may also not be in peak periods.</p> <p>For this reason, I do not support an enabling policy or rule framework for service stations.</p> <p>However, I consider that the Prohibited status of service stations may also be impractical and that a smaller scale self-service facility for example may be of benefit and allow refuelling, such as for instances when the direction of travel is to the east.</p> <p>I therefore consider that the submissions can be accepted in part, and that Policy 49.2.3.2 be amended as follows:</p> <p style="text-align: center;"><u>49.2.3.2</u> <u>Limit the establishment of Service Stations and Aavoid the establishment of Service Stations, and</u> business activities that would undermine the function and role of other centres, including Industrial, Service, Large Format Retail activities and large office spaces.</p> <p>As I discuss under Rule 49.4.38 below, this translates into my support for the Non-complying status for service stations, which limits services stations, but still provides a consenting pathway.</p> <p>I consider that the policy remains aligned with Objective 49.2.3 and is more appropriate than the unqualified “avoid” wording of the notified policy.</p> <p><i>Recommendation: Accept in part the submissions and modify the policy in the manner set out above.</i></p>
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- 49.2.3.3 Enable residential activities above ground level while acknowledging that there will be a lower level of residential amenity due to the mix of activities in the Commercial Precinct.
- 49.2.3.4 Enable development of a scale up to 6 storeys 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.**

Submitter	Amendments Sought	Evaluation and recommendation
#73 Glenpanel Development Ltd	That Objective 49.2.4 is supported.	I agree with the submitter as the objective appropriately expresses the intent of the Glenpanel Precinct. Recommendation: <i>Accept the submission.</i>

49.2.4.1 Enable small-scale commercial and community activities to serve the day-to-day needs of the local community.

Submitter	Amendments Sought	Evaluation and recommendation
#36 Fire and Emergency New Zealand	That Policy 49.2.4.1 be retained, as notified.	As above for the objective, I agree with the submitters. The policy is appropriate in setting out the intent of the Precinct. Recommendation: <i>Accept the submissions.</i>
#73 Glenpanel Development Ltd	That Policy 49.2.4.1 is supported.	

49.2.4.2 Require development within the Glenpanel Precinct to manage adverse effects of development on the historic heritage values of Glenpanel Homestead and its setting.

Submitter	Amendments Sought	Evaluation and recommendation
#73 Glenpanel Development Ltd	That Policy 49.2.4 2 is supported.	I agree with the submitter and note that Chapter 26 (Historic Heritage) plays a role also in managing any potential effects of development on the heritage values of the historic heritage elements within the Precinct (Glenpanel Homestead). Recommendation: <i>Accept the submission.</i>

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

Submitter	Amendments Sought	Evaluation and recommendation
#51 Gary Erving	That Objective 49.2.5 and the associated policies be retained.	I agree with the submitters in relation to the objective and discuss the policies below. Recommendation: <i>Accept the submissions.</i>
#94 Winter Miles Airstream Limited	That 49.2.5 be retained as notified.	
#80 Koko Ridge Limited and W Foley	That residential visitor accommodation be provided for as a controlled activity with appropriate conditions to manage duration, length of stay and frequency of use as visitor accommodation.	I addressed RVA (and VA) in detail in Section 11, Theme J above. In summary I disagree that the provisions for RVA should be more relaxed in the Zone. Recommendation: <i>Reject the submission.</i>

49.2.5.1 Enable education activities throughout the Zone and ensure that any potential adverse effects of the education activities, including buildings, on neighbourhood amenity are minimised by:

- a. promoting a high standard of building and site design including the location of open space and setbacks;
- b. the efficient provision and design of vehicle access and carparking.

Submitter	Amendments Sought	Evaluation and recommendation
#86 Ministry of Education	That Policy 49.2.5.1 be retained, as notified.	I agree with the submitter. Recommendation: <i>Accept the submission.</i>
#104 Waka Kotahi NZTA	That Policy 49.2.5.1 b is amended to read; b. the efficient provision and design of vehicle access and the provision of <u>minimal</u> carparking.	Mr Shields has reviewed the requested amendments detailed in Attachment 2 of the submission supports this rewording. I consider the suggested amendment adds clarity to the interpretation and qualifying reference to car parking with the word 'minimal' aligns with Rule 29.5.12A which sets maximum parking limits. Recommendation: <i>Accept the submission.</i>
#93 Sanderson Group and Queenstown Commercial Limited	That Policy 49.2.5.1 be amended as follows: Enable education activities throughout the Zone and ensure that any potential adverse effects of the education activities, including buildings, on neighbourhood amenity are minimised by: a. promoting a high standard of building and site design including the location of open space and setbacks that is consistent with the alpine character of Queenstown ; b. the efficient provision and design of vehicle access and carparking.	I disagree with the inclusion of reference to alpine character, as it is not clear what this means in relation to open space and setback, and I consider it more appropriate to allow broad consideration of a range of architectural elements within building design. Recommendation: <i>Reject the submission.</i>

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 adverse effects on residential amenity.

Submitter	Amendments Sought	Evaluation and recommendation
#93 Sanderson Group and Queenstown Commercial Limited	That Policy 49.2.5.2 be amended as follows: <u>Limit</u> Commercial activities in the residential precincts to are of 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 adverse effects on residential amenity.	Submissions 93 and 105 have the intended effect of enabling more commercial activity throughout the zone. Ms Hampson does not support the relief to include additional commercial land within the structure plan area, especially land that is discrete from the notified Commercial Precinct and that will operate as an additional centre or centres within the Structure Plan Area.
#105	That Policy 49.2.5.2 be amended as	I consider the use of the word 'avoid' is important to retain within this policy, as the intention is to

Maryhill Limited	follows: <u>Limit Provide for</u> 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 adverse <u>mitigates adverse</u> effects on residential amenity.	limit the scale of commercial activities in residential precincts. Recommendation: <i>Reject the submissions.</i>
#94 Winter Miles Airstream Limited	That policy 49.2.5.2 be amended as follows: 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 <u>or mitigates</u> adverse effects on residential amenity.	I agree with the submitter that in a high density and commercial environment adverse effects on amenity values may not be able to be avoided fully but can be mitigated. Recommendation: <i>Accept the submission.</i>

49.2.5.3 Provide for community activities in the Zone where these support the social and economic well-being of the local community and adverse effects on the residential Precincts are minimised.

Submitter	Amendments Sought	Evaluation and recommendation
#36 Fire and Emergency New Zealand (FENZ)	That Policy 49.2.5.3 be amended as follows: Provide for community activities in the Zone where these support <u>the health and safety and</u> social and economic well-being of the local community and adverse effects on the residential Precincts are minimised.	I consider the addition of health and safety is appropriate and this will support the establishment of emergency services. Recommendation: <i>Accept the submission.</i>

49.2.5.4 Avoid the establishment of activities that are not consistent with the amenity values of the Zone, cause inappropriate environmental effects, and are more appropriately located in other zones.

Submitter	Amendments Sought	Evaluation and recommendation
#94 Winter Miles Airstream Limited	That policy 49.2.5.4 be deleted.	I disagree with these submissions and consider that the policy is appropriate and necessary to implement Objective 49.2.5. Recommendation: <i>Reject the submission.</i>
#105 Maryhill Limited	That Policy 49.2.5.4 be deleted.	
#99 Corona Trust	That Policy 49.2.5.4 be amended as follows: Avoid the establishment of activities that are not consistent with the amenity values of the Zone <u>and adjoining zones</u> , cause inappropriate environmental effects, and are more appropriately located in other zones.	I disagree with this change as effects on adjoining zones is captured by the wording “inappropriate adverse effects”. Recommendation: <i>Reject the submission.</i>

49.2.5.5 Avoid Visitor Accommodation and Residential Visitor Accommodation, consistent with the role of the Zone

in providing for the needs of local residents.

Submitter	Amendments Sought	Evaluation and recommendation
#104 Waka Kotahi NZTA	That Policy 49.2.5.5 is supported.	I agree with the submitter, for the reasons I set out in Section 11, Theme J above. Recommendation: <i>Accept the submission.</i>
#99 Corona Trust	That Policy 49.2.5.5 be retained as it relates to Sub area H2.	I agree with the submitter, for the reasons I set out in Section 11, Theme J above. Recommendation: <i>Accept the submission.</i>
#77 Ladies Mile Property Syndicate	That Policy 49.2.5.5 be replaced with the policy relating to residential visitor accommodation and homestays from the residential chapters of the PDP, as follows: 49.2.5.5 – Avoid Visitor Accommodation and Residential Visitor Accommodation, consistent with the role of the Zone in providing for the needs of local residents. 49.2.5.5 - Manage the effects of residential visitor accommodation and homestays by controlling the scale, intensity and frequency of use and those effects of the activities that differentiate them from residential activities.	The submissions seek the relaxation of the policy (and later provisions) that seek to avoid the use of residential units in the TPLM Zone for RVA. I addressed RVA (and VA) in detail in Section 11, Theme J above. In summary I disagree that the provisions for RVA should be more relaxed in the Zone. In relation to #105, the intention of the Zone is to enable housing for all workers and residents including seasonal and short-term workers, and the provisions for density and diversity of housing product are aimed at this outcome. I therefore do not support the change sought. Recommendation: <i>Reject the submissions.</i>
#93 Sanderson Group and Queenstown Commercial Limited	That Policy 49.2.5.5 is amended as follows: Avoid Visitor Accommodation and Residential Visitor Accommodation, consistent with the role of the Zone in providing for the needs of local residents. Visitor accommodation, residential visitor accommodation and homestays are enabled at a scale, intensity and frequency, that maintain the residential character and amenity values of the zone.	
#94 Winter Miles Airstream Limited	That Policy 49.2.5.5 be amended as follows: Avoid Visitor Accommodation and manage the effects of Residential Visitor Accommodation, consistent with the role of the Zone in providing for the needs of local residents.	
#105 Maryhill Limited	That Policy 49.2.5.5 (renumbered by this submission to 49.2.5.4) be amended as follows: 49.2.5.5 49.2.5.4 Avoid Visitor Accommodation and Residential Visitor Accommodation Provide for seasonal and short term worker accommodation, consistent with the role of the residential amenity outcomes sought for the Zone.	

	providing for the needs of local residents	
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49.2.6 Objective - Development in the Zone minimises the generation of additional vehicle trips along State Highway 6, and reduces, as far as practicable, vehicle trips along State Highway 6 generated by the adjoining residential areas at Ladies Mile.

Submitter	Amendments Sought	Evaluation and recommendation
#51 G Erving	That Objective 49.2.6 and associated policies be retained.	I addressed the traffic issues variously in Section 11, Themes D (in relation to traffic effects) and H above. I support the objective and therefore agree with the submitters. Recommendation: <i>accept the submissions.</i>
#104 Waka Kotahi NZTA	That Objective 49.2.6 is supported.	
#80 Koko Ridge Limited and W Foley	That Objective 49.2.6 and the associated policies are amended to provide for development in the H1 and H2 precincts to occur independently of pedestrian infrastructure and independently of development on the north side of State Highway 6.	This is discussed in more detail under Rule 49.5.10 below. The rule is proposed to be modified to remove H1 and H2 from the infrastructure staging works requirement for bus stops. Recommendation: <i>Accept the submission in part.</i>
#94 Winter Miles Airstream Limited	That Objective 49.2.6 be amended as follows: Traffic generating activity Development in the Zone minimises the generation of additional significant vehicle trips along State Highway 6, and reduces, as far where as practicable, vehicle trips along State Highway 6 generated by the adjoining residential areas at Ladies Mile	I disagree with these modifications to the objective because they weaken the intent of the objective which sets out the holistic approach the TPLM Variation is taking to the Eastern Corridor. Recommendation: <i>Reject the submissions.</i>
#105 Maryhill Limited	That Objective 49.2.6 be amended as follows: 49.2.6 Objective - Development in the Zone minimises mitigates the generation of additional vehicle trips along State Highway 6, and reduces, as far as practicable, vehicle trips along State Highway 6 generated by the adjoining residential areas at Ladies Mile.	

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:

- a. Educational facilities;
- b. A variety of commercial activities to provide for the day-to-day needs of the Ladies Mile communities;
- c. Recreational and open space areas; and
- d. Other community facilities including sportsgrounds and buildings for community uses.

Submitter	Amendments Sought	Evaluation and recommendation
#86 Ministry	That Policy 49.2.6.1 be retained, as	I agree with the submitter. The Policy is

of Education	notified.	appropriate in implementing the objective for compatible activities in the Zone. Recommendation: <i>Accept the submission.</i>
#36 Fire and Emergency New Zealand (FENZ)	That Policy 49.2.6.1 be amended as follows: d. Other community facilities including sportsground and buildings for <u>community uses to provide for the day-to-day needs of the Ladies Mile communities.</u>	I disagree with this change, as although the community facilities will provide for the day-to-day needs of the Ladies Mile communities (and potentially wider communities) this is inherent in “community uses”. Recommendation: <i>Reject the submission.</i>

- 49.2.6.2 Require the integration of the Zone with the adjoining residential areas at Ladies Mile and State Highway 6 by:
- Strategically locating intersections at key points on State Highway 6 and Lower Shotover Road;
 - Requiring multiple pedestrian and cycle crossings of State Highway 6, Lower Shotover Road and Howards Drive at locations that support integration with public transport within walking distance of residential areas; and
 - Providing for new road connections that enable access to bus services.

Submitter	Amendments Sought	Evaluation and recommendation
#73 Glenpanel Developments Ltd	That the development triggers relating to road access into Ladies Mile from SH6, and Lower Shotover Road are opposed.	The policy actively requires the integration of the TPLM Zone with adjoining residential zones and SH6 by the various measures set out in the policy. The submitters' proposed wordings would relax the requirement and weaken the intent of the policy. I consider that the policy is necessary to achieve the outcomes sought for integrating the development with the nearby zones and SH6. Recommendation: <i>Reject the submissions.</i>
#94 Winter Miles Airstream Limited	That 49.2.6.2 be amended as follows: <u>Enable</u> Require the integration of the Zone with the adjoining residential areas at Ladies Mile and State Highway 6 by: a. Strategically locating intersections at key points on State Highway 6 and Lower Shotover Road; b. <u>Locating</u> Requiring multiple pedestrian and cycle crossings of State Highway 6, Lower Shotover Road and Howards Drive at locations that support integration with public transport within walking distance of residential areas; and c. Providing for new road connections that enable access to bus services.	
#105 Maryhill Limited	That Policy 49.2.6.2 be amended as follows: 49.2.6.2 Require <u>Encourage</u> the integration of the Zone with the adjoining residential areas at Ladies Mile and State Highway 6 by: a. Strategically locating intersections at key points on State Highway 6 and Lower Shotover Road;	

	<p>b. Requiring Providing for multiple pedestrian and cycle crossings of State Highway 6, Lower Shotover Road and Howards Drive at locations that support integration with public transport within walking distance of residential areas; and</p> <p>c. Providing for new road connections that enable access to bus services</p>	
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- 49.2.6.3 Provide for efficient and effective public transport through:
- Requiring higher residential densities within the Zone north of State Highway 6;
 - Ensuring road widths and configurations are consistent with their efficient utilisation as bus routes;
 - Discouraging private vehicle ownership and use by limiting onsite carparking via maximum rates for residential, office, retail and education activities;
 - Limiting on-street parking; and
 - Requiring transport infrastructural works related to public transportation to be in place prior to development.

Submitter	Amendments Sought	Evaluation and recommendation
#86 Ministry of Education	That Policy 49.2.6.3 be retained, as notified.	I agree with the submitters that the policy should be retained. Recommendation: Accept the submissions.
#104 Waka Kotahi NZTA	That Policy 49.2.6.3 c is supported.	
#73 Glenpanel Developments Limited	That points c-e of Policy 49.2.6.3 be deleted.	A fundamental goal of the TPLM Zone is a shift from car-centric low density suburban communities to communities that are less reliant on the private car and more reliant on public and active transport. The policy is one of the means to achieve that goal. The submissions seek to relax the policy by changing the mandatory elements to optional elements, and the elements may therefore potentially not eventuate. This would be contrary to the objective and to the higher order provisions, as I discussed in Section 11, Themes D, G and H above, and in reliance on the evidence of Mr Shields and Mr Pickard. I therefore do not agree with the submissions. Recommendation: Reject the submissions.
#93 Sanderson Group and Queenstown Commercial Limited	That Policy 49.2.6.3 is amended as follows: Provide for efficient and effective public transport through: <ol style="list-style-type: none"> Requiring enabling higher residential densities within the Zone north of State Highway 6; Ensuring road widths and configurations are consistent with their efficient utilisation as bus routes; Discouraging private vehicle ownership and use by not requiring limiting onsite carparking via maximum rates for residential, office, retail and education activities; Limiting on-street parking; and requiring encouraging necessary upgrades to transport infrastructural works related to public transportation to be in place prior to 	

	commensurate with development and community needs.	
#94 Winter Miles Airstream Limited	<p>That Policy 49.2.6.3 be amended as follows:</p> <p>Enable Provide for efficient and effective public transport through:</p> <ol style="list-style-type: none"> Requiring higher residential densities within the Zone north of State Highway 6; Ensuring road widths and configurations are consistent with their efficient utilisation as bus routes; Discouraging private vehicle ownership and use by limiting onsite carparking via maximum rates for residential, office, retail and education activities commensurate to the timing of the demands generated by those activities; Limiting on-street parking; and e. Requiring transport infrastructural works related to public transportation to be in place prior to development. Requiring transport infrastructural works relating to public transportation to be in place prior to development that generates significant traffic effects. 	
#105 Maryhill Limited	<p>That Policy 49.2.6.3 be amended as follows:</p> <p>49.2.6.3 Provide for efficient and effective public transport through:</p> <ol style="list-style-type: none"> Requiring Enabling higher mixed residential densities within the Zone north of State Highway 6; Ensuring road widths and configurations are consistent with their efficient utilisation as bus routes; Discouraging private vehicle ownership and use by limiting onsite carparking via maximum rates for residential, office, retail and education Limiting on-street parking; and e.d. Requiring Enable transport infrastructural works related to public transportation to be in place prior to 	

	necessary to support development stages .	
#108 Milstead Trust	That 49.2.6.3(e) be deleted.	
#108 Milstead Trust	That Policy 49.2.6.3(e) be amended to remove the words 'to be in place prior to development'.	

49.2.6.4 Encourage the use of pedestrian and cycling modes by:

- a. Requiring high-quality, well connected, integrated and legible walking and cycling routes and linking to existing routes outside the Zone;
- b. Preferring the provision of an underpass for the Key Crossing indicated on the Structure Plan;
- c. Discouraging private vehicle ownership and use by limiting onsite carparking via maximum rates for residential office and retail activities;
- d. Requiring minimum cycle parking to be provided onsite for commercial, educational and residential activities; and
- e. Enhancing active travel experiences by requiring adjacent development to integrate with the Key Crossing shown on the Structure Plan and by providing high-quality recreation spaces along routes.

Submitter	Amendments Sought	Evaluation and recommendation
#86 Ministry of Education	That Policy 49.2.6.4 be retained, as notified.	I agree with the submitter subject to the below discussion on the crossing. Recommendation: Accept the submissions.
#73 Glenpanel Developments Limited	That point (b) of Policy 49.2.6.4 be deleted.	These submitters seek that clause (b) of the policy relating to the SH6 underpass, be deleted. The strong preference now is for at-grade crossings. Mr Shields discusses this at XXX Recommendation: Accept the submissions. Submitter #94 also seeks an addition to clause c of the policy. I do not understand the purpose of the addition and do not consider it necessary. Recommendation: Reject the submission.
#77 Ladies Mile Property Syndicate	That clause (b) of Policy 49.2.6.4, relating to a preference for an underpass to be provided at the Key Crossing be deleted	
#94 Winter Miles Airstream Limited	That Policy 49.2.6.4 be amended as follows: Encourage the use of pedestrian and cycling modes by: a. Requiring high-quality, well connected, integrated and legible walking and cycling routes and linking to existing routes outside the Zone; b. Preferring the provision of an underpass for the Key Crossing indicated on the Structure Plan; c. Discouraging private vehicle ownership and use by limiting onsite carparking via maximum rates for residential office and retail activities commensurate to the timing of the demands generated	

	<p>by those activities;</p> <p>d. Requiring minimum cycle parking to be provided onsite for commercial, educational and residential activities; and</p> <p>e. Enhancing active travel experiences by requiring adjacent development to integrate with the Key Crossing shown on the Structure Plan and by providing high-quality recreation spaces along routes.</p>	
#93 Sanderson Group and Queenstown Commercial Limited	<p>That Policy 49.2.6.4 is amended as follows:</p> <p>Encourage the use of pedestrian and cycling modes by:</p> <p>...</p> <p>c) Discouraging private vehicle ownership and use by limiting onsite carparking via not requiring car parking maximum rates for residential office and retail activities;</p>	<p>I do not agree with the change sought because parking is not required, rather, if parking is proposed, it is capped.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#105 Maryhill Limited	<p>That Policy 49.2.6.4 be amended as follows:</p> <p>Encourage the use of pedestrian and cycling modes by encouraging:</p> <p>a. Requiring high-quality, well connected, integrated and legible walking and cycling routes and linking to existing routes outside the Zone;</p> <p>b. Preferring the provision of an underpass for the Key Crossing indicated on the Structure Plan;</p> <p>c. Discouraging private vehicle ownership and use by limiting onsite carparking via maximum rates for residential office and retail activities;</p> <p>d.c. Requiring minimum cycle parking to be provided onsite for commercial, educational and residential activities; and</p> <p>e.d. Enhancing active travel experiences by requiring adjacent development to integrate with the Key Crossing shown on the Structure Plan and by providing high-quality recreation spaces along routes</p>	<p>I do not agree with the removal of the “requiring” wording and replacement with “encouraging” because the intent of the policy would be weakened and the outcome would potentially not achieve the goal of more walking and cycling instead of relying on private vehicle trips.</p> <p>Recommendation: <i>Reject the submission.</i></p>

49.2.6.5 Avoid development where specific transport infrastructural works have not been completed, unless it can be demonstrated that development will avoid future and cumulative adverse effects from additional traffic movements, particularly at weekday daily peak periods, on State Highway 6.

Submitter	Amendments Sought	Evaluation and recommendation
#104 Waka Kotahi NZTA	That Policy 49.2.6.5 is amended to read; "Avoid development where specific transport infrastructural works have not been completed, unless it can be demonstrated that development will avoid future and cumulative adverse effects from additional traffic movements, particularly at weekday daily peak periods on State Highway 6. "	Mr Shields agrees with the submitter in deleting these words from the policy because in his view the words would enable piecemeal developments which on their own might not have a huge impact but cumulatively they will. I agree with that. Recommendation: <i>Accept the submission.</i>
#93 Sanderson Group and Queenstown Commercial Limited	That Policy 49.2.6.5 is amended as follows: Avoid Only enable development where specific transport infrastructural works have not been completed, unless where it can be demonstrated that development will avoid future and cumulative adverse effects from additional traffic movements, particularly at weekday daily peak periods, on State Highway 6 resulting from development are mitigated or minimised, or; Where it can be demonstrated that alternative temporary means of access and accommodation of bus stops can achieve similar outcomes.	These submissions seek to relax the mandatory elements of the policy and are not supported, for the reasons addressed in Section 11, Theme H and in reliance on Mr Shields' evidence. Recommendation: <i>Reject the submissions.</i>
#94 Winter Miles Airstream Limited	That 49.2.6.5 be amended as follows: Avoid Manage development where specific transport infrastructural works have not been completed, unless the it can be demonstrated that development will avoid future and cumulative adverse effects from additional traffic movements, particularly at weekday daily peak periods, on State Highway 6, can be accommodated.	
#105 Maryhill Limited	That Policy 49.2.6.5 be amended as follows: Avoid Ensure subdivision and development mitigates where specific transport infrastructural works have not been completed, unless it can be demonstrated that development will avoid future and cumulative adverse effects from additional traffic movements, particularly at weekday daily peak	

	periods, on State Highway 6	
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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.

Submitter	Amendments Sought	Evaluation and recommendation
#86 Ministry of Education	That Policy 49.2.6.6 be amended as follows: Require Workplace and School Travel Plans that will demonstrate how aim to reduce private vehicle trips will be reduced and to promote greater reliance on public and active transport.	I disagree with the submitter and consider that the workplace and school travel plans should endeavour to demonstrate how private vehicle trips will be reduced and how public and active transport can be supported by staff and students. Recommendation: <i>Reject the submission.</i>

49.2.7 Objective – An attractive built environment that positively responds to streets and open spaces, provides a high level of residential and neighbourhood amenity, achieves high quality urban design outcomes.

Submitter	Amendments Sought	Evaluation and recommendation
#51 G Erving	That Objective 49.2.7 and the associated policies be retained	I agree with the submitter. Recommendation: <i>accept the submission.</i>
#99 Corona Trust	That Policy 49.2.7 is supported with the following amendment: An attractive built environment that positively responds to streets and open spaces, provides a high level of residential and neighbourhood amenity, achieves high quality urban design outcomes, <u>and protects the amenity of adjoining rural living environments.</u>	I have also addressed this submission in Section 12 – Rezoning and mapping changes. I consider the notified wording to be appropriate (subject to the amendment proposed below) and that this, in combination with policy 49.2.7.8 which references amenity values enjoyed by users of neighbouring properties. Recommendation: <i>Reject the submission.</i>
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That Policy 49.2.7 is supported with amendments as follows; An attractive built and natural environment that positively responds to streets and open spaces, provides a high level of residential and neighbourhood amenity, achieves high quality urban design <u>and ecological</u> outcomes <u>and incorporates indigenous biodiversity in design.</u>	I agree with the submission, based on the discussion in Section 11, Theme I. Recommendation: <i>Accept the submission.</i>

Policies

In all Precincts

49.2.7.1 Encourage building design that integrates with public spaces and provides for a pedestrian-friendly environment including active street frontages.

49.2.7.2 Minimise opportunities for criminal activity through incorporating Crime Prevention Through Environmental

Design (CPTED) principles as appropriate 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 and reference to tangata whenua values, in the design of public and private spaces, where appropriate.

Submitter	Amendments Sought	Evaluation and recommendation
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That Policy 49.2.7.3 is amended to be consistent with 'Manawhenua values' in Chapter 39 as follows: Acknowledge and celebrate the area's cultural heritage, including incorporating indigenous vegetation and reference to tangata whenua Manawhenua values, in the design of public and private spaces, where appropriate.	I agree with the submitter that consistency with terminology in other chapters is desirable. Recommendation: <i>Accept the submission.</i>

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.

Submitter	Amendments Sought	Evaluation and recommendation
#99 Corona Trust	That Policy 49.2.7.4 is supported as it relates to Sub Area H2.	I agree with the submitter. Recommendation: <i>Accept the submission.</i>

49.2.7.5 Ensure that outdoor storage areas and any carparking areas are appropriately located and screened to limit adverse visual effects and to be consistent with the amenity values of the Zone.

Submitter	Amendments Sought	Evaluation and recommendation
#99 Corona Trust	That Policy 49.2.7.5 is supported with the following amendment: Ensure that outdoor storage areas and any carparking areas are appropriately located and screened to limit adverse visual effects and to be consistent with the amenity values of the Zone and , where any outdoor area or car parking areas adjoin a rural living zone, the values of that zone.	This submission is addressed in Section 12 – Rezoning and mapping changes. In this instance I agree with amending the wording of this policy as the notified wording restricts consideration of effects to the TPLM Zone only. I recommend alternative wording, as below. Ensure that outdoor storage areas and any carparking areas are appropriately located and or screened to limit adverse visual effects and to be consistent with the amenity values of the Zone or those of any adjacent zone. Recommendation: <i>Accept in part the submission.</i>
#105 Maryhill Limited	That Policy 49.2.7.5 be amended as follows: Ensure that outdoor storage areas and any carparking areas are appropriately located and or screened to limit adverse visual effects and to be consistent with the amenity values of the Zone.	I accept that it may not be necessary to screen outdoor storage and car parking if it is otherwise appropriately located. I agree with the submitters amended wording. Recommendation: <i>Accept the submission.</i>

- 49.2.7.6 Require all new buildings, relocated buildings and additions and alterations to existing buildings that contain as Activity Sensitive to Road Noise located adjacent to a State Highway 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 a low density suburban character and maintains the amenity values enjoyed by users of neighbouring properties, in particular, privacy and access to sunlight.

Submitter	Amendments Sought	Evaluation and recommendation
#80 Koko Ridge Limited and W Foley	<p>That Policy 49.2.7.8 be amended as follows:</p> <p>49.2.7.8 - In the Low Density Residential Precinct, ensure that there is a variation in lot sizes as well as a variation in height, bulk and location of development built form where it maintains the amenity values enjoyed by users of neighbouring properties, in particular, privacy and access to sunlight.</p>	<p>I have addressed this submission in Section 12 – Rezoning and mapping changes.</p> <p>I consider the changes recommended by the submitter suggest increased intensification which is not intended for the LDR Precinct. I consider that variation in built form is not restricted, with height being controlled by the maximum building height of 8m (49.5.2). Ms Fairgray also recommends reducing the minimum lot size which would provide for a variety of lot sizes. I therefore do not consider there is any need to amend this policy.</p> <p>Recommendation: Reject the submission.</p>
#93 Sanderson Group and Queenstown Commercial Limited	<p>That all urban design (bulk and location) rules and standards are opposed.</p>	<p>The bulk and location provisions are necessary and appropriate and I disagree with the submission.</p> <p>Recommendation: Reject the submission.</p>
#99 Corona Trust	<p>That Policy 49.2.7.8 is supported with the following amendment:</p> <p>In the Low Density Residential Precinct, ensure that the height, bulk and location of development maintains a low density suburban character and maintains the amenity values enjoyed by users of neighbouring properties, in particular, privacy, and access to sunlight, lack of dominance, and avoiding buildings breaking skylines and ridges.</p>	<p>I have addressed this submission in Section 12 – Rezoning and mapping changes.</p> <p>I have reviewed the previous decisions for Koko Ridge’ consented under RM190553 & RM211276, and note that as part of that decision, effects to the submitters land and southern boundary were considered, with conditions imposed limiting building height to 5.5m for four of the lots adjoining the submitters land, within a defined building platform and 4m boundary setback.</p> <p>I have also recommended a 4m building setback and consider this will provide setback to the terrace edge and be consistent with previous decisions.</p> <p>Additionally, the presence of built form on terraces within Shotover Country is established within other locations.</p> <p>Existing Policy 49.2.7.8 also enables consideration to amenity values enjoyed by users of neighbouring properties; and I have recommended (above) modification to Policy</p>

		49.2.7.5 to also refer to adjacent zones. As such I do not consider any further changes to policies are necessary. Recommendation: Reject the submission.
#99 Corona Trust	That two new policies under Objective 49.2.7 are proposed as follows: Low Density Residential Precincts Policy 49.2.7.14 - Ensure that the height, bulk and location of development maintains a low density suburban character and maintains the amenity values enjoyed by users of neighbouring properties, in particular, privacy, access to sunlight, lack of dominance, and avoiding buildings breaking skylines and ridges. Policy 49.2.7.15 – Protect the interface between the urban LDR precinct and rural living interface by building restriction areas, building setbacks, bulk and location control of buildings and screening requirements for outdoor storage and car parking spaces, and enhance the interface with landscaping and open space.	This is addressed above, and Policy 49.2.7.8 already addresses the matters raised in the submitter’s suggested policies. For these reasons set out in that assessment I do not agree that the policies are necessary. Recommendation: Reject the submission.

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, reflects the highly visible location close to the state highway, and that is appropriate in the setting adjacent to the outstanding natural feature of Slope Hill.

Submitter	Amendments Sought	Evaluation and recommendation
#73 Glenpanel Development Ltd	That Policy 49.2.7.9 is opposed, as it relates to Slope Hill.	I disagree with the submissions for the reasons set out in Section 11, Theme D, in relation to landscape values, and in reliance on the evidence of Bridget Gilbert on the boundary and interface of the TPLM Zone and the ONF of Slope Hill. Recommendation: Reject the submissions.
#105 Maryhill Limited	That Policy 49.2.7.9 be amended as follows: Require high quality building and site design that promotes and supports neighbourhood amenity values, reflects the highly visible location close to the state highway, and that is appropriate in the setting transitions development into, and adjacent with, to the outstanding natural feature of Slope Hill.	
#94 Winter Miles Airstream Limited	That policy 49.2.7.9 be amended as follows; Enable Require high quality building and site design that promotes and supports neighbourhood amenity values, reflects the highly visible location close to the state highway, and that is appropriate in the	I disagree with the submission which seeks to relax the intent of the policy to require high quality site and building design. The policy is implemented through the various development standards, matters of discretion and assessment matters, which have been formulated to ensure that site and building

	setting adjacent to the outstanding natural feature of Slope Hill.	design is of high quality. Recommendation: <i>Reject the submission.</i>
#107 Anna Hutchinson Family Trust	That Policy 49.2.7.9 be amended as follows: Require high quality building and site design that promotes and supports neighbourhood amenity values, reflects the highly visible location close to the state highway, and that is appropriate in the setting adjacent to the outstanding natural feature of Slope Hill, and the Shotover River Corridor .	I agree with the submission and would accept it should the Panel accept #107's request to extend the TPLM Zone to the east across the submitter's land. (I addressed the rezoning request in Section 12 and recommend that it be rejected) Recommendation: <i>Accept the submission if the rezoning request is accepted.</i>

49.2.7.10 In the Medium and High Density Residential Precincts and the Commercial Precinct, require that development responds to its context, with a particular emphasis on the following essential built form outcomes:

- a. achieving high levels of visual interest and avoiding blank or unarticulated walls or facades;
- b. achieving well-overlooked, activated streets and public open spaces, including by not dominating street edges with garaging, parking or access ways;
- c. achieving a variation and modulation in building mass, facades, materials and roof forms;
- d. using well-designed landscaped areas to add to the visual amenity values of the development for residents or visitors, neighbours, and the wider public.

Submitter	Amendments Sought	Evaluation and recommendation
#94 Winter Miles Airstream Limited	That Policy 49.2.7.10 be amended as follows: In the Medium and High Density Residential Precincts and the Commercial Precincts, require that development responds to its context, with a particular emphasis on the following essential built form outcomes: a. achieving high levels of visual interest and avoiding blank or unarticulated walls or facades; b. achieving well-overlooked, activated streets and public open spaces, including by not dominating street edges with garaging, parking or access ways; c. achieving a variation and modulation in building mass, facades, materials and roof forms, where appropriate ; d. using well-designed landscaped areas to add to the visual amenity values of the development for residents or visitors, neighbours, and the wider	I do not agree that any more than one Commercial Precinct is appropriate. I disagree with the other modifications which soften and weaken the intent of the policy, which is to achieve essential built form outcomes. Recommendation: <i>Reject the submissions</i>

	public.	
#101 D Finlin	That Policy 49.2.7.10 (a) be amended by adding the words '...that face a public place or a private courtyard'.	I disagree with this wording as the policy is serving the objective which is for an attractive built environment that positively responds to streets and open spaces, and wider amenity and urban design outcomes. Recommendation: <i>Reject the submission.</i>
#105 Maryhill Limited	That Policy 49.2.7.10 be amended as follows: 49.2.7.10 In the Medium and High Density Residential Precincts and the Commercial Precinct, require that development responds to its context, with a particular emphasis on the following essential built form outcomes: ...	I disagree with this submission because the built form outcomes are essential. Recommendation: <i>Reject the submission.</i>
#107 Anna Hutchinson Family Trust	That Policy 49.2.7.10 be amended as follows: In the Medium and High Density Residential Precincts and the Commercial Precinct, require that development responds to its context, with a particular emphasis on the following essential built form outcomes: ... <u>e. using well-designed landscaped areas to add to the visual amenity values of the development for residents or visitors, neighbours, and the wider public, in relation to the Shotover River Corridor, and the central escarpment within Sub-Area K.</u>	I agree with the addition and would accept it should the Panel accept #107's request to extend the TPLM Zone to the east across the submitter's land. (I addressed the rezoning request in Section 12 and recommend that it be rejected) Recommendation: <i>Accept the submission if the rezoning request is accepted.</i>

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 ensuring a minimum level of outlook, sunshine and light access, while acknowledging that through an application for land use consent an outcome superior to that likely to result from strict compliance with the controls may well be identified.

Submitter	Amendments Sought	Evaluation and recommendation
#93 Sanderson Group and Queenstown Commercial Limited	That Policy 49.2.7.11 be amended as follows: Apply recession plane, building height, yard setback and site coverage controls as the primary means of ensuring <u>Ensure the provision of</u> a minimum level of outlook, sunshine and light access through high quality building design, while acknowledging that through an application for land use consent an	These submissions seek various changes to the policy. I do not support removing the words "a minimum level of". The inclusion of these words is intended to recognise the higher density environment, where amenity values are affected to a degree to allow for this density, but that the provisions can still allow a level of protection. I also do not support removing the reference to recession plane, building height, yard setback and site coverage as these respective rules implement

	outcome superior to that likely to result from strict compliance with the controls may well be identified.	this policy. I consider the notified wording to be appropriate. Recommendation: <i>Reject the submissions.</i>
#94 Winter Miles Airstream Limited	That Policy 49.2.7.11 be amended as follows: Apply recession plane, building height, yard setback and site coverage controls as the primary means to manage of ensuring a minimum level of outlook, sunshine and light access, while enabling acknowledging that through an application for land use consent an outcome more appropriate superior to that likely to result from strict compliance with the controls may arise may well be identified.	The proposed modifications weaken the intent of the policy and I disagree with them. Recommendation: <i>Reject the submission.</i>
#105 Maryhill Limited	That Policy 49.2.7.11 be amended as follows: 49.2.7.11 Apply recession plane, building height, yard setback and site coverage controls as the primary means of Ensuring a minimum high quality building design through provision for level of outlook, sunshine and light access, while acknowledging that through an application for land use consent an outcome superior to that likely to result from strict compliance with the controls may well be identified.	The policy governs the development standards and I disagree with the submitter's modifications, which weaken the intent of the policy. Recommendation: <i>Reject the submission.</i>

49.2.7.12 Ensure built form achieves 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.

Submitter	Amendments Sought	Evaluation and recommendation
#93 Sanderson Group and Queenstown Commercial Limited	That Policy 49.2.7.12 is amended as follows: Ensure built form achieves <u>a reasonable level of</u> 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, <u>while acknowledging that the development will be high and medium density in nature.</u>	I agree with amending the wording to include 'a reasonable level' to acknowledge privacy expectations are different within this higher density environment. I do not consider other changes to the wording requested by #93 add any further clarity. I recommend the changes below: Ensure built form achieves <u>reasonable levels of</u> 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. Recommendation: <i>accept #105, accept in part #93.</i>
#105 Maryhill	That Policy 49.2.7.12 be amended as	I agree with this change as in a higher density

Limited	<p>follows:</p> <p>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.</p>	<p>residential environment lesser standards of privacy should be expected, compared with a low density environment.</p> <p>This change is shown in the Recommended Provisions in Section 13.</p> <p>Recommendation: <i>Accept the submission.</i></p>
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49.2.7.13 Require a high level of landscape amenity which:

- a. uses indigenous planting to increase ecological 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 the current and future effects of climate change.

Submitter	Amendments Sought	Evaluation and recommendation
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That the zone policy framework be amended to include a statement of direct policy intent as to how it will contribute to emissions reductions.	<p>Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga (100) support Objective 49.2.8 but submit that the zone policy framework be amended to include a statement of direct policy intent as to how it will contribute to emissions reductions.</p> <p>I addressed this issues in Section 11, Theme L.</p> <p>I consider the notified wording of the objective to be appropriate, as the reduction of emissions is one way to support “resilience” to climate change, with Policy 49.2.8.1 referencing consideration to reducing emissions.</p> <p>For these reasons I do not support further direct policy intent relating to emissions, however, recommend this be referenced in the purpose statement as below:</p> <p style="padding-left: 40px;">...The Zone enables high residential densities to ensure the most efficient use of the land, while promoting reduction in reliance on private vehicle trips and emissions through the provision, within the Zone, of commercial, recreational, education and other activities for residents within the Zone as well as residents in nearby zones....</p> <p>Recommendation: <i>Accept in part the submission</i></p>
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That Objective 49.2.8 be amended as follows, 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.	<p>I agree with the intent of this submission, as discussed in Section 11, Theme I (stormwater and ecology) and propose updated wording for the relevant provisions.</p> <p>Recommendation: <i>Accept in part the submission.</i></p>

	OR, alternatively, add new objectives and policies to respond to issues around emissions reductions and integrated stormwater management promulgated in Te Pūtahi Ladies Mile Masterplan.	
#39 Friends of Lake Hayes Society	That, to achieve Policy 24.2.4.2 (avoidance of adverse impacts on, and improvements to water quality in the Lake Hayes catchment, along with any development changes), the QLDC and/or the developers need to embrace a commensurate scale project to assist in the overall remediation of Lake Hayes. This could include the construction and regular maintenance of large sediment traps, restoration of the significant wetland at the south end of Lake Hayes, or improving the current poorly performing stormwater outflow system at the Lake Whakatipu rowing club.	The Whakatipu Rowing Club is based near the Lake Hayes Pavilion, on the eastern shore of Lake Hayes, therefore is not within the geography of the TPLM Variation and this submission point is beyond the scope of this process. Policy 24.2.4.2 is not relevant to this Zone because it is not within the WBRAZ (and nor is the ODP or current PDP zoning). However, I agree with the intent of the submission. Based on the evidence of Ms Prestidge, a comprehensive stormwater design for the TPLM area can achieve the improvement of water quality in Lake Hayes, compared with the existing scenario, as discussed in Section 11, Theme I above. Recommendation: <i>Accept in part the submission.</i>
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That the enhancement and protection of the Blue-Green Network (as per Queenstown Lakes Spatial Plan Strategy 13 and the QLDC Parks and Open Spaces Strategy 2022) should be reflected in the objectives and policies	I agree with the submission in part, and in reliance on Dawn Palmer's evidence. Reference to the Blue-Green network has been included within some of the provisions relating to stormwater. Recommendation: <i>Accept the submission in part, with changes to some of the provisions relating to stormwater.</i>

49.2.8.1 Encourage site layout and building design that promote sustainability, 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.

Submitter	Amendments Sought	Evaluation and recommendation
#93 Sanderson Group and Queenstown Commercial Limited	That Policy 49.2.8.2 be deleted.	I disagree with this submission as the permeable surface standards are necessary for site amenity and for stormwater / ecological purposes. Recommendation: <i>Reject the submission</i>
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That Policy 49.2.8.2 be expanded to incorporate the approach to stormwater management promulgated in the Te Pūtahi Ladies Mile Masterplan.	I do not agree that the policy needs to be amended because it already specifies the purpose of the permeable surface. Recommendation: <i>Reject the submission</i>

49.2.8.3 Subject to the limit on the maximum number of storeys, allow greater building height only where development is designed to achieve an improved standard of quality, including its environmental sustainability.

Submitter	Amendments Sought	Evaluation and recommendation
#105 Maryhill Limited	<p>That Policy 49.2.8.3 be amended as follows:</p> <p>Subject to the limit on the maximum number of storeys, allow greater building height only where development is designed to achieve an improved standard of quality, including its environmental sustainability.</p>	<p>I disagree with the submission because the notified wording is appropriate in the context of incentivising benefits in lieu of development rights.</p> <p>Recommendation: <i>Reject the submission.</i></p>

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	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 4 below.

49.3.2.4 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

	Activities located in the Te Pūtahi Ladies Mile Zone	Activity Status
	Residential Activities	
49.4.1	Residential Activity	P
49.4.2	Homestay	P
49.4.3	Home occupation	P

Submitter	Amendment sought	Comment
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#21 N Fairweather	That Rule 49.4.3 (Home occupation) is opposed.	I recommend the rule is retained to enable residents to undertake business and employment activities from home, and this aligns with the transport strategy to reduce vehicle trips. Home occupations are enabled in all other residential zones. Recommendation: <i>Reject the submission.</i>
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49.4.4	<p>Two or more residential units per site in the Medium Density Residential Precinct and High Density Residential Precinct</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> a. 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; b. how the design advances housing diversity, including the range of unit types to achieve a diverse range of choice including size, typology and affordability; c. promotion of sustainability and accessibility, either through construction methods, design or function; d. street activation; e. parking and access layout: safety, efficiency and impacts on on-street parking and travel management; f. design and integration of landscaping, including existing vegetation; g. The spatial layout of the development, and its relationship to and integration with other sites and development, taking into account the location of: <ol style="list-style-type: none"> i. 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; ii. 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; iii. Three waters infrastructure, including the retention and treatment of stormwater, and integration with the stormwater network within the Zone. h. within Sub-Areas B and C, the impact of development on existing established trees identified on the Structure Plan; i. within Sub-Area A, the establishment of the "Landscape Buffer Area" shown on the Structure Plan, and the methods to ensure it is maintained in perpetuity; <p>Note that this rule also applies to attached residential units across more than one site.</p>	RD
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Submitter	Amendment sought	Comment
#36 Fire and Emergency New Zealand	That Rule 49.4.4 (Two or more residential units per site in the Medium Density Residential Precinct and High Density Residential Precinct) be amended as follows:	Requirements for firefighting water supply and access are already referenced in Chapter 27 (Subdivision and Development) in addition to QLDC's Land Development and Subdivision Code of Practice which specifies technical design requirements for infrastructure and is also referenced in Chapter 27. I

	<p>....</p> <p>g.</p> <p>...</p> <p>iv. Firefighting water supply and whether this is sufficient to ensure the health and safety of the community, including neighbouring properties is provided.</p>	<p>consider the existing approach to be appropriate and this ensures consistency across the PDP.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#54 S and K Strain	<p>That further consideration is given to the proposed residential density and allowing any further development until a realistic solution is implemented for the current traffic situation.</p>	<p>I discussed traffic effects in Section 11, Theme D and H. I disagree with the submission for the reasons set out in those themes and in reliance on the evidence of Mr Shields and Mr Pickard.</p> <p>Recommendation: <i>Reject the submission</i></p>
#94 Winter Miles Airstream Limited	<p>That there should be a permitted activity regime enabling the development of a higher number of units on any given site.</p>	<p>There is no permitted activity regime for residential units within the MDR and HDR Precinct under Rule 49.4.4, and I discuss the reasons below.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#73 Glenpanel Development Ltd	<p>That 49.4.4 be amended as follows:</p> <p>Two Three or more residential units per site in the Medium Density Residential Precinct and High Density Residential Precinct</p> <p>Discretion is restricted to:</p> <p>....</p> <p>i. within Sub-Area A, the establishment of the "Landscape Buffer Area" shown on the Structure Plan, and the methods to ensure it is maintained in perpetuity;</p> <p>....</p>	<p>These submissions seek amendments to Rule 49.4.4 citing that it is restrictive given the intent for the Zone to higher density development and it should otherwise enable a higher number of units as permitted development. Submitter #94 considers the activity status should be controlled (meaning consent must be granted).</p> <p>The format of this rule intentionally links with 49.4.6 which identifies 1 residential unit as a non-complying activity. The reason for the NC status for 1 residential unit is that low density single unit development is not anticipated or desired in the MDR and HDR Precincts and would not meet the density targets or purpose and objectives. Rule 49.4.4 therefore applies to development above this being '2 or more' units and requires RD consent.</p> <p>The practical effect of Rules 49.4.4 and 49.4.6 working together is that there is no level of permitted residential development within these Precincts.</p> <p>While I appreciate the position of submitters seeking a more permissive regime and this would appear to align with the Zone objectives to enable density, the RD status acknowledges that developments of 2 units or more are anticipated but seeks to manage the broad range of potential effects (across the ambit of adverse through positive) associated with higher densities, via the consenting process.</p> <p>The intent of Rule 49.4.4 is to require consent for comprehensive developments of attached or multi-unit buildings to enable consideration of the relevant urban design and layout aspects specified in the matters of Discretion to Rule 49.4.4 (as well as the assessment matters of 49.7); including integration with adjacent sites and development.</p>
#94 Winter Miles Airstream Limited	<p>That the activity status of Rule 49.4.4 be amended to controlled</p>	
#94 Winter Miles Airstream Limited	<p>That Rule 49.4.4 be amended as follows:</p> <p>Two Five or more residential units ...</p>	
#105 Maryhill Limited	<p>That Rule 49.4.4 be amended as follows:</p> <p>One residential unit per site in the Medium Density Residential Precinct or, Ttwo or more residential units per site in the Medium Density Residential Precinct and High Density Residential Precinct.</p> <p>Discretion is restricted to:</p> <p>....</p> <p>Note that this rule also applies to attached, and semi-attached residential units within a site, or across more than</p>	

	one site.	<p>Additionally, the matters of discretion place an onus on developers to demonstrate how they will meet the minimum densities and provide a diverse range of housing choice.</p> <p>I therefore do not support making this rule more enabling. I also do not support amending the status to Controlled, as the ability to decline consent should be retained to deal with any proposals that do not meet the requisites in the provisions, including the assessment matters and objectives and policies.</p> <p>Recommendation: Reject the submissions.</p> <p>Submitter #105 seeks to add clarification amendments to specify that the rule also applies to semi attached units within a site. I agree with the amendment sought.</p> <p>Recommendation: Accept the submission.</p>
107 Anna Hutchinson Family Trust	<p>That Rule 49.4.4 (Two or more residential units per site in the Medium Density Residential Precinct and High Density Residential Precinct) be amended as follows:</p> <p>Discretion is restricted to:</p> <p>...</p> <p>i. within Sub-Area A, and Sub-Area K, the establishment of the "Landscape Buffer Area" shown on the Structure Plan, and the methods to ensure it is maintained in perpetuity;</p> <p>Note that this rule also applies to attached residential units across more than one site.</p>	I would agree with this change if the Panel accepts the submitters rezoning relief.

49.4.5	Residential Visitor Accommodation	NC
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Submitter	Amendment sought	Comment
#51 G Erving	That the Non-complying status of residential visitor accommodation (Rule 49.4.5) be retained.	<p>I addressed RVA in Section 11, Theme J above. For the reasons set out in that discussion I agree with these submitters. I note however that I have recommended some allowance for commercial VA in the Glenpanel and Commercial Precincts, and I discuss this seperately below in relation to rule 49.4.33.</p> <p>Recommendation: Accept the submissions.</p>
#95 C Evans	That visitor accommodation should be non-complying in this zone, as notified.	
#77 Ladies Mile Property Syndicate	That Rule 49.4.5 be amended by changing the activity status of Residential Visitor Accommodation from non-complying to permitted.	<p>As above, for the reasons set out in Section 11, Theme J above, I do not agree with these submissions that seek the relaxation of the discouragement of RVA in the TPLM Zone.</p> <p>Recommendation: Reject the submissions.</p>
#93	That Rule 49.4.5 (Residential Visitor	

Sanderson Group and Queenstown Commercial Limited	Accommodation) be amended as follows: Commercial Area – RD Elsewhere in Master Plan Area – P up to 90 nights a year, RD thereafter	
#94 Winter Miles Airstream Limited	That Rule 49.4.5 be deleted.	
#105 Maryhill Limited	That the activity status of Rule 49.4.5 (Residential Visitor Accommodation) be amended from non complying to discretionary.	

49.4.6	One residential unit per site within the Medium Density Residential Precinct and the High Density Residential Precinct, except that this rule shall not apply to a residential unit that is attached to residential units on other sites.	NC
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Submitter	Amendment sought	Comment
#73 Glenpanel Development Ltd	That 49.4.6 (One residential unit per site within the Medium Density Residential Precinct and the High Density Residential Precinct...), be amended as follows: One <u>or two</u> residential unit/s per site within the Medium Density Residential Precinct and the High Density Residential Precinct , except... NC <u>P</u>	Submitters 73, 94 and 105 seek changes to this rule to allow for a permitted level of development of one or two units, or that the activity status be changed to Discretionary. I have discussed above how Rule 49.4.6 works in tandem with Rule 49.4.4. The reason for the NC status for one residential unit is that low density single unit development is not anticipated or desired in the MDR and HDR Precincts, and would not meet the density targets or zone purpose and objectives.
#94 Winter Miles Airstream Limited	That Rule 49.4.7 be deleted.	The NC status implements notified Policy 49.2.2.1: Within the Medium and High Density Residential Precincts: ... b. Avoiding development that does not achieve the residential densities required in each Precinct, and avoiding low density housing typologies including single detached residential units.
#105 Maryhill Limited	That the activity status of Rule 49.4.6 (One residential unit per site within the Medium Density Residential Precinct and the High Density Residential Precinct ...) be amended from non complying to discretionary.	Development of single units would undermine the desire to achieve a critical mass required for the transport strategy and viability of the Commercial Precinct and other community and recreational facilities. For these reasons, I disagree with the submissions relating to this rule and recommend the notified rule is retained. Recommendation: Reject the submissions.

49.4.7	Residential Flats	NC
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Submitter	Amendment sought	Comment
#37 J & M Dobb	That Rule 49.4.7 be amended to provide for residential flats in the Low and Medium Density Residential Precincts as a permitted activity as follows: Residential Flats (except within the Low Density Residential and Medium Density Residential Precincts)	Residential Flats are not provided for in the notified TPLM Zone, being a NC activity under Rule 49.4.7. Various submissions oppose the NC status (#45, #46, #51, #80, #94, #105) generally seeking that they be permitted in the LDR and MDR Precincts, and #105 which seeks the status be amended from NC to D.
#45 Caithness Developments Limited	Amend Rule 49.4.7 to enable Residential Flats (as defined in PDP) within the Low Density Residential and Medium Density Residential Precincts as a permitted activity as follows: Residential Flats (except within the Low Density Residential and Medium Density Residential Precincts)	The submissions generally discuss that residential flats can provide alternative accommodation options and should not be unreasonably precluded. One submission (#51) supports the rule and seeks it be retained. Residential Flats have been restricted in the TPLM Zone on the basis that, if these were enabled, this could result in a significant increase to the density of occupants or households throughout the Zone and potential traffic effects. In the LDR Precincts, there are limits on the maximum numbers of residential units (under rule 49.5.11) to limit traffic effects in these precincts with typical suburban detached housing types.
#46 Shotover Country Limited	Residential Flats (except within the Low Density Residential and Medium Density Residential Precincts)	Additionally, in the MDR and HDR precincts, the density and housing typologies anticipated (apartments, townhouses) was not considered conducive to residential flats.
51 G Erving	That the non complying status of residential flats (Rule 49.4.7) be retained.	Ms Fairgray has reviewed these submissions and the status of residential flats and considers they may be appropriate within the LDR Precinct as they would increase the dwelling mix (size and value) within this location, providing increased choice for a greater range of household types.
80 Koko Ridge Limited and W Foley	That residential flats of up to 70m ² in the low density residential H2 precinct be a permitted activity, rather than non-complying.	Mr Shields has reviewed this matter also and considers that within the LDR, as long as the maximum car parking standard will apply to both the combined unit and residential flat then he does not consider there to be a transport impact.
93 Sanderson Group and Queenstown Commercial Limited	That Rule 49.4.7 (Residential Flats) be amended as follows: NG P	On reflection therefore, and in reliance on the opinions of Ms Fairgray and Mr Shields, I agree that residential flats can have a valuable role in the housing market by supporting affordability and providing an alternative rental accommodation option. They also provide suitable accommodation for family members of the primary household such as early retirement accommodation.
94 Winter Miles Airsteam Limited	That Rule 49.4.7 be deleted.	I therefore consider that residential flats could be allowed for within the Zone, as they will have the benefit of improved access to active and public transport via the required transport infrastructure upgrades (Rule 49.5.10) and mostly importantly they are also subject to the maximum parking
#94 Winter Miles Airstream Limited	That the variation is amended so residential flats are recognised as an ancillary residential use.	
105 Maryhill Limited	That the activity status of Rule 49.4.7 (residential flats) be amended from non complying to discretionary.	
108 Milstead Trust	That 49.4.7 be amended to enable residential flats (as defined in the PDP) within the Low density Residential and Medium Density Residential precincts as a permitted activity.	

		<p>requirements to mitigate traffic effects.</p> <p>I note that the TPLM LDR precincts have density caps (under Rule 49.5.11) that will result in larger lot sizes that have more physical space to accommodate residential flats. For example, the limit of Sub-Area H2 is 60 units, across a land area of approximately 9.4 ha, therefore lot sizes could be in the order of 1000m² plus.</p> <p>Within the MDR and HDR precincts, although residential flats are not typically seen within attached dwellings or apartments, dual key arrangements could be provided and this may again support shared accommodation options or homestay accommodation arrangements.</p> <p>I therefore recommend removing any restriction over residential flats and recommend deletion of Rule 49.4.7 (and provided that the maximum parking rates are retained and not modified in light of this change in respect of residential flats).</p> <p>I consider this change provides for more efficient land use and may result in economic and social benefits to affordability; and remains appropriate for achieving Objective 49.2.2 (to achieve a range of residential intensity and diversity of housing choice), with no particular costs or risks.</p> <p>Additionally, I am not aware if there are servicing constraints which require residential flats to be otherwise restricted, and Ms Prestidge (providing infrastructure evidence on behalf of QLDC) has not yet had the opportunity to consider my recommendation and may wish to add further comment. Subject to that advice:</p> <p>Recommendation: <i>Reject submission #51.</i></p> <p>Recommendation: <i>Accept submissions #45, #46, #80, #94, and #105.</i></p>
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	Non-residential activities	
49.4.8	Commercial Activities comprising no more than 100m ² of gross floor area per site in the High Density Residential Precinct	P

Submitter	Amendment sought	Comment
#93 Sanderson Group and Queenstown Commercial Limited	That Rule 49.4.8 (Commercial Activities comprising no more than 100m ² of gross floor area per site in the High Density Residential Precinct) be amended as follows: Commercial Activities comprising no more than 100m² of gross floor area per site in the High Density Residential Precinct.	Submissions #93, #94, and #105 seek this rule to be amended to allow for an increased floor area of permitted commercial activity within the HDR Precinct. Ms Hampson has reviewed the relief sought and does not support the submissions because increasing commercial activity through the Zone risks the creation of dispersed and potentially large-

#94 Winter Miles Airstream Limited	That Rule 49.4.8 be retained as notified.	scale commercial activity, which could adversely affect the amenity and viability of the Commercial Precinct; and potentially undermines the benefits of a compact and consolidated centre in the Commercial Precinct. I rely on Ms Hampson and consider the notified limit of 100m ² to be an appropriate scale to provide for localised commercial needs within the HDR Precinct. I therefore disagree with the submissions seeking to amend this rule. Recommendation: Reject the submissions.
#94 Winter Miles Airstream Limited	That the activity status of Rule 49.4.8 be amended to permitted.	
105 Maryhill Limited	That Rule 49.4.8 be amended as follows: Commercial Activities comprising no more than 34 100m ² of gross floor area per site in the High Density Residential Precinct	

49.4.9	Office Activity in the Commercial Precinct	P
49.4.10	Education Activities in the Commercial Precinct	P

Submitter	Amendment sought	Comment
#86 Ministry of Education	That Rule 49.4.10 (Education Activities in the Commercial Precinct) be retained, as notified.	The Ministry of Education (#86) supports this rule to provide for Education Activity in the Commercial Precinct as a permitted activity. I agree. Recommendation: Accept the submission.

49.4.11	Retail activity in the Commercial Precinct and Glenpanel Precinct, except where provided for elsewhere in this table	P
49.4.12	Community Activities in the Commercial Precinct and Glenpanel Precinct	P

Submitter	Amendment sought	Comment
#36 Fire and Emergency New Zealand	That Rule 49.4.12 (Community Activities in the Commercial Precinct and Glenpanel Precinct) be retained, as notified.	I agree with the submitter as these Precincts are appropriate for community activities as permitted activities. Recommendation: Accept the submission.

49.4.13	Commercial Activity in the Commercial Precinct, except where provided for elsewhere in this table	P
49.4.14	One Large Format Retail tenancy retailing grocery products within the Commercial Precinct	P

Submitter	Amendment sought	Comment
#81 Doolytle and Son Limited	That Rule 49.4.14 is amended to specifically include the provision for large format retail on the land subject to this submission (being that land at 466 Frankton – Ladies	This submission is addressed in Section 12 – Rezoning and Mapping changes. The conclusion from that discussion is that Ms Hampson does not support additional large format retail in the zone. I

	Mile Highway, which is located on Howards Drive and legally described as Lot 2 DP 536321 and Lot 403 DP 322452) and to not restrict this use solely to grocery products.	agree with reliance on Ms Hampson. Recommendation: <i>Reject the submission.</i>
#93 Sanderson Group and Queenstown Commercial Limited	That Rule 49.4.14 be amended as follows: One <u>Two</u> Large Format Retail tenancies, <u>one of which is limited to</u> retailing grocery products, within the Commercial Precinct.	Submission #93 seeks modification of the rule to enable two large format retail stores. Ms Hampson (at paras 29-33) discusses the role of the TPLM Commercial Precinct: it is not intended to compete with higher order centres and is intended to provide day to day or weekly shopping, including a convenience role. The provisions have been developed with this outcome in mind, with tight controls on LFR other than for a supermarket as well as other tenancy size controls, some activity controls, and the size of the Commercial Precinct. In reliance on Ms Hampson's assessment, I consider the notified rule to be appropriate and disagree with the submitter. Recommendation: <i>Reject the submission.</i>

49.4.15	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: 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. Control is reserved to: 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
49.4.16	Commercial Activities comprising no more than 100m ² of gross floor area per site in the Low Density Suburban Residential Precinct or the Medium Density Residential Precinct. Discretion is restricted to: 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	RD
49.4.17	Education Activities within the Low, Medium or High Density Precincts Discretion is restricted to: a. Traffic generation, access and parking; b. Provision for walkways, cycleways and pedestrian linkages; c. Infrastructure and servicing; and d. Noise effects.	RD

Submitter	Amendment sought	Comment
#86 Ministry of Education	<p>That Rule 49.4.17 (Education Activities within the Low, Medium or High Density Precinct) be amended as follows:</p> <p>Rule 49.4.17 Education Activities within the Low, Medium or High Density Precincts and Open Space Precinct.</p> <p>Discretion is restricted to: ... RD - Restricted Discretionary</p>	<p>The MoE (#86) seeks that this rule also include Education Activities in the TPLM Open Space Precinct as a RD activity.</p> <p>I understand that MoE has not yet acquired land for a school site and continue to engage with landowners. I am not aware whether locating a school on the Open Space Precinct is a realistic possibility, however I consider it appropriate to retain this option should future investigations and negotiations support this outcome, particularly as this would otherwise be a NC activity under Chapter 38 (Open Space & Recreation Zones).</p> <p>However, I consider this should be limited to the provision of public education activities by the Ministry of Education only, and not allow other private education operators such as childcare centres.</p> <p>I therefore recommend alternative relief to amend the rule as follows:</p> <p>49.4.17 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> <p>I consider this change to be more appropriate than the notified provisions in meeting the objective 49.2.5 and Policy 49.2.5.1, to ensure education facilities are not precluded from locating in the Open Space Precinct, should that be a feasible option, which has potential benefits to the TPLM, but potential costs in that the open space and recreation activities could be displaced.</p> <p>Recommendation: Accept the submission.</p>
#105 Maryhill Limited	<p>That Rule 49.4.17 (Education Activities within the Low, Medium or High Density Precincts) be amended as follows:</p> <p>Education Activities within the Low, Medium or High Density Precincts</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; Infrastructure and servicing; and Noise effects. <p>Education Activities within the Sub Area C of the High Density Precinct.</p> <p>Matters of control are restricted to those set</p>	<p>Submitter #105 seeks that education facilities be identified as a Controlled Activity in Sub Area C of the HDR.</p> <p>While I consider the HDR Precinct may be a good location for a school, the provisions seek to enable this generally throughout the zone without specifically defining a location, as its ultimate location will depend on a number of factors. I consider the current rule framework and RD status, with the inclusion of the Open Space Precinct as discussed above, to be appropriate, and this status is also supported by MoE.</p> <p>Recommendation: Reject the submission.</p>

	out above.	
	C	

49.4.18	<p>Buildings for non-residential activities</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> a. Scale, design and external appearance; b. Signage platforms; c. Lighting; d. Spatial layout of the development, including interrelationship with the street, surrounding buildings and open spaces; e. how the design promotes sustainability and accessibility, either through site layout, construction methods, design or function; f. In the Commercial Precinct, the opportunity to establish an anchor building on the corner with State Highway 6. g. Street activation; h. Parking and access layout: safety, efficiency and impacts on on-street parking and travel management; i. Design and integration of landscaping, including existing vegetation; j. The spatial layout of the development, and its relationship to and integration with other sites and development, taking into account the location of: <ol style="list-style-type: none"> i. 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; ii. 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; iii. Three waters infrastructure, including the retention and treatment of stormwater, and integration with the stormwater network within the Zone. 	RD
49.4.19	<p>Development within the Crossing Curtilage Overlay area shown on the Structure Plan</p> <p>For the purpose of this rule, development means new buildings and structures, earthworks requiring consent under Chapter 25, and car parking areas.</p> <p>Discretion is restricted to the effects of the proposed development on the provision of the Key Crossing, including consideration of the integration of the development with the design, legibility, and safety of the crossing.</p>	RD
49.4.20	Commercial Recreation	D
49.4.21	Community Activities not otherwise listed	D

Submitter	Amendment sought	Comment
#36 Fire and Emergency New Zealand	That Rule 49.4.21 (Community Activities not otherwise listed) be retained, as notified.	I agree with the submitter as community activities may be appropriate in the Zone and any proposal can be tested in a consenting process. The D status is appropriate, and objectives and policies can be considered.

		Recommendation: Accept the submission.
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49.4.22	Activities not otherwise listed	NC
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Submitter	Amendment sought	Comment
#93 Sanderson Group and Queenstown Commercial Limited	That default non-complying Rule 49.4.22 (Activities not otherwise listed) be deleted.	<p>Submitters #93, #94 and #105 seek that this rule either be deleted or the non-complying default status be amended to permitted or discretionary.</p> <p>Activities which are anticipated or intended to be regulated in the Zone have been given an activity status; with those that are likely inappropriate within the zone being classed as prohibited. I consider the NC default status to be appropriate in enabling capture of activities that are as yet unforeseen, and which could have unintended consequences. This approach is also cognisant of general submissions made on the plan change expressing concerns relating to urban design, landscape, visual amenity, servicing and environmental effects.</p> <p>I also note that the NC default status is common throughout the PDP zones and therefore applies a consistent approach.</p> <p>I therefore disagree with the submission points.</p> <p>Recommendation: Reject the submissions.</p>
#94 Winter Miles Airstream Limited	That the activity status of Rule 49.4.22 be amended to discretionary.	
#105 Maryhill Limited	That non complying Rule 49.4.22 (Activities not otherwise listed) be deleted and 'activities not otherwise listed' instead be permitted.	

49.4.23	Restaurants with drive-through facilities	NC
49.4.24	Large Format Retail tenancy other than as provided for under Rule 49.4.14.	NC
49.4.25	Buildings within the Building Restriction Area on the planning maps	NC

Submitter	Amendment sought	Comment
#93 Sanderson Group and Queenstown Commercial Limited	<p>That Rule 49.4.25 (Buildings within the Building Restriction Area) be amended as follows:</p> <p>NC D</p>	<p>Submitter #93 seeks to amend the NC status under this rule to D.</p> <p>I have also discussed requested changes to BRAs within Section 12 – Rezoning and mapping changes. In my view, and as also expressed by the urban design and landscape experts, the BRAs identified on the Structure Plan play an important role in creating a quality arrival sequence and maintaining a degree of openness and views through to the wider mountains beyond.</p> <p>Mr Lowe and Mr Skelton both support the function of the BRA in this regard. I therefore consider the NC status for any buildings within a BRA is appropriate, to signal the intended discouragement of buildings in these areas.</p> <p>I therefore disagree with the submitter.</p> <p>Recommendation: Reject the submission.</p>

49.4.26	Service Activity	NC
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Submitter	Amendment sought	Comment
#105 Maryhill Limited	That the activity status of Rule 49.4.26 (Service Activity) be amended from non-complying to discretionary.	<p>Submitter #105 seeks the status of service activities be amended from NC to D. No explanation for this change is provided in the submission.</p> <p>I consider that Service Activities are not anticipated in the zone and that although there may be limited scope for such an activity, this would need to be carefully considered against the effects on the environment and the objectives and policies. I therefore consider that the NC status should be retained, and I disagree with the submitter.</p> <p>Recommendation: <i>Reject the submission.</i></p>

49.4.27	Industrial Activity	NC
49.4.28	Panel beating, spray painting, motor vehicle repair or dismantling, fibre glassing, sheet metal work, bottle or scrap storage, motor body building	NC
49.4.29	Bulk material storage (except temporary storage during construction of subdivision or buildings)	NC
49.4.30	Factory farming	NC
49.4.31	Fish or meat processing (excluding that which is ancillary to a retail premises)	NC
49.4.32	Forestry	NC
49.4.33	Visitor Accommodation	NC

Submitter	Amendment sought	Comment
#51 Gary Erving	That Rule 49.4.33 (visitor accommodation) be retained.	<p>Submissions #73, #93, and #105 seek changes to this rule to allow for some level of VA in the TPLM Zone.</p> <p>I discussed the approach to VA and its potential effects at Section 11, Theme J above. The notified provisions identify VA (hotels, motels etc) as a NC activity. The basis of this framework is that the TPLM zone seeks to provide a well-functioning residential community that enables additional housing capacity of a type and density that may be more affordable. The Zone does not seek to support the short-term visitor accommodation market, which is well catered for in other zones, and the retention of the housing stock provided for long term accommodation (ownership or rental), as far as possible.</p> <p>Ms Fairgray however has reviewed the approach and supports enabling some level of VA as a portion of high-density development as this may increase</p>
#73 Glenpanel Development Ltd	That 49.4.33 (Visitor Accommodation) be amended as follows: Non-complying Permitted	
#93 Sanderson Group and Queenstown Commercial Limited	That Rule 49.4.33 9 (visitor accommodation) be amended as follows: Commercial Precinct – P Elsewhere in Master Plan Area - NC	
#105 Maryhill Limited	That the activity status of Rule 49.4.33 (Visitor Accommodation) be amended from non-complying to discretionary.	

		<p>viability and encourage the market to deliver this type of development, therefore increasing the overall supply of apartment dwellings. Ms Hampson also supports both RVA and VA within the Commercial Precinct.</p> <p>I have reflected on these expert opinions but do not agree that the HDR Precinct should provide for VA, for the reasons set out above; or that RVA should be enabled in the Commercial Precinct as the primary purpose of residential units in the zone and the amenities within the Commercial Precinct is to support the local community, and not to cater to short term visitors.</p> <p>I do however consider that limited VA could be provided for within the Glenpanel Precinct and the Commercial Precinct, and that the activity in these locations may potentially be combined with other activities in these precincts and contribute to the diversity and vibrancy of the areas.</p> <p>I note that Ms Hampson discusses the importance of protecting the ground floor of the commercial precinct for commercial activities. Accordingly, to avoid this activity potentially displacing other commercial activities, the provisions should require that the VA be above ground floor only.</p> <p>I therefore recommend:</p> <ul style="list-style-type: none"> • amendment to Policy 49.2.5.5, and inclusion of a new policy, Policy 49.2.5.6; and • the inclusion of a new rule to provide for VA in the Commercial Precinct (above ground floor only) and the Glenpanel Precinct as a Discretionary Activity. <p>These recommended changes are shown in the Recommended Provisions in Section 13.</p> <p>I consider this change is practicable option for achieving Objectives 49.2.4 and 49.2.5, and providing a pathway for VA in appropriate locations would potentially generate economic and social benefits by enhancing the viability and vibrancy of these areas, as well as providing accommodation options for visitors to family members within the Zone. There are costs in potentially taking up floor space for other commercial activities, but this is remedied to some extent by the ground-level discouragement.</p> <p>Recommendation: <i>Accept the submissions in part, to the extent that VA is provided for in the Commercial and Glenpanel Precincts, as above.</i></p>
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49.4.34	Mining	PR
49.4.35	Airports	PR

Submitter	Amendment sought	Comment
#94 Winter Miles Airstream Limited	That Rule 49.4.35 is opposed.	I disagree with the submitter and consider that airports should be Prohibited. Emergency landings would be allowable (as they are in all areas). Recommendation: <i>Reject the submission.</i>

49.4.36	Any activity requiring an Offensive Trade Licence under the Health Act 1956	PR
49.4.37	Cemeteries and Crematoria	PR
49.4.38	Service Stations	PR

Submitter	Amendment sought	Comment
#45 Caithness Developments Limited	Amend Rule 49.4.38 to change the status of Service Stations from prohibited to discretionary.	I addressed service stations in my discussion of the submissions on Policy 49.2.3.2 above and expressed support for the NC status for service stations in the Commercial Precinct, rather than Prohibited. The NC status is discouraging but still provides a consenting pathway, for a proposal that can meet the s104D tests. I consider that the NC status is more appropriate than the D or RD statuses, as NC still signals that a service station is still not generally anticipated in the Commercial Precinct, whereas the D or RD statuses are more enabling of the activity. I consider this change is more appropriate in achieving objective 49.2.6 as it may avoid some vehicle trips across the Shotover Bridge for refuelling purposes. This change is made in the Recommended Provisions at Section 13. Recommendation: <i>Accept the submissions in part, and include a new rule for service stations in the Commercial Precinct as an NC activity:</i>
#46 Shotover Country Limited	That Rule 49.4.38 be amended to change the status of Service Stations from prohibited to discretionary.	
#73 Glenpanel Development Ltd	That 49.4.38 (Service Stations) be amended as follows: Prohibited Restricted Discretionary. Matters of discretion limited to traffic and transport effect relating to access to the site and built form.	
#105 Maryhill Limited	That the activity status of Rule 49.4.38 (Service Stations) be amended from Prohibited to Discretionary.	
#108 Milstead Trust	That the Prohibited activity status for Service Stations in 49.4.38 be changed to Discretionary.	

Submitter	Amendment sought	Comment
#36 Fire and Emergency New Zealand	That a new Rule 49.4.39 be added as follows: 49.4.39 Community activities within the Low, Medium, High Density Residential Precinct Where: 1. The facility is an emergency service facility RD Discretion is restricted to: a. The extent to which there is a	Submitter #36 (Fire and Emergency NZ) seeks a number of changes to the provisions to ensure adequate and safe provision of emergency services, including a new rule providing for an emergency service facility as an RD activity. I consider the existing provisions to be reasonable. Community Activities are identified as a Discretionary activity, with this status enabling broad consideration to the nature of the proposal, should such a facility be proposed in this location. An RD status as sought by FENZ is unlikely to result

	<p>functional and/or operational need to locate the activity in the zone.</p> <p>b. Reverse sensitivity effects of adjacent activities</p> <p>c. The extent to which the activity may adversely impact on the transport network.</p> <p>d. The extent to which the activity may adversely impact on the streetscape and the amenity of the neighbourhood, with particular regard given to the bulk of the buildings.</p> <p>e. The extent to which the activity may adversely impact on the noise environment.</p> <p>Activity status when compliance is not achieved with R49.4.39.1: Discretionary.</p>	<p>in significant practical difference to the consenting process given the matters of discretion to be addressed.</p> <p>Further, I would prefer to retain a consistent approach with the remainder of the PDP which does not separate emergency service facilities from other “Community Activities”.</p> <p>I therefore disagree with the submitter.</p> <p>Recommendation: <i>Reject the submission.</i></p>			
<p>#105 Maryhill Limited</p>	<p>That a new discretionary rule (Rule 49.4.xx) be added as follows:</p> <table border="1" data-bbox="380 835 846 1102"> <tr> <td data-bbox="380 835 506 1102">49.4.xx</td> <td data-bbox="506 835 753 1102">Commercial Activities comprising greater than 300m² of gross floor area per site in the High Density Residential Precinct</td> <td data-bbox="753 835 846 1102">D</td> </tr> </table>	49.4.xx	Commercial Activities comprising greater than 300m² of gross floor area per site in the High Density Residential Precinct	D	<p>Submission #105 seeks a new rule to provide for commercial activities more than 300m² in the HDR Precinct as a D activity.</p> <p>My comments above related to Rule 49.4.8 and 49.4.14 are also relevant to this request.</p> <p>Ms Hampson does not support an increase in commercial activity within the HDR Precinct, as commercial activities in the TPLM area are not intended to compete with other commercial centres and the role of TPLM is to provide day to day and convenience needs.</p> <p>I rely on the evidence of Ms Hampson and consider the notified limit of 100m² to be an appropriate scale for localised commercial needs within the HDR Precinct and reject the request for a new rule to provide for larger format retail.</p> <p>I therefore disagree with the submitter.</p> <p>Recommendation: <i>Reject the submission.</i></p>
49.4.xx	Commercial Activities comprising greater than 300m² of gross floor area per site in the High Density Residential Precinct	D			
<p>#105 Maryhill Limited</p>	<p>That a new Rule (49.4.xx) be added as follows:</p> <table border="1" data-bbox="380 1457 846 1900"> <tr> <td data-bbox="380 1457 506 1900">49.4.xx</td> <td data-bbox="506 1457 789 1900"> <p>Commercial storage facilities (including outdoor storage and buildings for the storage of commercial and residential goods) within the Storage Zone overlay. The matters of control are:</p> <p>a. hours of operation;</p> <p>b. parking, traffic and access;</p> <p>c. noise.</p> </td> <td data-bbox="789 1457 846 1900">C</td> </tr> </table>	49.4.xx	<p>Commercial storage facilities (including outdoor storage and buildings for the storage of commercial and residential goods) within the Storage Zone overlay. The matters of control are:</p> <p>a. hours of operation;</p> <p>b. parking, traffic and access;</p> <p>c. noise.</p>	C	<p>Submission #105 seeks a new rule to provide for storage activities as a Controlled activity within a defined storage overlay area at the rear of the Zone against Slope Hill, to support residential densities. The site is indicated in the image below.</p> 
49.4.xx	<p>Commercial storage facilities (including outdoor storage and buildings for the storage of commercial and residential goods) within the Storage Zone overlay. The matters of control are:</p> <p>a. hours of operation;</p> <p>b. parking, traffic and access;</p> <p>c. noise.</p>	C			

		<p>It is not clear from the submitters image whether this area remains fully inside the notified zone extent or whether it extends slightly into the ONF.</p> <p>I agree that some provision for storage may be demanded with the intended density. However, there are existing more appropriate industrial and commercial zones that can provide for this type of activity, such that I don't believe specific provision should be provided in the TPLM Zone. I consider this can be appropriately considered via a consent process under the notified provisions, and that such activities could have visual, amenity and traffic effects and specifying a controlled status without adequate analysis would not be appropriate.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#106 Queenstown Country Club Village Limited	That education, recreation, civil defence, and other emergency related activities (including Search & Rescue) that are not associated with retirement village activity be permitted on the Queenstown Country Club site (comprising the retirement village and commercial/ health complex located west of Howards Drive and described as Lot 1 and Lot 2 DP 531988).	<p>I have discussed the QCC submission more broadly within Section 12 – Rezoning submissions.</p> <p>QCC seeks a new rule to enable education, recreation, civil defence, and other emergency related activities (including Search & Rescue) as a permitted activity. The reasons for this request are not detailed.</p> <p>As stated above for the FENZ submission, I consider the existing provisions for emergency services to be reasonable. Community Activities are identified as a Discretionary activity in the PDP LDSRZ, with this status enabling broad consideration to the nature of the proposal, and this applies a consistent approach to the remainder of the PDP, which does not separate emergency service facilities from other “Community Activities”.</p> <p>The PDP LDSRZ does not provide an activity status for education facilities, and as stated in Section 12 – Rezoning submissions, I consider the existing nature of activities in Kawarau Park does not align with the LDSRZ, and a smaller scale education activity could potentially be appropriate in this location. This would currently require consent as a NC activity under LDSRZ Rule 7.4.12.</p> <p>As stated in Section 12, I do not consider there is scope to amend the commercial zoning applicable to the QCC site.</p> <p>Recommendation: <i>Reject the submission.</i></p>

49.5 Rules – Standards

Table 1	Standards for activities located in the Low Density Residential Precinct	Non-compliance status
49.5.1	Residential Density Maximum residential density of one residential unit per 450m ²	NC

Submitter	Amendment sought	Comment
#21 Nicole Fairweather	That there are too many units for this area (the low density residential precinct).	Submitter #21 opposes this rule stating there are too many residential units.
#103 T Allen	That the provisions be amended to provide for a mix of lot sizes and a density of one dwelling per 250m ² in Low Density Residential Precinct H2.	Submitters #80 and #103 seeks the density be reduced to 1 unit per 350m ² and 250m ² respectively, and #80 seeks that the NC non-compliance standard be amended.
#80 Koko Ridge Limited and W Foley	That there is no maximum residential density standard OR that the maximum residential standard is 350m ² per residential unit and that the non-complying activity status for a breach of the density standard be amended.	<p>Ms Fairgray has reviewed these submissions and considers that the PDP LDSR minimum site size of 300m² is likely to be more appropriate in this location and consistent with the intended pattern of development.</p> <p>I partly agree and this would be consistent with Councils recently notified Intensification plan change, which proposes to reduce the minimum lot size in the LDSRZ to 300m².</p> <p>The LDR Precinct is subject to density limits under Rule 49.5.11 which would restrict lot numbers, and a smaller lot size would not make any difference to that but would allow more flexibility in the arrangement of the lots; and allow for a variety of lot sizes.</p> <p>I therefore agree with submitter #80 and consider that the rule can be amended from 450m² to 300m². (but retaining the non-compliance status).</p> <p>49.5.1 Residential Density Maximum residential density of one residential unit per 450-300m²</p> <p>This change is set out in the Recommended Provisions at Section 13.</p> <p>Recommendation: Accept submission #80 and #103 in part.</p> <p>Recommendation: Reject submission #21.</p>

49.5.2	Building Height A maximum of 8m	NC
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Submitter	Amendment sought	Comment
#36 Fire and Emergency New Zealand	<p>That rule 49.5.2 (Building Height) be amended as follows: Building Height - A maximum of 8m</p> <p><u>Except that:</u></p> <p>a. <u>Emergency service facilities, emergency service towers and communication poles shall be up to 15m in height.</u></p>	<p>Submitter #36 seeks changes to the provisions to ensure adequate and safe provision of emergency services, including a 15m building height allowance for emergency service towers and communication poles.</p> <p>I consider the existing provisions to be reasonable. Community Activities are a Discretionary activity, allowing broad consideration of any proposal. Structures for emergency-related purposes up to 15m high are not provided for in other zones and should still be considered with regard to potential</p>

		effects on a residential zone via the consenting process. Recommendation: Reject the submission.
#99 Corona Trust	That the rules relating to bulk and location controls on development of the Sub-Area H2 of the LDR precinct are amended by including a reduced building height of no more than 5.5m above current ground levels (9 June 2023) and increased building setback from the southern boundary to no less than 20m.	Submission #99 seeks a reduced building height of 5.5m at the southern boundary of Sub-area H2. I have addressed this within Section 12 – Rezonings. In summary, the site is subject to an existing covenant limiting building height to 5.5m, and this instrument provides strong protection which can only be amended by agreement or application to the Court.
#99 Corona Trust	That Rule 49.5.2 (building Height) be amended as follows: A maximum of 8m except for Sub Area H2, which has a maximum of 5.5m.	I therefore do not support the relief sought. Recommendation: Reject the submissions.
#102 A Reid	That, in relation to buildings in the vicinity of the outstanding natural landscape line, height be controlled by a parallel line drawn at the average slope of development on the adjoining land.	Mr Lowe has considered this submission at his paragraph 79 and disagrees with the submission. Recommendation: Reject the submission

49.5.3	Building Coverage A maximum of 40%.	D
49.5.4	Landscape permeable surface coverage At least 30% of the site area shall comprised landscaped (permeable) surface	NC

Submitter	Amendment sought	Comment
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That Rule 49.5.4 (Landscape permeable surface coverage) be retained as notified, subject to inclusion of stormwater management in the Structure Plan.	I have addressed the stormwater management issues in Section 11, Theme I, above. While my recommendation is that the way the TPLM provisions manage stormwater should change, Rule 49.5.4 can remain unchanged, and I therefore agree with the submitter. Recommendation: Accept the submission.

49.5.5	<p>Recession plane</p> <p>The following recession planes apply to all buildings:</p> <ol style="list-style-type: none"> Northern boundary: 2.5m and 55 degrees Western and eastern boundaries: 2.5m and 45 degrees Southern boundaries: 2.5m and 35 degrees. <p>Except that:</p> <ol style="list-style-type: none"> gable ends roofs may penetrate the building recession plane by no more than one third of the gable height. recession planes will not apply on boundaries with roads. 	<p>RD</p> <p>Discretion is restricted to any sunlight, shading or privacy effects created by the proposal on adjacent sites.</p>
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Submitter	Amendment sought	Comment
#99 Corona Trust	That Rule 49.5.5 (Recession plane) be retained.	I agree with the submitter, and no submitter has sought to change the recession plane standards in the LDR Precinct. Recommendation: <i>Accept the submission.</i>
#102 A Reid	That recession plane rules be implemented between the zonings, specifically noting the need for a recession plane on the high density residential precinct, where it adjoins the medium density residential precinct.	I disagree with the submitter as the various development standards for buildings in the zones and at the interface of the zones has been considered in detail in formulating the provisions. Recommendation: <i>Reject the submission.</i>

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>Except that:</p> <p>a. 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.</p> <p>b. accessory buildings for residential activities may be located within the boundary setback distances (other than from road boundaries), 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.</p>	D
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Submitter	Amendment sought	Comment
#36 Fire and Emergency New Zealand	That rule 49.5.6 (Minimum Building Setback) be amended as follows: Note: Building setback requirements are further controlled by the Building Code. This includes the provision for firefighter access to buildings and egress from buildings. Plan users should refer to the applicable controls within the Building Code to ensure compliance can be achieved at the building consent stage. Issuance of a resource consent does not imply that waivers of Building Code requirements will be considered/granted.	Submitter #36 seeks a note that references the building code requirements for setbacks for firefighting access and egress from buildings. I do not support referencing the requirements of other legislation and standards within the TPLM Variation provisions, as it is not the purpose of the District Plan to capture every legislative requirement that may apply to development, and this would be inconsistent with the approach that has been applied within the remainder of the PDP. I also consider that designers should be aware of Building Code requirements. Recommendation: <i>Reject the submission.</i>
#99 Corona Trust	That 49.5.6 be amended as follows: Minimum Building Setbacks 49.5.6.1 Minimum setback from road boundary: 4.5m	Submitter #99 seeks minimum setback of 20m from the southern boundary of sub area H2, noting the presence of 8m buildings on the upper terrace edge may adversely affect their views and break the skyline.

	<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 SubArea H2: 6m</p> <p>49.5.6.4 In Sub-Area H2, minimum setback of 20m from the southern site boundary of the Zone.</p>	<p>The land within Sub Area H2 was rezoned within earlier stages of the PDP review to Large Lot Residential A (LLR-A). The land has since been subdivided in accordance with the LLR-A zoning and is now referred to as 'Koko Ridge', consented under RM190553 & RM211276.</p> <p>I note that as part of that decision, effects to the submitters land and southern boundary were considered, with conditions imposed limiting building height to 5.5m for four of the lots adjoining the submitters land, within a defined building platform and 4m boundary setback. This decision therefore establishes some mitigation for effects on the submitter's property, with change to this previous decision would require either a new consent or a variation to be made to the previous decision.</p> <p>The existing LLR-A zoning provides for a lower density of development of 1 unit per 2000m², with a building height of 8m, and boundary setbacks of 4m. Upon review of the existing zoning and findings of previous decisions I consider that an increased setback from the southern boundary of Sub Area H2 may be appropriate and assist with setting back future built form from this boundary and the terrace edge; and is likely to not be restrictive on the development of this land due to the larger lot sizes.</p> <p>I recommend this be made consistent with the existing LLR-A setback of 4m, however to the southern boundary only of Sub-area H2 only. A new rule, Rule 49.5.6.5 would therefore apply:</p> <p style="text-align: center;">49.5.6.5 In Sub-Area H2: Minimum setback from southern boundary: 4m</p> <p>I consider this change will be efficient and effective in providing a level of amenity protection to the adjacent zone, with no appreciable costs or risks.</p> <p>Recommendation: <i>Accept the submission in part, as above.</i></p>
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49.5.7	<p>Building length</p> <p>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>
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<p>49.5.8</p>	<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> <ol style="list-style-type: none"> located where it is easy to manoeuvre for kerbside collections and avoid impeding vehicle movements within and through the site; and not directly visible from adjacent sites, roads and public spaces; or screened with materials that are in keeping with the design of the building. 	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> Effects on amenity values; Size, location and access of waste and recycling storage space.
<p>49.5.9</p>	<p>Road noise – State Highway</p> <p>Any new residential building or buildings containing Activities Sensitive to Road Noise located within</p> <ol style="list-style-type: none"> 80 metres of the boundary of a State Highway with a speed limit of 70km/h or greater; or 40 metres of the boundary of a State Highway 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>	<p>NC</p>

Submitter	Amendment sought	Comment												
<p>#104 Waka Kotahi NZTA</p>	<p>That Rule 49.5.9 is amended to read:</p> <p>Road noise – State Highway</p> <p>Any new or altered residential building or buildings containing Activities Sensitive to Road Noise located within 100 metres a–80 metres of the boundary of a State Highway with a speed limit of 70km/h or greater; or b. 40 metres of the boundary of a State Highway with a speed limit less than 70 km/h</p> <p>Sshall be designed, constructed and maintained to ensure that the internal noise levels do not exceed the values set out in Table X 40 dB LAeq(24h) for all habitable spaces including bedrooms.</p> <table border="1" data-bbox="378 1465 873 1854"> <thead> <tr> <th data-bbox="386 1476 686 1570">Occupancy / activity</th> <th data-bbox="691 1476 865 1570">Maximum road noise level LAeq(24h)</th> </tr> </thead> <tbody> <tr> <td colspan="2" data-bbox="386 1581 865 1612"><u>Building type: Residential</u></td> </tr> <tr> <td data-bbox="386 1623 686 1654"><u>Sleeping spaces</u></td> <td data-bbox="691 1623 865 1654">40 dB</td> </tr> <tr> <td data-bbox="386 1665 686 1696"><u>All other habitable rooms</u></td> <td data-bbox="691 1665 865 1696">40 dB</td> </tr> <tr> <td colspan="2" data-bbox="386 1707 865 1738"><u>Building type: Education</u></td> </tr> <tr> <td data-bbox="386 1749 686 1854"><u>Lecture rooms/theatres, music studios, assembly halls</u></td> <td data-bbox="691 1749 865 1854">35 dB</td> </tr> </tbody> </table>	Occupancy / activity	Maximum road noise level LAeq(24h)	<u>Building type: Residential</u>		<u>Sleeping spaces</u>	40 dB	<u>All other habitable rooms</u>	40 dB	<u>Building type: Education</u>		<u>Lecture rooms/theatres, music studios, assembly halls</u>	35 dB	<p>The submitter seeks that the rule be amended so that it applies within 100m of the SH (rather than 80m) and to specify different noise levels for different activities, on the basis that the proposed noise sensitivity provisions are not consistent with best practice.</p> <p>I support in principle the amendments to this rule, on the basis of Waka Kotahi’s intent to have rules that are consistent with best practice, but would prefer Waka Kotahi to provide further evidential detail for the noise standards selected, noting that the changes requested would be inconsistent with the existing provisions in other zones of the PDP.</p> <p>With regard to the specific noise standards and notes below the table, the Council has not commissioned an expert to review these and request the submitter provide further information.</p> <p>Accordingly, at this time I cannot provide a recommendation and will review the submitter’s evidence and seek further expert guidance if necessary.</p>
Occupancy / activity	Maximum road noise level LAeq(24h)													
<u>Building type: Residential</u>														
<u>Sleeping spaces</u>	40 dB													
<u>All other habitable rooms</u>	40 dB													
<u>Building type: Education</u>														
<u>Lecture rooms/theatres, music studios, assembly halls</u>	35 dB													

<u>Teaching areas, conference rooms, drama studios, sleeping areas</u>	<u>40 dB</u>
<u>Libraries</u>	<u>45 dB</u>
<u>Building type: Health</u>	
<u>Overnight medical care, wards</u>	<u>40 dB</u>
<u>Clinics, consulting rooms, theatres, nurses' stations</u>	<u>45 dB</u>
<u>Building type: Cultural</u>	
<u>Places of worship, marae</u>	<u>35 dB</u>
<p><u>A report shall be submitted by a suitably qualified and experienced person to the council demonstrating compliance with this rule prior to the construction or alteration of any building containing an Activity Sensitive to Road Noise. The design road noise is to be based on measured or predicted external noise levels plus 3 dB.</u></p> <p><u>If windows must be closed to achieve the design noise levels in Table X, the building is designed, constructed and maintained with a mechanical ventilation system that:</u></p> <p><u>a. is as determined by a For habitable rooms for a residential activity, achieves the following requirements:</u></p> <ul style="list-style-type: none"> <u>i. Provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code; and</u> <u>ii. is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and</u> <u>iii. provides relief for equivalent volumes of spill air; and</u> <u>iv. provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and</u> <u>v. does not generate more than 35 dB LAeq(30s) when measured 1 metre away from any grille or diffuser.</u> <p><u>b. For other spaces, suitably qualified and experienced person.</u></p>	

49.5.10	Staging development to integrate with transport infrastructure		NC
	Development (except for utilities 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.		
	For the purposes of this rule, “completed” means when the works are physically completed and are able to be used for the intended purpose.		
	Sub-Area	Transport infrastructural works	
	H1	Bus stops on State Highway 6, west of the Stalker Road intersection (one on each side of the State Highway 6) Active Travel link to State Highway 6 bus stops Pedestrian/ cycle crossing across State Highway 6 west of Stalker Road intersection	
	H2	Bus stops on State Highway 6, west of the Stalker Road intersection (one on each side of the State Highway 6) Pedestrian/ cycle crossing across State Highway 6 west of Stalker Road intersection	

Submitter	Amendment sought	Comment
#51 Gary Erving	That Rule 49.5.10 (Staging development to integrate with transport infrastructure) be retained.	I have discussed the infrastructure staging provisions in Section 11, Theme H above.
#55 Neil McDonald and Clarke Fortune McDonald & Associates	That the improvements to the active transport need to be completed and operational prior to development in a similar fashion to the intersections, bus stops and pedestrian / cycle crossings listed in Rules 49.5.10, 49.5.33, 49.5.50 & 49.5.56.	Waka Kotahi seeks the inclusion of the word ‘safe’ before reference to pedestrian crossings. I support this change. Submitter #55 seeks inclusion of active transport networks to be completed and operational prior to development. The rule already specifies that the active travel link at sub area H1 is required prior to development.
#55 Neil McDonald and Clarke Fortune McDonald & Associates	That Rule 49.5.10 (Staging development to integrate with transport infrastructure) is amended to re-word the exception made for “other physical infrastructure” to ensure the exception doesn’t apply to the transport infrastructure the rule is seeking to require.	Additionally, there are already other active transport network links within the locality. Additional links shown on the structure plan would be established as the zone develops in accordance with the structure plan and as internal roads are designed. I consider this approach to be appropriate and do not recommend including active travel in this rule.
#55 Neil McDonald and Clarke Fortune McDonald & Associates	That Rule 49.5.10 (Staging development to integrate with transport infrastructure) is amended to include “subdivision” as well as “development”.	Submitter #55 also seeks clarifications to the rule to specify that it also applies to subdivision, and to ensure that titles cannot be issued until the works have been completed. This is already the intention of the provisions: notified Policy 27.3.24.6 states “Avoid development where specific transport infrastructural works in Rules 49.5.10, 49.5.33, 49.5.50 and 49.5.56 have not been completed, ...” and matter of discretion for subdivision 27.7.28.1(h) specifies that conditions will be imposed on subdivision consent requiring these works must be completed prior to certification under section 224(c).
#80 Koko Ridge Limited and W Foley	That Rule 49.5.10 (Staging development to integrate with transport infrastructure) be amended as follows: Development (except for utilities 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	I consider this to be the appropriate framework, as it

	completed, unless the application is for the subdivision of an existing allotment into 2 allotments, or is for the creation of unit titles for an existing building.	allows subdivision consent to be granted, with the works required to be completed prior to the land use (generating the demand) from occurring.
#103 Tim Allen	That the provisions requiring that development is limited or stopped until infrastructure is constructed be deleted.	Submitter #55 also seeks to ensure the transport infrastructure works are not inadvertently precluded from occurring by the rule. I am not certain this is necessary as the rule only applies to development within the sub areas, and the infrastructure works regulated by the rule are in the State Highway and not within the sub areas. However, a clarification amendment could be made.
#104 Waka Kotahi NZTA	That Rule 49.5.10 (Staging development to integrate with transport infrastructure) is amended to read; Sub-Area H1 – Safe pedestrian/cycle crossing across of State Highway 6 west of Stalker Road intersection. Sub-Area H2 – Safe pedestrian/cycle crossing across of State Highway 6 west of Stalker Road intersection	Submissions #80 and #103 relate to the Koko Ridge site within sub area H2 and seek that this land be excluded from the transport upgrade requirements. Upon further review and reflection of the application of these rules, in addition to the residential density caps applicable to the site which enable only a small increase to existing development, I consider that it is unreasonable to require development in Sub areas H1 and H2 to be contingent upon provision of bus stops and a pedestrian/cycle connection across SH6, and that these upgrades are already required for development of Sub Areas A and B on the northern side of the highway.
#108 Milstead Trust	That Rule 49.5.10 (Staging development to integrate with transport infrastructure) be deleted.	I therefore consider the infrastructure requirements applicable to this land should be limited to the active travel network only, and I recommend changing the rule as set out below. I note that this recommendation is made on the basis that the further intensification of land, above the existing residential density caps, is not enabled, and should the Panel take a different view on those points, then my recommendation would be to retain the notified transport upgrade requirements. In summary, in response to these submissions, I consider that the rule should be retained, with the exception of the following recommended changes: 49.5.10 Staging development to integrate with transport infrastructure Development (except for utilities, the specified transport infrastructural works and other physical infrastructure) within the Sub-Areas ... In the table of works in Sub-Areas H1 and H2:

		<p>H1 & H2 Bus stops on State Highway 6, west of the Stalker Road intersection (one on each side of the State Highway 6)</p> <p>Active Travel link to State Highway 6 bus stops</p> <p>Pedestrian/ cycle crossing across State Highway 6 west of Stalker Road intersection</p>	
		<p>H2 Bus stops on State Highway 6, west of the Stalker Road intersection (one on each side of the State Highway 6)</p> <p>Pedestrian/ cycle crossing across State Highway 6 west of Stalker Road intersection</p>	
		<p>This change and the others in relation to Waka Kotahi's submission are as shown in the Recommended Provisions at Section 13.</p> <p>Recommendation: Accept submission #55 in part, in relation to the rule, as above.</p> <p>Recommendation: Accept submission #104, in relation to the rule, as above.</p> <p>Recommendation: Accept submission #51 in part, with the above modifications to the rule.</p> <p>Recommendation: Accept in part submissions #80, #103, #108.</p>	

<p>49.5.11</p>	<p>Maximum number of Residential Units</p> <p>The total number of residential units shall not exceed the maximums in the table below:</p> <table border="1" data-bbox="344 1444 1157 1638"> <thead> <tr> <th>Sub-Area (as shown on the Structure Plan)</th> <th>Maximum number of residential units</th> </tr> </thead> <tbody> <tr> <td>Sub-Area H1</td> <td>38</td> </tr> <tr> <td>Sub-Area H2</td> <td>60</td> </tr> <tr> <td>Sub-Area I</td> <td>30</td> </tr> </tbody> </table>	Sub-Area (as shown on the Structure Plan)	Maximum number of residential units	Sub-Area H1	38	Sub-Area H2	60	Sub-Area I	30	<p>NC</p>
Sub-Area (as shown on the Structure Plan)	Maximum number of residential units									
Sub-Area H1	38									
Sub-Area H2	60									
Sub-Area I	30									

Submitter	Amendment sought	Comment
#51 G Erving	That Rule 49.5.11 (Maximum number of Residential Units) be retained.	Amendments sought to either delete or amend this rule are primarily associated with rezoning

#99 Corona Trust	That 49.5.11 be retained subject to other relief being adopted.	submissions, and I have addressed these within section 12, within which I have rejected any changes to this rule. Recommendation: Accept submission #51 and #99 in part Recommendation: Reject submissions #37, #45, #46, #80.										
#37 J & M Dobb	That Rule 49.5.11 (Maximum number of Residential Units) be amended to provide for up to four residential units within a new Sub Area 'G' south of the State Highway.	Amendments sought to either delete or amend this rule are primarily associated with rezoning submissions, and I have addressed these within section 12, within which I do not support any changes to this rule. Recommendation: Reject the submissions.										
#45 Caithness Developments Limited	Delete Sub-Area 'H1' from the table in Rule 49.5.11 (Maximum number of residential units).											
#46 Shotover Country Limited	Delete Sub Area I from the table Sub-Area I — 30											
#80 Koko Ridge Limited and W Foley	That the activity status for a breach of the Maximum number of Residential Units (Rule 49.5.11) be amended from Non-complying to Discretionary for Area H2.											
#107 Anna Hutchinson Family Trust	That Rule 49.5.11 (Maximum number of Residential Units) be amended as follows: <table border="1" data-bbox="386 1016 878 1339"> <thead> <tr> <th>Sub-Area (as shown on the Structure Plan)</th> <th>Maximum number of residential units</th> </tr> </thead> <tbody> <tr> <td>Sub-Area H1</td> <td>38</td> </tr> <tr> <td>Sub-Area H2</td> <td>60</td> </tr> <tr> <td>Sub-Area I</td> <td>30</td> </tr> <tr> <td>Sub-Area K</td> <td>30</td> </tr> </tbody> </table>	Sub-Area (as shown on the Structure Plan)	Maximum number of residential units	Sub-Area H1	38	Sub-Area H2	60	Sub-Area I	30	Sub-Area K	30	I address the zoning extension to the submitter's land in Section 12 above, and recommend that it not be accepted. If this submitter's zoning extension is accepted by the Panel, then this modification would be appropriate.
Sub-Area (as shown on the Structure Plan)	Maximum number of residential units											
Sub-Area H1	38											
Sub-Area H2	60											
Sub-Area I	30											
Sub-Area K	30											

49.5.12	Lighting and Glare 49.5.12.1 All exterior lighting shall be directed downward and away from adjacent sites and roads. 49.5.12.2 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.	RD Discretion is restricted to effects of light and glare on amenity values, the transportation network and the night sky
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Submitter	Amendment sought	
#99 Corona Trust	That 49.5.12 is supported subject to the following amendment: Lighting and Glare	Submitter #99 seeks to amend the rule to require lighting to be directed away from the southern boundary of Sub Area H2. I consider the notified format of the rule is

	... 49.5.12.3 All exterior lighting in Sub-Area H2 shall be directed away from the southern boundary of the zone	appropriate and already achieves this, requiring lighting to be directed downwards and not resulting in light spill more than 3 lux to any other site. I therefore do not agree with the additional rule. Recommendation: Reject the submission.
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That Rule 49.5.12 (Lighting and Glare) be amended to include ecological impacts as a matter of discretion, as shown below: RD Discretion is restricted to effects of light and glare on amenity values, the transportation network, ecological health and the night sky.	Submitter #100 seeks to include ecological health within the matters of discretion. I agree with this inclusion and recommend this change is made. The change is shown in the Recommended Provisions at Section 13. Recommendation: Accept the submission.
49.5.13	Homestay 49.5.13.1 Shall not exceed 5 paying guests on a site per night 49.5.13.2 Shall not generate any vehicle movements by heavy vehicles, coaches or buses to or from the site. 49.5.13.3 The Council shall be notified in writing prior to the commencement of the Homestay Activity 49.5.13.4 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.	RD Discretion is restricted to: a. The nature of the surrounding residential context, including its residential amenity values and character, and the effects of the activity on the neighbourhood; b. The cumulative effect of the activity, when added to the effects of other activities occurring in the neighbourhood; c. The scale and frequency of the activity, including the number of nights per year; d. The management of noise, use of outdoor areas, rubbish and recycling; and e. The location and screening of any parking and access.

49.5.14	Home Occupation	D
49.5.14.1	No more than 1 full time equivalent person from outside the household shall be employed in the home occupation activity.	
49.5.14.2	The maximum number of two-way vehicle trips shall be: <ul style="list-style-type: none"> a. heavy vehicles: none permitted; b. other vehicles: 10 per day. 	
49.5.14.3	Maximum net floor area of 60m ² .	
49.5.14.4	Activities and storage of materials shall be indoors.	

Submitter	Amendments Sought	Comment
#36 Fire and Emergency New Zealand	<p><u>That a new Rule 49.5.X - Water Supply for fire fighting, be added as follows:</u></p> <p>a. <u>Sufficient water supply and access to water supplies for fire fighting shall be made available to all residential units via Council's urban fully reticulated system and in accordance with the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice (SNZ PAS:4509:2008).</u></p> <p>b. <u>Where a reticulated water supply compliant with SNZ PAS:4509:2008 is not available, water supply and access to water supplies for fire fighting that is in compliance with the alternative firefighting water sources provisions of SNZ PAS 4509:2008 must be provided</u></p>	<p>Submitter #36 seeks a new rule requiring development to provide sufficient fire-fighting water supply, and also seeks inclusion of reference to other legislation including the building code and the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice (SNZ PAS:4509:2008).</p> <p>I do not support referencing the requirements of other legislation and standards within the TPLM Variation provisions, as it is not the purpose of the District Plan to capture every legislative requirement that may apply to development, and this would be inconsistent with the approach that has been applied within the remainder of the PDP.</p> <p>Requirements for firefighting water supply and access are already referenced in Chapter 27 (Subdivision and Development) in addition to QLDC's Land Development and Subdivision Code of Practice which specifies technical design requirements for infrastructure and is also referenced in Chapter 27. I consider this existing approach to be appropriate.</p> <p>Recommendation: <i>Reject the submission.</i></p>

Table 2	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct	Non-compliance status
49.5.15	<p>Development shall be consistent with the Structure Plan at 49.8, except that</p> <ul style="list-style-type: none"> a. 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. b. The location of Collector Road Type C may be varied by up to 20m to integrate with the intersection with State Highway 6. c. The location of the Key Crossing shown on the Structure Plan may be varied by up to 30m. 	NC

Submitter	Amendment sought	Comment
#51 Gary Erving	That Rule 49.5.16 (consistency with the Structure Plan) be retained.	I agree with the submitter, for the reasons set out in the discussion under Policy 49.2.1.1 above.

		Recommendation: Accept the submission.
#73 Glenpanel Development Ltd	<p>Development shall be consistent with the Structure Plan at 49.8, except that:</p> <p>a. 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.</p> <p>...</p>	<p>Submitter #73 states that Collector Road A should not be regulated as there is already an existing paper road.</p> <p>I have discussed the paper road also within Section 12 (rezoning submissions). The provisions do not allow for variation in the location of the E-W collector road Type A through the site, and this is intentional, as the position of the E-W collector is important to ensure retention of sufficiently sized land area and block sizes to the north, as well as to ensure an integrated outcome across multiple land ownerships.</p> <p>Mr Dun discusses that there may be benefit in utilising the paper road as part of future development. I consider that this could not be confirmed until the time of development and that such an outcome is not prevented by the structure plan or provisions. I therefore disagree with the submitter on those points.</p> <p>The text amendment suggested by the submitter to 49.5.15 however appears to be for clarification only as road type A does not intersect with the highway. I therefore agree with this change. This is reflected in the Recommended Provisions in Section 13.</p> <p>Recommendation: Accept the submission.</p>
#82 Roman Catholic Bishop of Dunedin	<p>That Rule 49.5.15 (consistency with the Structure Plan) be amended to include the following:</p> <p><u>x. For the purpose of this rule, land used for used for education and place of worship activities (as specifically defined) shall only be subject to this rule insofar as any developments relate to the Structure Plan — General, Building Heights Plan, and Roading Sections (Sheets 1 — 3).</u></p>	<p>I have discussed submission #82 in Section 12 above, and do not support any changes to provisions to allow a place of worship to be particularly enabled for the reasons set out in that section.</p> <p>It is also not clear within the suggested amendment which parts of the structure plan the submitter is seeking to be excluded from, as all relevant parts are referenced.</p> <p>Any development within the zone is required to be consistent with the structure plan, as it relates to the particular development site only. Or, if there are valid reasons not to be, then this would be assessed via the resource consent process.</p> <p>Recommendation: Reject the submission</p>
#93 Sanderson Group and Queenstown Commercial Limited	<p>That Rule 49.5.15 (consistency with the Structure Plan) be amended as follows:</p> <p>Development shall be consistent generally in <u>accordance</u> with the Structure Plan at 49.8, <u>including</u> that:</p> <p>...</p> <p><u>d. The location of the eastern portion of Collector Road Type A may be replaced by the existing paper road to the north.</u></p> <p><u>e. The location and extent of the</u></p>	<p>Submitter #93 seeks that allowance to enable use of the existing paper road as the internal roading link.</p> <p>As stated above, the position of the E-W collector is important to ensure retention of sufficiently sized land area and block sizes to the north, as well as to ensure an integrated outcome across multiple land ownerships.</p> <p>Mr Dun explains as follows:</p> <p><i>“The location of Collector Road A has been carefully considered to provide primary east west access through Te Pūtahi Ladies Mile. The</i></p>

	Community Park may be varied.	<p><i>collector road has not been aligned with the existing paper road as this is closer to Slope Hill and would result in narrower development parcels at the base of Slope Hill. Once the collector road is built there will be an opportunity close the paper road and for that land to be transferred to adjoining landowners. This would need to be agreed as between Council and the landowners”.</i></p> <p>I consider that there may be benefit in utilising the paper road as part of future development, but that this could not be confirmed until the time of development and that such an outcome is not prevented by the structure plan or provisions.</p> <p>Recommendation: <i>Reject the submission</i></p>
#94 Winter Miles Airstream Limited	That Rule 49.5.15 be amended as follows: Development shall be consistent in general accordance with the structure plan...	<p>I have discussed this issue in relation to Policy 49.2.1.1 above.</p> <p>I do not agree with this change as I consider the word ‘consistent’ makes it clear that development should be aligned with the Structure Plan. Use of the words ‘in general’ introduces greater uncertainty.</p>
#105 Maryhill Limited	<p>That the activity status of Standard 49.5.15 (Development consistent with the Structure Plan) be changed from Non complying to Discretionary and the rule be further amended as follows:</p> <p>Development shall be consistent generally in accordance with the Structure Plan at 49.8, except including 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 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. 	<p>I also do not agree with Submitter #105’s relief to change the non-compliance status from NC to D in this rule.</p> <p>The achievement of the Structure Plan and integrated development outcomes is central to the desired outcomes for development of the TPLM Zone. Also, while the D status would result in no material difference to the resource consent process in relation to transaction costs, the NC status ensures development must pass the s104D gateway test, and I consider this to be a more appropriately stringent process for proposals that are contrary to the structure plan and outside the tolerances already afforded by the rule.</p> <p>Recommendation: <i>Reject the submission.</i></p>

49.5.16	<p>Density</p> <p>49.5.16.1 In the Medium Density Residential Precinct, development shall achieve a density of 40 – 48 residential units per hectare across the gross developable area of the site.</p> <p>49.5.16.2 In the High Density Residential Precinct, development shall achieve a density of 60 – 72 residential units per hectare across the gross developable area of the site.</p> <p>For the purpose of this rule, gross developable area of a site means the land within the site shown on the Structure Plan, excluding the following:</p> <p>a. Building Restriction areas as shown on the planning maps;</p> <p>b. Roads, Open Space, Amenity Access Areas and Landscape Buffer as shown on the Structure Plan</p> <p>But including any vested or private roads, reserves, accesses and walkways not shown on the Structure Plan.</p>	NC
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Submitter	Amendment sought	Comment
#85 No. 1 Hansen Road	That the proposed residential density be retained as notified.	I agree with the submitter. Recommendation: <i>Accept the submission.</i>
#21 Nicole Fairweather	That there are too many units for this size space.	All of these submissions seek in one way or another relaxation of the provisions for (residential) density in the MDR and HDR Precincts.
#77 Ladies Mile Property Syndicate	That Rule 49.5.16.2 (Density) be amended as follows: In the High Density Residential Precinct, development shall achieve a minimum density of 40 60-72 residential units per hectare across the gross developable area of the site... NC RD	I have addressed this in Section 11, Theme G above, and I do not support reducing the density minima, or the activity status for breaching the rule. Recommendation: <i>reject submissions #21, #72, #93, #94, #101, #105, #107, #108 insofar as they relate to seeking reduced densities and/or relaxation of the non-compliance status in Rule 49.5.16.</i>
#93 Sanderson Group and Queenstown Commercial Limited	In the High Density Residential Precinct, development to an average density of 60 40 residential units per hectare per net site area across the gross developable area of the site. NC D	Submitters #105 and #108 seek modifications to the “gross developable area” clause of the rule. #105 seeks that the non-developable areas on the Structure Plan are removed from the list of exclusions. I disagree, as I consider it is important that areas within the Structure Plan which are not able to be developed should be excluded from the definition. If this were not the case, density would be required to be made up over a smaller area of the site.
#94 Winter Miles Airstream Limited	That Rule 49.5.16 be amended to ensure that 499 Frankton – Ladies Mile Highway (Lot 2 DP 359142) is not unreasonably restricted in terms of density limits.	Submitter #105 seeks that the “gross developable area” be replaced with “net developable area”. I disagree; the term ‘gross developable area’ is specific to the TPLM Zone and items detailed on the structure plan. The existing definition of ‘net area’ in the PDP does not adequately cover this and I consider should not be applied.
#94 Winter Miles Airstream Limited	That Rule 49.5.16 be amended to reduce the density to a minimum of 40 units per ha and remove the exclusion for gross developable area.	Recommendation: <i>Reject the submissions.</i>
#101 D Finlin	That the non-complying activity status of Rule 49.5.16 (Density) is opposed.	
#105 Maryhill	That the activity status of Standard 49.5.16 (Density) be changed from Non complying	

Limited	<p>to Discretionary and the rule be further amended as follows:</p> <p>Residential Density</p> <p>49.5.16.1 In the Medium Density Residential Precinct, development shall achieve an average density of 40 —48 residential units per hectare across the gross developable area of a the site.</p> <p>49.5.16.2 In the High Density Residential Precinct, development shall achieve an average density of 4060 – 72 residential units per hectare across the gross developable area of a the site.</p> <p>For the purpose of this rule, gross developable area of a site means the land within the a site shown on the Structure Plan, excluding the following: Building Restriction areas as shown on the planning maps; Roads, Open Space, Amenity Access Areas and Landscape Buffer as shown on the Structure Plan But including any vested or private roads, reserves, accesses and walkways not shown on the Structure Plan.</p> <p>Note: this standard only applies when a development includes residential activity.</p> <p>NB: The submitter reserves leave to provide evidence and/ or further submissions proposing different, including lower, average densities to those outlined above.</p>	
#107 Anna Hutchinson Family Trust	<p>That Rule 49.5.16 (Density) be amended by adding a new sub clause as follows:</p> <p><u>49.5.16.XX In the Medium Density Residential Precinct Sub-Area K, development shall achieve a minimum density of 30-35 residential units per hectare across the gross developable area of the site.</u></p>	
#108 Milstead Trust	<p>That Rule 49.5.16.1 (Density) be amended by replacing 'gross developable area' with 'net developable area'.</p>	
#108 Milstead Trust	<p>That Rule 49.5.16.1 (Density) be amended to decrease density.</p>	
#108 Milstead Trust	<p>That 49.5.16.1 be amended to achieve a density of 25 residential units for the net developable area of the site.</p>	
#82 Roman	<p>That Rule 49.5.16 (Density) be amended to</p>	<p>Submitter #82 seeks that the rule does not apply to</p>

Catholic Bishop of Dunedin	<p>include the following:</p> <p>x. For the purpose of this rule, where a resource consent proposal is lodged solely for an education and place of worship activity (as specifically defined), this rule shall not apply. or place of worship.</p>	<p>non-residential activities. I do not agree with the submitter's proposed addition to the rule, but I agree that the heading of the rule could include "residential" as follows, to better signal what activity the rule is directed at:</p> <p>49.5.16 Residential Density</p> <p>...</p> <p>Recommendation: <i>Accept submission #82 in part as above, but otherwise reject the relief sought.</i></p>
#86 Ministry of Education	<p>That Rule 49.5.16 (Density) be amended as follows:</p> <p>Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct</p> <p>49.5.16 – Density</p> <p>...</p> <p>For the purpose of this rule, gross developable area of a site means the land within the site shown on the Structure Plan, excluding the following:</p> <ol style="list-style-type: none"> Building Restriction areas as shown on the Areas and planning maps; Roads, Open Space, Amenity Access Areas and Landscape Buffer as shown on the Structure Plan; Stormwater Management Swales. <p>But including any vested or private roads, reserves, accesses and walkways not shown on the Structure Plan.</p>	<p>Submitter #86 seeks amendments to the meaning of "gross developable area". I agree with the suggestions and that stormwater management areas should be excluded from the gross developable area, and propose some improved wording:</p> <p>...</p> <ol style="list-style-type: none"> Building Restriction areas as shown on the Structure Plan and planning maps; ... stormwater management areas. <p>Recommendation: <i>Accept in part, as above.</i></p>
#94 Winter Miles Airstream Limited	<p>That 49.5.16 be amended to remove the exclusions for gross developable area.</p>	<p>Submitter #94 seeks that the exclusions for gross developable area be removed. In my view it is important to remove areas within the structure plan which are not able to be developed. If this were not the case, density would be required to be made up over a smaller area of the site. As noted above I have recommended the exclusions also exclude stormwater management and treatment facilities.</p> <p>Recommendation: <i>Reject the submission</i></p>
#101 D Finlin	<p>That the term 'Gross Developable Area' be included within the Definitions chapter of the Plan rather than forming part of the rule.</p>	<p>Submitter #101 seeks that the definition of gross developable area be included in the definitions section and not in the rule. This definition could otherwise be included within the definitions chapter, however given it is not used anywhere else in the plan and is specified to the detail included on the TPLM structure plan, I consider it is best retained within the rule itself.</p> <p>Recommendation: <i>Reject the submission</i></p>

49.5.17	Building Height		
	49.5.17.1	Buildings shall not exceed the maximum number of storeys shown on the Te Pūtahi Ladies Mile Structure Plan – Building Heights.	NC
	49.5.17.2	Buildings shall achieve the minimum number of storeys where specified on the Structure Plan – Building Heights.	RD Discretion is restricted to the effects on the ability to achieve the residential density required.
49.5.17.3	Building height shall not exceed the maximum heights shown on the Te Pūtahi Ladies Mile Structure Plan – Building Heights.	RD Discretion is restricted to: a. Any sunlight, shading or privacy effects; b. External appearance, location and visual dominance of the building; c. Provision of sustainable design responses.	

Submitter	Amendment sought	Comment
#36 Fire and Emergency New Zealand	That Rule 49.5.17 (Building Height) be amended as follows: <u>Exclusions:</u> a. Emergency service facilities, emergency service towers and communication poles up to 15m in height.	Submitter #36 seeks changes to the provisions to ensure adequate and safe provision of emergency services, including a 15m building height allowance for emergency service towers and communication poles. I addressed this under Rule 49.5.2 above, and for the reasons set out in that discussion I do not agree with the submitter. Recommendation: <i>Reject the submission.</i>
#74 Blakely Wallace Family	That the level and type of development enabled by the variation be amended, including either removing the proposed High Density Residential Zone or reducing the maximum building height to 12m (or 3 storeys).	The submitters seek either reductions or increases to the height limits in the rule and on the Structure Plan (Building Heights) plan, and/or seek relaxation of the status for proposals that breach the height rules. A range of factors was carefully considered when determining the building height provisions and spatial arrangement on the Structure Plan sheets, and this is explained in the evidence of Mr Lowe, Mr Harland, and Mr Skelton.
#82 Roman Catholic Bishop of Dunedin	That Rule 49.5.17 (Building Height) be amended as follows, such that if the land is used for education and or community purposes, the minimum 2 storey requirement is not required:	From an urban design perspective, Mr Lowe and Mr Harland consider that the notified building heights are

	x. For the purpose of this rule, where a resource consent proposal is lodged solely for an education and place of worship activity (as specifically defined), this rule shall not apply.	important to allow sufficient massing to allow the target density ranges to be met. Additionally, the arrangement of the building height plan intentionally responds to the surrounding site land features by positioning the tallest building mass closer to Slope Hill, with lower heights adjacent to SH6. This arrangement allows taller buildings to be positioned in the background of views, rather than restricting the foreground views from the SH6, and enabling retention of viewshafts to the landscape beyond.
#93 Sanderson Group and Queenstown Commercial Limited	That Rule 49.5.17.1 (Building Height - maximum number of storeys) be amended, by changing the activity status for a breach of the standard from non complying to restricted discretionary and applying the matters of discretion that apply to 49.5.17.3 of the notified version to 49.5.17.1	Mr Skelton addresses the potential landscape effects of the proposed building heights and discusses that the landscape values of Slopehill, such as the smooth up face (west) and plucked down face (east) of the Slope Hill roche moutonnée are not widely appreciated from Ladies Mile and are most appreciated from further afield. He considers the effects of the proposed building heights on these wider landscape vantages will be very low.
#93 Sanderson Group and Queenstown Commercial Limited	That Rule 49.5.17.2 (requiring that buildings achieve the minimum number of storeys where specified on the Structure Plan) be deleted.	Ms Fairgray discusses that the provision of sufficient height allowance has an important link to the feasibility of higher density development, and that increased heights enable greater dwelling yields to be achieved, which help to offset the higher land and development costs from this form of development. She notes that construction costs are typically highest for three to four-storey buildings where these require for example lifts and construction materials. Ms Fairgray is supportive of building heights of 6-8 storeys as this enables greater yield per land area and therefore increases the feasibility of development.
#101 D Finlin	That the Non-Complying Rule 49.5.17.1 (Buildings shall not exceed the maximum number of storeys shown on the Structure Plan) is opposed.	For these reasons I do not agree with the various submissions in relation to building height in the MDR and HDR Precincts.
#101 D Finlin	That the Restricted Discretionary Rule 49.5.17.2 (Buildings shall achieve the minimum number of storeys where specified on the Structure Plan) is opposed.	Recommendation: Reject the submissions.
#101 D Finlin	That, in relation to Rule 49.5.17 and the Structure Plan, the Structure Plan should be amended to include reference to building height limits, as opposed to a separate plan, noting that the Building Height plan contains references to minimum and maximum storey overlays but these notations are not referenced in the objectives, policies, or rules.	
#105 Maryhill Limited	That Standard 49.5.17.2 (Building Height) be deleted OR amended as follows: 49.5.17.2 Buildings shall achieve the are enabled to the minimum number of storeys where specified on the Structure Plan – Building Heights. 49.5.17.3 ...	RD Discretion is restricted to the effects on the ability to achieve the residential density required. deliver a mix of density and height development. ...
#108 Milstead Trust	That Rule 49.5.17 (Building Height) is amended to include an additional matter of	I have discussed this relief in Section 11 as it relates to heritage and the Glenpanel Precinct.

	discretion as follows: d. interface between building height requirements outlined in Schedule 49.8 Te Pūtahi Ladies Mile Structure Plan - Building Heights.	Recommendation: <i>Accept in part</i>
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49.5.18	<p>Recession Plane</p> <p>Buildings shall not project beyond the following:</p> <p>49.5.18.1 In the Medium Density Residential Precinct, the following:</p> <ul style="list-style-type: none"> a. Northern boundary: A 55-degree recession plane measured 2.5m above the boundary; b. Western and Eastern boundaries: A 45-degree recession plane measured 2.5m above the boundary; c. Southern boundary: A 35-degree recession plane measured 2.5m above the boundary. <p>49.5.18.2 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> <ul style="list-style-type: none"> a. Gable end roofs may penetrate the building recession plane by no more than one third of the gable height; b. Recession planes do not apply to site boundaries adjoining the Commercial Precinct, fronting a road, swale, or adjoining a park or reserve; c. Recession planes do not apply to site boundaries where a common or party wall is proposed between two buildings on adjacent sites. 	<p>RD</p> <p>Discretion is restricted to any visual dominance, sunlight, shading or privacy effects created by the proposal on adjacent sites.</p>
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Submitter	Amendment sought	Comment
#73 Glenpanel Development Ltd	<p>That 49.5.18.1 (Recession Plane) be amended as follows:</p> <p>Buildings shall not project beyond the following:</p> <p>49.5.18.1 In the Medium Density Residential Precinct, the following:</p> <ul style="list-style-type: none"> a. Front: N/A b. Rear: 2.0m + 35 degrees. c. Side: 7.0m + 45 degrees d. Side (Alt): 3.0m + 65 degrees (applies to side yard immediately abutting a rear yard). a. Northern boundary: A 55 degree recession plane measured 2.5m above the boundary; b. Western and Eastern boundaries: A 45-degree recession plane measured 2.5m above the boundary; 	<p>The submitters seek changes to the recession plane provisions, generally to remove them or make them more enabling, and note that the recession plane controls will not allow the maximum building heights to be achieved, and that the controls applicable to the LDR Precinct and MDR precinct are the same.</p> <p>Mr Lowe responds to these submissions in his evidence and explains that recession plane controls are important for retaining sunlight access and amenity to adjacent development sites, and that these controls act to encourage comprehensive development of attached typologies as recession planes do not apply to adjoining internal boundaries.</p> <p>Mr Lowe however considers that the recession plane controls in the MDR Precinct could be amended to be more enabling and recommends changing the rule so that the recession plane commences at a height 4m above the boundary, but retain the current recession plane angles.</p> <p>I agree that this change is more aligned with the</p>

	c. Southern boundary: A 35-degree recession plane measured 2.5m above the boundary.	heights and density of development anticipated in the Precinct and recommend that rule 49.5.18.1 be amended to reflect this.
#93 Sanderson Group and Queenstown Commercial Limited	<p>That Rule 49.5.18.1 (Recession Planes be amended such that a 60-degree recession plane is applied from all boundaries, as follows:</p> <p>Recession Plane</p> <p>49.5.18.1 Buildings shall not project beyond the following:</p> <p>In the Medium Density Residential Precinct, <u>a 60-degree recession plane measured 4m above the boundary</u></p> <p>a. Northern boundary: A 55-degree recession plane measured 2.5m above the boundary;</p> <p>b. Western and Eastern boundaries: A 45-degree recession plane measured 2.5m above the boundary</p> <p>c. Southern boundary: A 35-degree recession plane measured 2.5m above the boundary.</p>	<p>I consider this change will be efficient and effective and enabling the types and density of development within the zone, and not inadvertently encouraging lower density forms.</p> <p>This change is reflected in the Recommended Provisions in Section 13.</p> <p>Recommendation: <i>Accept the submissions in part, to the extent that the rule is modified as above.</i></p>
#93 Sanderson Group and Queenstown Commercial Limited	That Rule 49.5.18.2 be deleted (or amended as outlined in other submission points).	
#94 Winter Miles Airstream Limited	That Rule 49.5.18 be amended to reflect recession plan requirements for Tier 1 under the National Policy Statement for Urban Development.	
#101 D Finlin	That Rule 49.5.18 (Recession planes) not apply to the proposed Medium Density Residential precinct located at the eastern end of the Variation area (Sub Area G)	
#108 Milstead Trust	<p>That 49.5.18.1 be amended as follows: In the Medium Density Residential Precinct the following:</p> <p>a. Northern Boundary a <u>60</u> 55 degree recession plane measured <u>4m</u> 2.5m above the boundary;</p> <p>b. Western and eastern boundaries: A <u>60</u> 45 degree recession plane measured <u>4m</u> 2.5m above the boundary;</p> <p>c. Southern boundary: A <u>60</u> 35 degree recession plane measured <u>4m</u> 2.5m above the boundary;.</p>	
#108 Milstead	That Rule 49.5.18.1 (Recession Planes) be	Mr Lowe discusses recession planes at para 78

Trust	<p>amended by adding two new limbs as follows:</p> <p>...</p> <p>d. Sites smaller than 250 square meters created by subdivision</p> <p>e. A residential development consented under Rule 49.4.4</p>	<p>onwards of his evidence. He explains that the rules must be considered carefully to avoid making them too enabling as this will have the undesired effect of disincentivising comprehensive attached development forms.</p> <p>I rely on his evidence and do not support excluding sites smaller than 250m² from the rule. I am also unsure of the basis for requesting exclusion of 'A residential development consented under Rule 49.4.4'. If a residential development is consented under Rule 49.4.4 then any recession breaches would be considered as part of the same consent. I therefore do not support the requested changes.</p> <p>Recommendation: <i>Reject the submission</i></p>
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49.5.19	<p>Landscaped permeable surface</p> <p>49.5.19.1 In the Medium Density Residential Precinct, at least 25% of the site area shall comprise permeable surface.</p> <p>49.5.19.2 In the High Density Residential Precinct, at least 20% of the site area shall comprise permeable surface.</p> <p>49.5.19.3 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 Discretion is restricted to external appearance and visual dominance of the building when viewed from the street.</p>
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Submitter	Amendment sought	Comment
#77 Ladies Mile Property Syndicate	<p>That Rule 49.5.19.3 (Landscaped permeable surface) be amended as follows:</p> <p>Each residential unit located on the ground floor shall include a minimum of 1 specimen tree (45L) and 3m2 of soft landscaping located between...</p>	<p>Submissions seeking modification to the rules for Landscaped permeable surface have been considered by Mr Lowe. Mr Lowe supports retention of the minimum landscape permeable surface coverage in all precincts to ensure there is sufficient on-lot landscape amenity that will contribute to the landscape character, biodiversity offering, and visual amenity outlook within lots. All are key parts of ensuring well-designed medium and high-density developments.</p>
#93 Sanderson Group and Queenstown Commercial Limited	<p>That Rule 49.5.19.1 (permeable surfaces in the medium density residential precinct) be amended as follows:</p> <p>49.5.19.1 In the Medium Density Residential Precinct, at least 25% of the site area shall comprise permeable surface.</p> <p>NC RD</p> <p>Discretion is restricted to external appearance and visual dominance of the building when viewed from the street.</p>	<p>I therefore do not agree with any reductions to the % area required for this purpose. The non-compliance status is NC, and this is appropriate to ensure the development mitigates effects of stormwater runoff to Lake Hayes, a concern raised by other submitters; and also gives effect to the principle of Te Mana o Te Wai. I do not support reducing this status.</p> <p>In regard to submissions on specimen trees, Mr Lowe considers that a minimum level of landscaping in the front yard supports good outcomes for street character and amenity. He recommends retaining the notified rule, with the exception of the ability that specimen trees can be consolidated on the boundary of two lots. I</p>
#93 Sanderson	<p>That Rule 49.5.19.3 (Landscaped permeable surface) be amended as</p>	<p>That Rule 49.5.19.3 (Landscaped permeable surface) be amended as</p>

Group and Queenstown Commercial Limited	follows: Each residential unit located on the ground floor shall include a minimum of <u>4 specimen tree (45L) and 3m2 of soft landscaping located between the road boundary and the front elevation of any building. with a minimum of 1 specimen tree (45L) provided for every 20m of front elevation or part thereof.</u>	consider that that outcome is anticipated by the rule and no change to the rule is necessary. Recommendation: <i>Accept in part #100; reject all other submissions.</i>
#93 Sanderson Group and Queenstown Commercial Limited	That Rule 49.5.19.2 be amended as follows: 49.5.19.2 In the High Density Residential Precinct, at least <u>20%5%</u> of the site area shall comprise permeable surface. <u>NC RD</u> <u>Discretion is restricted to external appearance and visual dominance of the building when viewed from the street.</u>	I disagree with changing the default status for these items as they are critical aspects of the bulk and location controls, and the NC status still provides a consenting pathway should a proposal seek to reduce the permeable surface area. I disagree with reducing the permeable surface area percentage as there needs to be a reasonable minimum to ensure the purpose of retaining land as permeable, for landscaping, amenity and stormwater, is achieved. Recommendation: <i>Reject the submissions.</i>
#105 Maryhill Limited	That the activity status of Standards 49.5.19.1 and 49.5.19.2 (Landscaped Permeable Surface) be amended from Non complying to Discretionary and that the heading of Standard 49.5.19 be amended from 'Landscaped Permeable Surface' to 'Permeable Surface'.	
#94 Winter Miles Airstream Limited	That Rule 49.5.19.2 be amended to minimise the information requirements and provide a clear planning framework.	I disagree with the submission because I consider the rule framework is clear and certain. Recommendation: <i>Reject the submission.</i>
#94 Winter Miles Airstream Limited	That Rule 49.5.19 be amended by removing the landscaping requirements on a "per site" basis where a site is located above ground level.	This relates to site planning and not on a residential unit basis. Recommendation: <i>Reject the submission.</i>
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That 49.5.19 be retained as notified, subject to inclusion of stormwater management in the Structure Plan.	I agree with the submitter and discuss the stormwater issues in more detail in Section 11, Theme I. Recommendation: <i>Accept the submission in part.</i>

49.5.20	Roof colour 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 and blue greys.	RD Discretion is restricted to visual effects on Slope Hill when viewed from above
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Submitter	Amendment sought	Comment
#93 Sanderson	That Rule 49.5.20 (Roof Colour) be amended as follows:	I agree with the inclusion of 'blacks' to this rule, and specification of the LRV (however I note that other

Group and Queenstown Commercial Limited	<p>Roof Colour</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, <u>blacks</u> and blue greys, <u>with a Light Reflectance Value (LRV) of less than 30%.</u></p>	<p>urban zones do not restrict roofs to any LRV). I support the submission</p> <p>Recommendation: <i>Accept the submission in part.</i></p>
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49.5.21	<p>Building Coverage</p> <p>49.5.21.1 In the Medium Density Residential Precinct, a maximum of 45%.</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>49.5.21.2 In the High Density Residential Precinct, a maximum of 70%.</p>	<p>NC</p>

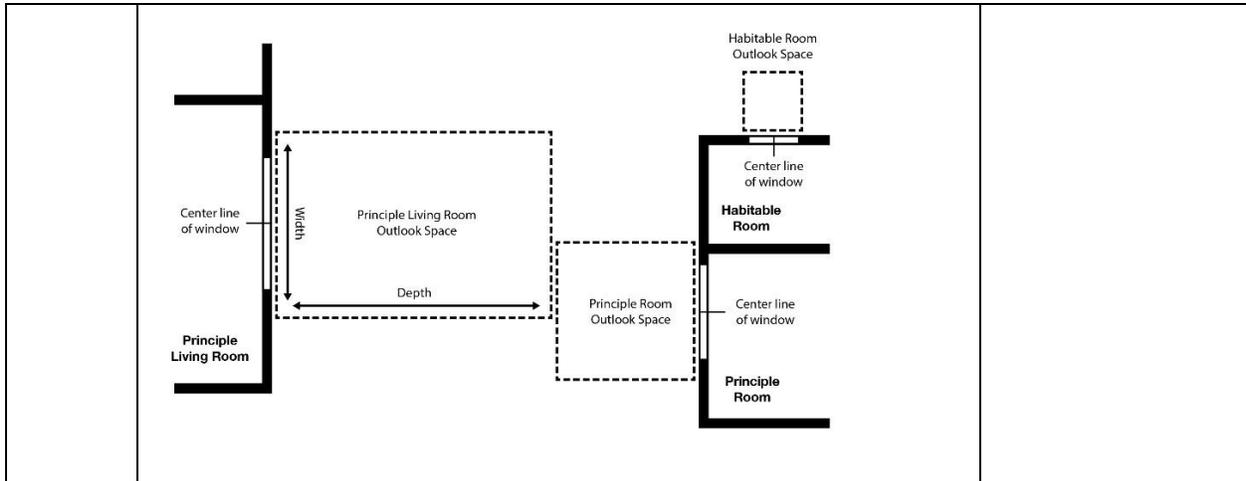
Submitter	Amendment sought	Comment
#73 Glenpanel Development Ltd	That 49.5.21 be amended as follows: Building Coverage: 49.5.21.1 In the Medium Density Residential Precinct, a maximum of <u>50%</u> 45% .	<p>Mr Lowe reviews submissions seeking to increase building coverage and considers the 70% coverage enabled in the HDR Precinct is sufficiently enabling; and more so than comparable standards such as in the Auckland Unitary Plan.</p> <p>I rely on Mr Lowe's opinion and also consider any further increases may conflict with provisions requiring a minimum provision of landscaped permeable surface and provision of outdoor amenity. I therefore consider the NC status for breaches is appropriate.</p> <p>Recommendation: <i>Reject the submissions</i></p>
#93 Sanderson Group and Queenstown Commercial Limited	That Rule 49.5.21.2 (Building Coverage) be deleted OR amended as follows: In the High Density Residential Precinct, a maximum of 70 <u>90%</u> .	
#94 Winter Miles Airstream Limited	That Rule 49.5.21.2 be amended by changing the activity status to Restricted Discretionary.	
#105 Maryhill Limited	That the activity status of Standard 49.5.21.2 (Maximum Building Coverage in the High Density Residential Precinct) be amended from Non complying to Restricted Discretionary.	

49.5.22	<p>Minimum boundary setbacks for buildings</p> <p>49.5.22.1 In the Medium Density Residential Precinct:</p> <ul style="list-style-type: none"> a. Road boundaries: 3m b. All other boundaries: 1.5m c. Garages shall be setback at least 6m from a road boundary. <p>49.5.22.2 In the High Density Residential Precinct:</p> <ul style="list-style-type: none"> a. All boundaries: 3m b. Garages shall be setback at least 6m from a road boundary. <p>Exclusions:</p> <ul style="list-style-type: none"> a. Setbacks do not apply to site boundaries where a common or party wall is proposed between two buildings on adjacent sites. 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>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Any privacy effects created by the proposal on adjacent sites; b. External appearance, location and visual dominance of the building as viewed from the street and adjacent sites; and c. Effects on the safety of the transportation network, including pedestrian safety.
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Submitter	Amendment sought	Comment
#36 Fire and Emergency New Zealand	<p>That rule 49.5.22.1 (Minimum boundary setbacks for buildings) be amended as follows:</p> <p>49.5.22.1 In the Medium Density Residential Precinct:</p> <p>...</p> <p>Note: Building setback requirements are further controlled by the Building Code. This includes the provision for firefighter access to buildings and egress from buildings. Plan users should refer to the applicable controls within the Building Code to ensure compliance can be achieved at the building consent stage. Issuance of a resource consent does not imply that waivers of Building Code requirements will be considered/granted.</p>	<p>I have addressed this submission point under the rule 49.5.6 for the LDR Precinct.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#73 Glenpanel Development Ltd	<p>That 49.5.22 be amended as follows:</p> <p>Minimum boundary setbacks for buildings</p> <p>49.5.22.1 In the Medium Density Residential Precinct:</p> <p>a. Front and rear boundaries 3m</p> <p>b. Side boundaries zero lot</p> <p>c. All other boundaries: 1.2m</p> <p>a. Road boundaries: 3m</p> <p>b. All other boundaries: 1.5m</p>	<p>Mr Lowe has reviewed the requested amendments to boundary setbacks. The setbacks are intended to allow sufficient space around dwellings and also to encourage developers to use more efficient terracing typology models that will save space on side yards. Additionally, he considers the front yard space of 3m is appropriate and allows space for landscaping.</p> <p>He clarifies that the Zone does not intend to support zero lot housing as this would undermine the desired 1.5m side yards to provide access.</p>

	e. Garages shall be setback at least 6m from a road boundary.	Based on Mr Lowe's analysis at his para 85 onwards and Figure 9 I consider such an allowance may also encourage detached housing forms, as attached walls are already exempt from the minimum boundary setback requirements. Mr Lowe does however support an amendment to the HDR side boundary setback of 3m and recommends this be reduced to 1.5m to be consistent with the MDR setback. I rely on Mr Lowe and support this amendment. This results in both the road and boundary setback rules being the same for both the HDR and MDR I consider this change will be efficient in supporting the desired density of development. I have made this change in the Recommended Provisions in Section 13. Recommendation: <i>Accept the submissions in part to the extent set out above.</i>
#77 Ladies Mile Property Syndicate	That Rule 49.5.22.2 (Minimum boundary setbacks for buildings) be amended as follows: 49.5.22.2 In the High Density Residential Precinct: a. All boundaries: 1.5m 3m b. Garages shall be setback at least 6m from a road boundary. ...	
#93 Sanderson Group and Queenstown Commercial Limited	That Rule 49.5.22.2 (Minimum boundary setbacks for buildings) be amended to be in accordance with Schedule 3A of the RMA as follows: 49.5.22.2 In the High Density Residential precinct: a. All boundaries: 3m 1m, except where buildings share a common wall on a boundary in which case there shall be no setback requirement on that boundary. b. Garages shall be setback at least 6m from a road boundary.	

49.5.23	<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>49.5.23.1 Principal living room: 1-2 storeys: 8m in depth and 4m wide 3 storeys: 10m in depth and 4m wide 4 storeys and above: 12m in depth and 4m wide</p> <p>49.5.23.2 Principal bedroom: 3m in depth and 3m wide</p> <p>49.5.23.3 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>	RD Discretion is restricted to effects on residential amenity.
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Submitter	Amendment sought	Comment
<p>#73 Glenpanel Development Ltd</p>	<p>That 49.5.23 be amended as follows: 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>49.5.23.1 Principal living: 3m width x 5m depth</p> <p>49.5.23.2 Bedrooms: 1m width x 3m depth</p> <p>49.5.23.1 Principal living room: 1-2 storeys: 8m in depth and 4m wide 3 storeys: 10m in depth and 4m wide 4 storeys and above: 12m in depth and 4m wide</p> <p>49.5.23.2 Principal bedroom: 3m in depth and 3m wide</p> <p>49.5.23.3 All other habitable rooms: 1m in depth and 1m wide</p>	<p>These submitters seek to reduce the depth of the outlook space for the principal living room.</p> <p>Mr Lowe considers these submissions and recommends retaining the notified outlook space depths as this rule is a key aspect in maximising residents' outlook to the surrounding landscape and providing a sense of openness reflective of density in the LM context, and has applied deliberately more generous space requirements than Tier 1 District Plan rules such as the AUP.</p> <p>I consider it is appropriate to retain increased outlook spaces and to require consideration of the interaction between buildings on adjacent sites, to ensure they are appropriately sited in relation to each other to maintain outlook space.</p> <p>I rely on Mr Lowe and do not support any changes to the outlook space rule.</p> <p>Recommendation: Reject the submissions.</p>
<p>#77 Ladies Mile Property Syndicate</p>	<p>That Rule 49.5.23 (Outlook Space) be amended to reduce the principal living room outlook space requirement to 6m x 4m and to delete the specific outlook space requirement for principal bedrooms. as follows:</p> <p>49.5.23.1 Principal living room: <u>6m deep and 4m wide</u> 1-2 storeys: 8m in depth and 4m wide 3 storeys: 10m in depth and 4m wide 4 storeys and above: 12m in</p>	

	<p>depth and 4m wide</p> <p>49.5.23.2 Principal bedroom: 1m in depth and 1m wide</p> <p>49.5.23.3 All other habitable rooms: 1m in depth and 1m wide</p>	
#93 Sanderson Group and Queenstown Commercial Limited	<p>That Rule 49.5.23 be deleted or amended in accordance with Schedule 3A of the RMA as follows:</p> <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>49.5.23.1 Principal living room: 1-2 storeys: 8 <u>4m</u> 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>49.5.23.2 Principal bedroom: 3m in depth and 3m wide</p> <p>49.5.23.3 All other habitable rooms: 1m in depth and 1m wide.</p>	

49.5.24	<p>Outdoor living space</p> <p>Each residential unit shall have an outdoor living space that meets the following standards:</p> <p>49.5.24.1 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>49.5.24.2 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>49.5.24.3 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>49.5.24.4 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.</p> <p>Exclusions: Rule 49.5.24.4 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.
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Submitter	Amendment sought	Comment
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#93 Sanderson Group and Queenstown Commercial Limited	That Rule 49.5.24 (Outdoor living space) be deleted.	As with other living and amenity standards, Mr Lowe does not support this change and I rely on his evidence. Recommendation: <i>Reject the submission.</i>
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49.5.25	Lighting and Glare 49.5.25.1 All exterior lighting shall be directed downward and away from adjacent sites and roads. 49.5.25.2 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.	RD Discretion is restricted to effects of light and glare on amenity values, the transportation network and the night sky
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Submitter	Amendment sought	Comment
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That Rule 49.5.25 (Lighting and Glare) be amended to include ecological impacts as a matter of discretion, as shown below: RD Discretion is restricted to effects of light and glare on amenity values, the transportation network, ecological health and the night sky.	The submitter's reason for the inclusion is as follows: <i>The development of the blue-green network will be most efficient if the lighting in the area does not impact the fauna that will use it. Therefore the discretion should also consider ecological impacts.</i> I agree with this inclusion and recommend this change is made. I have made this change within the Recommended Provisions in Section 13. Recommendation: <i>Accept the submission</i>

49.5.26	Building separation within sites The minimum separation distance between buildings containing residential units within the site shall comply with the following: 49.5.26.1 Up to two storeys: 2m 3 storeys: 4m 4 storeys: 6m 5 or more storeys: 8m Except that this shall not apply to shared walls for terrace or other attached building typologies. 49.5.26.2 Where there is a difference in the number of storeys of the two buildings, the larger separation distance shall apply.	RD Discretion is restricted to: a. External appearance, location and visual dominance of the building; and b. Effects on residential amenity.
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Submitter	Amendment sought	Comment
#93 Sanderson Group and Queenstown	That Rule 49.5.26.1 (Building separation within sites) be deleted.	Mr Lowe discusses this rule. The rule intends to ensure that built form and massing arrangements have a degree of visual permeability between building clusters and along street elevations in order to

Commercial Limited		<p>promote visual connections to the surrounding outstanding landscape context.</p> <p>In reliance on Mr Lowe I do not support deletion of this rule.</p> <p>Recommendation: <i>Reject the submission.</i></p>
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49.5.27	<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>
49.5.28	<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>

Submitter	Amendment sought	Comment
#51 Gary Erving	That Rule 49.5.28 (Residential Storage) be retained.	<p>I agree with the submitter.</p> <p>Recommendation: <i>Accept the submission.</i></p>

49.5.29	<p>Maximum building length</p> <p>49.5.29.1 In the Medium Density Residential Precinct, the length of any building elevation above the ground floor level shall not exceed 26m.</p> <p>49.5.29.2 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>
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Submitter	Amendment sought	Comment
#93 Sanderson Group and Queenstown Commercial Limited	That Rule 49.5.29.2 (Maximum building length in the High Density Residential Precinct) be deleted.	<p>The rule plays a role in the bulk and location of development and I do not support its deletion.</p> <p>Recommendation: <i>Reject the submission.</i></p>

49.5.30	Garages	RD Discretion is restricted to: a. External appearance, location and visual dominance of the building when viewed from the street; b. Effects on passive surveillance of the street;
	49.5.30.1 Garage doors and their supporting structures (measured parallel to the road) shall not exceed 50% of the width of the front elevation of the building which is visible from the street. 49.5.30.2 Garages shall be setback a minimum of 0.5m from the front elevation of the building which is visible from the street.	

Submitter	Amendment sought	Comment
#93 Sanderson Group and Queenstown Commercial Limited	That Rule 49.5.30 (Garages) be deleted.	The rule plays a role in the bulk and location of development and streetscape appearance, and I do not support its deletion. Recommendation: <i>Reject the submission.</i>

49.5.31	Location of mechanical plant Externally mounted mechanical plant shall not be visible from the street or any public place.	RD Discretion is restricted to: a. External appearance, location and visual dominance of the building when viewed from the street; b. Effects on residential amenity.
49.5.32	Road noise – State Highway 6 Any new residential buildings or buildings containing Activities Sensitive to Road Noise, located within: 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 shall be designed and constructed to ensure that the internal noise levels do not exceed 40dB LA _{eq(24h)} for habitable spaces.	NC

Submitter	Amendment sought	Comment
#104 Waka Kotahi NZTA	That Rule 49.5.32 is amended to read as follows; Road noise – State Highway 6 Any new <u>or altered</u> residential building or	Submitter #104 (Waka Kotahi) seeks that the rule be amended so that it applies within 100m of the SH (rather than 80m) and to specify different noise levels for different activities, on the basis that the proposed noise sensitivity provisions are not

buildings containing Activities Sensitive to Road Noise located within ~~100 metres a-80 metres~~ of the boundary of ~~a State Highway 6 with a speed limit of 70km/h or greater; or b. 40 metres of the boundary of State Highway 6 with a speed limit less than 70 km/h S~~ shall be designed, constructed and maintained to ensure that the internal noise levels do not exceed ~~the values set out in Table X 40 dB LAeq(24h) for all habitable spaces including bedrooms.~~

Table X:

<u>Occupancy / activity</u>	<u>Maximum road noise level LAeq(24h)</u>
<u>Building type: Residential</u>	
<u>Sleeping spaces</u>	<u>40 dB</u>
<u>All other habitable rooms</u>	<u>40 dB</u>
<u>Building type: Education</u>	
<u>Lecture rooms/theatres, music studios, assembly halls</u>	<u>35 dB</u>
<u>Teaching areas, conference rooms, drama studios, sleeping areas</u>	<u>40 dB</u>
<u>Libraries</u>	<u>45 dB</u>
<u>Building type: Health</u>	
<u>Overnight medical care, wards</u>	<u>40 dB</u>
<u>Clinics, consulting rooms, theatres, nurses' stations</u>	<u>45 dB</u>
<u>Building type: Cultural</u>	
<u>Places of worship, marae</u>	<u>35 dB</u>

A report shall be submitted by a suitably qualified and experienced person to the council demonstrating compliance with this rule prior to the construction or alteration of any building containing an Activity Sensitive

consistent with best practice.

I am supportive in principle of amendments to this rule, on the basis of Waka Kotahi's intent to have rules that are consistent with best practice, but would prefer Waka Kotahi to provide further evidential detail for the noise standards selected, noting that the changes requested would be inconsistent with the existing provisions in other zones of the PDP.

With regard to the specific noise standards and notes below the table, the Council has not commissioned an expert to review these and request the submitter provide further information.

Accordingly, at this time I cannot provide a recommendation and will review the submitter's evidence and seek further expert guidance if necessary.

	<p>to Road Noise. The design road noise is to be based on measured or predicted external noise levels plus 3 dB.</p> <p>If windows must be closed to achieve the design noise levels in Table X, the building is designed, constructed and maintained with a mechanical ventilation system that:</p> <p>c. For habitable rooms for a residential activity, achieves the following requirements:</p> <p>vi Provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code; and</p> <p>vii.is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and</p> <p>viii. provides relief for equivalent volumes of spill air; and ix. provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and</p> <p>x. does not generate more than 35 dB LAeq(30s) when measured 1 metre away from any grille or diffuser.</p> <p>d. For other spaces, is as determined by a suitably qualified and experienced person.</p>	
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49.5.33	<p>Staging development to integrate with transport infrastructure</p> <p>Development (except for utilities 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 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 border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Sub-Area</th> <th>Transport infrastructural works</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td> <td>Intersection on Lower Shotover Road at Spence Road</td> </tr> <tr> <td style="text-align: center;">B</td> <td>Bus stops on State Highway 6, west of the Stalker Road intersection (one on each side of the State Highway 6) Pedestrian/ cycle crossing of State Highway 6 west of Stalker Road intersection</td> </tr> <tr> <td style="text-align: center;">C E</td> <td>Intersection on State Highway 6 at Howards Drive Bus stops on State Highway 6, west of Howards Drive intersection (one on each side of the State Highway 6) Pedestrian/ cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m)</td> </tr> </tbody> </table>	Sub-Area	Transport infrastructural works	A	Intersection on Lower Shotover Road at Spence Road	B	Bus stops on State Highway 6, west of the Stalker Road intersection (one on each side of the State Highway 6) Pedestrian/ cycle crossing of State Highway 6 west of Stalker Road intersection	C E	Intersection on State Highway 6 at Howards Drive Bus stops on State Highway 6, west of Howards Drive intersection (one on each side of the State Highway 6) Pedestrian/ cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m)	NC
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	F G	Eastern Roundabout on State Highway 6 Bus stops on State Highway 6 west of the Eastern Roundabout (one on each side of the State Highway 6) Pedestrian / cycle crossing of State Highway 6 west of the Eastern Roundabout	
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Submitter	Amendment sought	Comment
#51 Gary Erving	That Rule 49.5.33 (Staging development to integrate with transport infrastructure) be retained.	For the reasons set out in Section 11, Themes D (in relation to traffic effects), and H above, I agree with the submitter. Recommendation: <i>Accept the submission.</i>
#104 Waka Kotahi NZTA	That Rule 49.5.33 (Staging development to integrate with transport infrastructure) is amended to read as follows: "Sub-Area B – Safe pedestrian/cycle crossing of State Highway 6 west of Stalker Road intersection Sub-Area C – Appropriately upgraded intersection on State Highway 6 at Howards Drive. Sub-Area E – Safe pedestrian/cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/-40m) Sub-Area G – Safe pedestrian/cycle crossing of State Highway 6 west of the Eastern Roundabout"	I have discussed the infrastructure staging provisions in Section 11, Theme H above. The submitter seeks additions which I agree with. Additionally, in response to submissions generally in opposition of the potential traffic effects of the zone; as well as the submission of Waka Kotahi (#104) (and #25) in relation to the mode shift targets, I recommend the addition of a further transport infrastructure upgrade requirement within this rule to include the dedicated west bound bus lane on SH6. Mr Shields agrees with this addition; this dedicated bus lane is one of the most important elements that will contribute to changing travel behaviour, as this will make the bus more time-favourable than a private vehicle and reliable in terms of scheduling. In response to these submissions, I consider that the rule should be retained, with the exception of the following recommended changes: 49.5.33 Staging development to integrate with transport infrastructure Development (except for utilities, the specified transport infrastructural works and other physical infrastructure) within the Sub-Areas ... In the table of works in Sub-Areas A and G: ... "Sub-Area B – Safe pedestrian/cycle crossing of State Highway 6 west of Stalker Road intersection Sub-Area C – Appropriately upgraded intersection on State Highway 6 at Howards Drive. Sub-Area E – Safe pedestrian/cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/-40m) Sub-Area G – Safe pedestrian/cycle crossing of State Highway 6 west of the Eastern Roundabout" All of Sub-Areas B-G - Dedicated westbound bus lane on State Highway 6 The changes as sought by the submitter and

		therefore shown in the Recommended Provisions in Section 13. Recommendation: <i>Accept the submission.</i>
#55 N McDonald & Clarke Fortune McDonald & Associates	That Rule 49.5.33 (Staging development to integrate with transport infrastructure) is amended to re-word the exception made for "other physical infrastructure" to ensure the exception doesn't apply to the transport infrastructure the rule is seeking to require.	Submitter #55 seeks to ensure the transport infrastructure works are not inadvertently precluded from occurring by the rule. I am not certain this is necessary as the rule only applies to development within the sub areas, and the infrastructure works regulated by the rule are in the State Highway and not within the sub areas. However, a clarification amendment could be made, as follows. 49.5.33 Staging development to integrate with transport infrastructure Development (except for utilities, the specified transport infrastructural works and other physical infrastructure) within the Sub-Areas ... This change is shown in the Recommended Provisions at Section 13. Recommendation: <i>Accept the submission.</i>
#73 Glenpanel Development Ltd	That 49.5.33 (Staging development to integrate with transport infrastructure) be amended as follows: Intersection on Lower Shotover Road at Spence Road Bus stops on State Highway 6, west of the Stalker Road intersection (one on each side of the State Highway 6) Pedestrian/ cycle crossing of State Highway 6 west of Stalker Road intersection	The submissions all seek changes which would have the effect of deleting or relaxing the infrastructure staging trigger provisions. I addressed this in Section 11, Themes D (in relation to traffic effects), and H above, and referred to and relied on Mr Shields evidence on the purpose and importance of the infrastructure staging provisions. For the reasons set out in my discussion under those themes, I disagree with the submissions. Recommendation: <i>Reject the submissions.</i>
#108 Milstead Trust	That Rule 49.5.33 (Staging development to integrate with transport infrastructure) be deleted.	
#94 Winter Miles Airstream Limited	That Rule 49.5.33 be amended by excluding non-critical triggers, namely the following: - bus stops west of SH6 on both sides of the road - the pedestrian/cycle crossing on SH6.	
#77 Ladies Mile Property Syndicate	That Rule 49.5.33 be amended as follows and that the same amendment also be made to the equivalent medium density residential precinct rule (49.5.10): 49.5.33 Staging development to integrate with transport infrastructure Development (except for utilities 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	The submissions both seek the deletion of the Key Crossing as one of the infrastructure staging works to be completed. The Key Crossing is one of the critical means of integrating the communities north and south of SH6, and should be retained in the list of infrastructure staging works required. As discussed in Section 11, Theme D (in relation to traffic effects) the Key Crossing is not dependent on the Pet Lodge owners developing their land as the Key Crossing lies fully within the SH6 corridor and

	<p>infrastructural works for its respective Sub-Area listed below being completed.</p> <table border="1" data-bbox="380 281 883 768"> <tr> <td data-bbox="380 281 505 365">Sub Area</td> <td data-bbox="505 281 883 365">Transport Infrastructure</td> </tr> <tr> <td data-bbox="380 365 505 449">C</td> <td data-bbox="505 365 883 449">Intersection on State Highway 6 at Howards Drive</td> </tr> <tr> <td data-bbox="380 449 505 768">E</td> <td data-bbox="505 449 883 768"> Bus stops on State Highway 6, west of Howards Drive intersection (one on each side of the State Highway 6) Pedestrian/cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m) </td> </tr> </table>	Sub Area	Transport Infrastructure	C	Intersection on State Highway 6 at Howards Drive	E	Bus stops on State Highway 6, west of Howards Drive intersection (one on each side of the State Highway 6) Pedestrian/cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m)	<p>not within any private land. Recommendation: <i>Reject the submissions.</i></p>
Sub Area	Transport Infrastructure							
C	Intersection on State Highway 6 at Howards Drive							
E	Bus stops on State Highway 6, west of Howards Drive intersection (one on each side of the State Highway 6) Pedestrian/cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m)							
<p>#93 Sanderson Group and Queenstown Commercial Limited</p>	<p>That Rule 49.5.33 (Staging development to integrate with transport infrastructure) be amended as follows: Development (except for utilities 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 listed below being completed.</p> <table border="1" data-bbox="380 1073 883 1535"> <tr> <td data-bbox="380 1073 505 1157">Sub Area</td> <td data-bbox="505 1073 883 1157">Transport Infrastructure</td> </tr> <tr> <td data-bbox="380 1157 505 1535">... E</td> <td data-bbox="505 1157 883 1535"> ... Bus stops on State Highway 6, west of Howards Drive intersection (one on each side of the State Highway 6) Pedestrian/cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m) </td> </tr> </table>	Sub Area	Transport Infrastructure	... E	... Bus stops on State Highway 6, west of Howards Drive intersection (one on each side of the State Highway 6) Pedestrian/cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m)			
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<p>#105 Maryhill Limited</p>	<p>That Rule 49.5.33 (Staging development to integrate with transport infrastructure) be amended as follows OR otherwise amended based on alternative infrastructure or development triggers for those areas that may be determined through evidence: 49.5.33 Staging development to integrate with transport infrastructure.</p> <table border="1" data-bbox="380 1808 883 1898"> <tr> <td data-bbox="380 1808 505 1898">Sub Area</td> <td data-bbox="505 1808 883 1898">Transport Infrastructure</td> </tr> </table>	Sub Area	Transport Infrastructure	<p>I disagree with the addition of the 400 dwelling trigger as sought by the submitter. The Key Crossing is one of the critical means of integrating the communities north and south of SH6, and should be retained in the list of infrastructure staging works required. Recommendation: <i>Reject the submission.</i></p>				
Sub Area	Transport Infrastructure							

	<p>C</p> <p>Intersection on State Highway 6 at Howards Drive_*</p> <p>E</p> <p>Bus stops on State Highway 6, west of Howards Drive intersection (one on each side of the State Highway 6) *_</p> <p>Pedestrian/ cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m) *_</p> <p>*to be completed upon the occupation of 400 dwelling equivalents across sub areas B, C & E.</p>									
#105 Maryhill Limited	<p>That the activity status of Standard 49.5.33 (Staging development to integrate with transport infrastructure) be amended from Non complying to Discretionary and the standard be further amended as follows:</p> <p>Staging development to integrate with transport infrastructure</p> <p>Development (except for utilities, educational facilities 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 listed below being completed...</p> <p>Note: Submission point 105.3 requests additional amendments to 49.5.33, which are not repeated here.</p>	<p>I disagree that the educational facilities should be exempt from the infrastructure staging triggers – they would be no different from community activities, the open space precinct’s activities, etc.</p> <p>Recommendation: <i>Reject the submission.</i></p>								
#37 J & M Dobb	<p>Amend Rule 49.5.33 to ensure that vehicle access to 13 Ada Place, Lake Hayes Estate, Lot 275 DP 333981 is only via the new Road Link shown on the structure plan by amending 49.5.33 as follows:</p>	<p>The submitter seeks that the land south of SH6 and immediately east of the eastern roundabout is rezoned. This is addressed in Section 12 above, and the recommendation is not accept the rezoning request.</p> <p>If the Panel is minded to approve the rezoning then this addition to the infrastructure staging rule would be acceptable, to enable suitable access to the submitter’s property, instead of a direct access off SH6.</p> <p>Recommendation: <i>Accept the submission, if the submitter’s rezoning request is accepted.</i></p>								
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	Place - Lot 275 DP 333981)	Structure Plan – General between Sylvan Street and State Highway 6.	
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49.5.34	<p>Homestay</p> <p>49.5.34.1 Shall not exceed 5 paying guests on a site per night</p> <p>49.5.34.2 Shall not generate any vehicle movements by heavy vehicles, coaches or buses to or from the site.</p> <p>49.5.34.3 The Council shall be notified in writing prior to the commencement of the Homestay Activity</p> <p>49.5.34.4 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. The nature of the surrounding residential context, including its 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>
49.5.35	<p>Home Occupation</p> <p>49.5.35.1 No more than 1 full time equivalent person from outside the household shall be employed in the home occupation activity.</p> <p>49.5.35.2 The maximum number of two-way vehicle trips shall be:</p> <p>a. heavy vehicles: none permitted;</p> <p>b. other vehicles: 10 per day.</p> <p>49.5.35.3 Maximum net floor area of 60m².</p> <p>49.5.35.4 Activities and storage of materials shall be indoors.</p>	<p>D</p>
49.5.36	<p>Minimum size of residential units in the High Density Residential Precinct</p> <p>49.5.36.1 30m² for studio units</p> <p>49.5.36.2 45m² for one or more bedroom units</p>	<p>D</p>

Additional standards proposed by submitters:

Submitter	Amendments Sought	Comment
<p>#36 Fire and Emergency New Zealand</p>	<p><u>That a new Rule 49.5.X - Water Supply for fire fighting, be added as follows:</u></p> <p>a. <u>Sufficient water supply and access to water supplies for fire fighting shall be made available to all residential units via Council's urban fully reticulated system and in accordance with the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice (SNZ PAS:4509:2008).</u></p> <p>b. <u>Where a reticulated water supply compliant with SNZ PAS:4509:2008 is not available, water supply and access to water supplies for fire fighting that is in compliance with the alternative firefighting water sources provisions of SNZ PAS 4509:2008 must be provided</u></p>	<p>The submitter seeks a new rule to address water supply for fire fighting.</p> <p>I do not support referencing the requirements of other legislation and standards within the TPLM variation provisions, as it is not the purpose of the District Plan to capture every legislative requirement that may apply to development, and this would be inconsistent with the approach that has been applied within the remainder of the District plan.</p> <p>Requirements for firefighting water supply and access are already referenced in Chapter 27 (Subdivision and Development) in addition to QLDC's Land Development 25 and Subdivision Code of Practice which specifies technical design requirements for infrastructure and is also referenced in Chapter 27. I consider this existing approach to be appropriate.</p> <p>Recommendation: <i>Reject the submission.</i></p>
<p>#71 GW & SE Stalker</p>	<p>That buildings and improvements on that part of 14 Lower Shotover Road (Lot 3 DP 438514 and Lot 201 DP 391412) that is within the proposed Ladies Mile Structure Plan are set back from the boundary of 70 Lower Shotover Road (Lot 5 DP 438514) by at least 25 m.</p>	<p>Mr Skelton agrees that a 25 m setback would result in an increased defensible edge. However he considers a 25m setback is not necessary to avoid effects and that the provisions for a landscape buffer on this boundary will appropriately address the rural/urban interface and mitigate effects on 70 Lower Shotover Road.</p> <p>Recommendation: <i>Reject the submission.</i></p>
<p>#105 Maryhill Limited</p>	<p>That the provisions be amended to create greater flexibility for commercial, community, and other non-residential activities throughout the HDR precinct so as to allow flexibility in design for apartment style typologies, including housing seasonal staff, offices, and gyms.</p>	<p>The primary purpose of the HDR (and MDR, and LDR) Precincts is residential housing, with non-residential activities, other than educational facilities, having a distinctly secondary role. This is reflected in the activity status applying to the various non-residential activities (community, commercial etc), and in the location of the HDR Precinct adjacent to the Commercial Precinct, which is the hub of the new urban settlement. Dispersing no-residential activities around the Zone would likely have the effect of weakening the Commercial Precinct's viability and vitality.</p> <p>I therefore disagree with the submission.</p> <p>Recommendation: <i>Reject the submission.</i></p>
<p>#105 Maryhill Limited</p>	<p>That, where possible, standards should be deleted and replaced with policy direction for high quality urban design outcomes, to provide for high quality and varied urban design outcomes.</p>	<p>I disagree with this submission, and consider that the existing framework of activity rules, development standards, matters of discretion and assessment matters are sufficient for providing high quality and varied urban design outcomes.</p> <p>Recommendation: <i>Reject the submission.</i></p>

Table 3	Standards for activities located in the Commercial Precinct and the Glenpanel Precinct	Non-compliance status
49.5.37	<p>Development shall be consistent with the Structure Plan at 49.8, except that:</p> <ul style="list-style-type: none"> a. 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. b. The location where Collector Road Type C intersects with State Highway 6 may be varied by up to 20m to integrate with this intersection c. the location of the Key Crossing shown on the Structure Plan may be varied by up to 30m. 	NC

Submitter	Amendment sought	Comment
#73 Glenpanel Development Ltd	<p>That Rule 49.5.37 be amended as follows: Development shall be consistent with the Structure Plan at 49.8, except that:</p> <ul style="list-style-type: none"> a. 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 in order to integrate with these intersections roads. 	<p>As addressed above on Policy 49.2.1.1, these submissions would weaken the intent of the Structure Plan in defining the layout of key spatial elements of the structure plan.</p> <p>Recommendation: <i>Reject the submissions.</i></p>
#93 Sanderson Group and Queenstown Commercial Limited	<p>That Rule 49.5.37 (Development shall be consistent with the Structure Plan) be amended as follows: Development shall be <u>generally</u> consistent with the Structure Plan at 49.8, including that:</p> <ul style="list-style-type: none"> a d. <u>The location of the eastern portion of Collector Road Type A may be replaced by the existing paper road to the north.</u> e. <u>The location and extent of the Community Park may be varied to provide higher quality urban design outcomes.</u> 	
#104 Waka Kotahi NZTA	<p>That Rule 49.5.37c (Development shall be consistent with the Structure Plan) is amended to read; "...the location of the Key Crossing shown on the Structure Plan may be varied by up to 30m<u>40m.</u>"</p>	<p>This submission is supported, to provide more flexibility in the location of the Key Crossing.</p> <p>Recommendation: <i>Accept the submission.</i></p>

49.5.38	<p>Retail activity</p> <p>49.5.38.1 The maximum retail floor area of a single retail tenancy shall be 300m², except as provided for by 49.5.38.2 below.</p> <p>49.5.38.2 The maximum retail floor area of the single Large Format Retail tenancy retailing grocery products provided for in Rule 49.4.14 shall be 2000m².</p> <p>49.5.38.3 The single retail tenancy retailing grocery products provided for in Rule 49.4.14 shall not front the State Highway.</p>	NC
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Submitter	Amendment sought	Comment
#93 Sanderson Group and Queenstown Commercial Limited	<p>That Rule 49.5.38 (Retail Activity) be amended as follows:</p> <p>Retail activity</p> <p>49.5.38.1 The maximum retail floor area of a single retail tenancy shall be 300 400m², except as provided for by 49.5.38.2 below.</p> <p>49.5.38.2 The maximum retail floor area of the single two Large Format Retail tenancies, one of which shall retailing grocery products, provided for in Rule 49.4.14 shall be 2000m².</p> <p>49.5.38.3 The single enabled large format retail tenancies, retailing-grocery products provided for in Rule 49.4.14 shall not front the State Highway.</p> <p><u>NC D</u></p>	<p>Ms Hampson has addressed this submission, at paragraphs (155 – 159). She does not support the relief sought and explains why.</p> <p>I rely on Ms Hampson's expertise and therefore disagree with the submission.</p> <p>I disagree with the relaxation of the non-compliance status.</p> <p>Recommendation: <i>Reject the submission.</i></p>

49.5.39	<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>	NC
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Submitter	Amendment sought	Comment
#73 Glenpanel Development Ltd	<p>That the activity status of Rule 49.5.39 (office activity) be amended from non complying to restricted discretionary and a matter of discretion added as follows:</p> <p><u>NC RD</u></p> <p><u>Discretion restricted to:</u></p> <p>a. <u>Transport effects; including parking areas</u></p> <p>b. <u>The nature of the surrounding residential context, and the effects of the activity on the neighbourhood;</u></p>	<p>Ms Hampson (her paragraphs 163-167) does not support this relief and considers that retaining the 200m² office tenancy size limit (with exception of co-working space) is appropriate for a centre of the proposed scale, location and role and will not be overly constraining relative to the likely demand for office-based activities in Ladies Mile.</p> <p>I rely on Ms Hampson's expertise in this regard and therefore disagree with the submissions.</p> <p>Recommendation: <i>Reject the submissions.</i></p>

#93 Sanderson Group and Queenstown Commercial Limited	That Rule 49.5.39 (Office activity) be deleted	
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49.5.40	<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:</p> <ul style="list-style-type: none"> a. the effects on visual amenity; b. consistency with the character of the locality; and c. whether the safety and efficiency of pedestrian and vehicle movement is compromised.
49.5.41	<p>Building Height</p> <p>49.5.41.1 Buildings shall not exceed the maximum number of storeys shown on the Te Pūtahi Ladies Mile Structure Plan – Building Heights.</p> <p>49.5.41.2 In the Glenpanel Precinct, building height shall not exceed 8m.</p> <p>49.5.41.3 In the Commercial Precinct, buildings shall achieve the minimum number of storeys where specified on the shown on the Te Pūtahi Ladies Mile Structure Plan – Building Heights.</p> <p>49.5.41.4 Building height shall not exceed the maximum heights shown on the Te Pūtahi Ladies Mile Structure Plan – Building Heights.</p>	<p>NC</p> <p>D</p> <p>D</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, including the extent to which the building design responds sensitively to the area in terms of use of materials, façade articulation and roof forms;

		<p>b. the amenity of surrounding streets, lanes, footpaths and other public spaces, including the effect on sunlight access and the provision of public space;</p> <p>c. the protection of public views of Slope Hill and the Remarkables Range; and Remarkables Range; and</p> <p>d. effects on residential amenity, dominance and access to sunlight.</p>
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Submitter	Amendments Sought	Comment
#36 Fire and Emergency New Zealand	<p>That Rule 49.5.41.4 (building height) be amended as follows:</p> <p>49.5.41.4 Building height shall not exceed:</p> <p>a. the maximum heights shown on the Te Pūtahi Ladies Mile Structure Plan – Building Heights or</p> <p><u>b. emergency service facilities, emergency service towers and communication poles shall be up to 15m in height or whichever is the greater.</u></p>	<p>I have commented on FENZ’s identical submission in the other precincts – see under Rules 49.5.2 and 49.5 17 above. For those same reasons I do not support the relief sought.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#73 Glenpanel Development Ltd	<p>That the height limits of 8 m in the Glenpanel Precinct are opposed.</p>	<p>These submissions all relate to building height in the Glenpanel Precinct. I addressed this issue in Section 11, Theme N.</p>
#73 Glenpanel Development Ltd	<p>That Rule 49.5.41 (building height) be amended as follows:</p> <p>Building Height</p> <p>49.5.41.1 Buildings shall not exceed the maximum number of storeys shown on the Te Pūtahi Ladies Mile Structure Plan – Building Heights.</p> <p>49.5.41.2 In the Glenpanel Precinct, building height shall not exceed 8m <u>17 m.</u></p>	
108 Milstead Trust	<p>That Rule 49.5.41.2 (Building Height) be amended to enable up to 17m on the eastern side of Glenpanel Precinct, and</p>	

	increased height limit for the balance of the Glenpanel Precinct.							
#93 Sanderson Group and Queenstown Commercial Limited	<p>That Rule 49.5.41 (Building Height) be amended as follows:</p> <table border="1"> <tr> <td>49.5.41.1 Buildings shall not exceed the maximum number of storeys shown on the Te Pūtahi Ladies Mile Structure Plan – Building Heights.</td> <td> <p>NC RD</p> <p><u>Discretion is restricted to:</u></p> <p>a. <u>Any sunlight, shading or privacy effects;</u></p> <p>b. <u>External appearance, location and visual dominance of the building;</u></p> <p>c. <u>Provision of sustainable design responses.</u></p> </td> </tr> <tr> <td>49.5.41.2 In the Glenpanel Precinct, building height shall not exceed 8m.</td> <td>D</td> </tr> <tr> <td>49.5.41.3 In the Commercial Precinct, buildings shall achieve the minimum number of storeys where specified on the shown on the Te Pūtahi Ladies Mile Structure Plan – Building Heights.</td> <td>D</td> </tr> </table>	49.5.41.1 Buildings shall not exceed the maximum number of storeys shown on the Te Pūtahi Ladies Mile Structure Plan – Building Heights.	<p>NC RD</p> <p><u>Discretion is restricted to:</u></p> <p>a. <u>Any sunlight, shading or privacy effects;</u></p> <p>b. <u>External appearance, location and visual dominance of the building;</u></p> <p>c. <u>Provision of sustainable design responses.</u></p>	49.5.41.2 In the Glenpanel Precinct, building height shall not exceed 8m.	D	49.5.41.3 In the Commercial Precinct, buildings shall achieve the minimum number of storeys where specified on the shown on the Te Pūtahi Ladies Mile Structure Plan – Building Heights.	D	<p>Mr Dun indicates that good design is generally supported as good design should always have its place. However, there needs to be a compelling case to get it, and the RD status, with the matters of discretion suggested, is in my view appropriate, with an additional matter of discretion relating to how the proposal aligns with the overall structure plan height strategy for Ladies Mile which steps height back to towards Slope Hill, and down to the rural edges.</p> <p>I therefore consider that the following should be added to the submitter's matters of discretion:</p> <p>d. <u>How the proposal aligns with the overall structure plan height strategy for the TPLM Zone</u></p> <p>Recommendation: <i>Accept the submission.</i></p>
49.5.41.1 Buildings shall not exceed the maximum number of storeys shown on the Te Pūtahi Ladies Mile Structure Plan – Building Heights.	<p>NC RD</p> <p><u>Discretion is restricted to:</u></p> <p>a. <u>Any sunlight, shading or privacy effects;</u></p> <p>b. <u>External appearance, location and visual dominance of the building;</u></p> <p>c. <u>Provision of sustainable design responses.</u></p>							
49.5.41.2 In the Glenpanel Precinct, building height shall not exceed 8m.	D							
49.5.41.3 In the Commercial Precinct, buildings shall achieve the minimum number of storeys where specified on the shown on the Te Pūtahi Ladies Mile Structure Plan – Building Heights.	D							

49.5.42	<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> <ul style="list-style-type: none"> a. the visual effects of the height, scale, location and appearance of the building, in terms of <ul style="list-style-type: none"> i. dominance; ii. loss of privacy on adjoining sites; and iii. any resultant shading effects.
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Submitter	Amendments Sought	Comment
#36 Fire and Emergency New Zealand	That Rule 49.5.42 (Setbacks in the Glenpanel Precinct) be retained, as notified.	I agree with the submitter. Recommendation: <i>Accept the submission.</i>

49.5.43	<p>Residential Activities</p> <p>49.5.43.1 In the Commercial Precinct, all residential activities shall be restricted to first floor level and above, with the exception of foyer and stairway spaces at ground level to facilitate access to upper levels.</p> <p>49.5.43.2 All residential units shall comply with the rules relating to Outlook Space and Outdoor Living Space in Table 1.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> a. the maintenance of an active street frontage; b. effects on residential amenity.
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Submitter	Amendments Sought	Comment
#93 Sanderson Group and Queenstown Commercial Limited	That Rule 49.5.43.2 (All residential units shall comply with the rules relating to Outlook Space and Outdoor Living Space in Table 1) be deleted.	I disagree with the submitter. The rules for Outlook Space and Outdoor Living Space are necessary for the spatial planning and overall amenity of residents in the Zone. Recommendation: <i>Reject the submission.</i>

49.5.44	<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.
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Submitter	Amendments Sought	Comment
#86 Ministry of Education	That Rule 49.5.44 (Education Activities) be retained, as notified.	<p>The purpose of the restriction on GFA of educational activities within the commercial precincts is to ensure that these activities are enabled but not to the extent that they become the dominant activity in the precincts.</p> <p>I therefore agree with #86.</p> <p>Recommendation: <i>Accept the submission.</i></p>
#93 Sanderson Group and Queenstown Commercial Limited	That Rule 49.5.44 (gross floor area of Education Activities) be deleted.	<p>For the reasons as above I disagree with this submission.</p> <p>Recommendation: <i>Reject the submission.</i></p>

Table 3	Standards for activities located in the Commercial Precinct and the Glenpanel Precinct	Non-compliance status
49.5.45	<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;

		<p>b. The extent of insulation proposed; and</p> <p>c. Whether covenants exist or are being volunteered which limit noise emissions on adjacent site and/or impose no complaints covenants on the site.</p>
49.5.46	<p>Road noise – State Highway 6</p> <p>Any new buildings containing Activities Sensitive to Road Noise, located within:</p> <p>a. 80m of the boundary of State Highway 6 where the speed limit is 70kmph or greater; or</p> <p>b. 40m of the boundary of State Highway 6 where the speed limit is less than 70kmph</p> <p>shall be designed and constructed to ensure that the internal noise levels do not exceed 40dB LA_{eq(24h)} for habitable spaces.</p>	NC

Submitter	Amendments Sought	Comment												
#104 Waka Kotahi NZTA	<p>That Rule 49.5.32 is amended to read as follows;</p> <p>Road noise – State Highway 6</p> <p>Any new <u>or altered</u> residential building or buildings containing Activities Sensitive to Road Noise located within <u>100 metres a-80 metres</u> of the boundary of <u>a State Highway 6 with a speed limit of 70km/h or greater; or b- 40 metres of the boundary of State Highway 6 with a speed limit less than 70 km/h S</u> shall be designed, constructed and maintained to ensure that the internal noise levels do not exceed <u>the values set out in Table X 40-dB LA_{eq(24h)} for all habitable spaces including bedrooms.</u></p> <p><u>Table X:</u></p> <table border="1"> <thead> <tr> <th><u>Occupancy / activity</u></th> <th><u>Maximum road noise level LA_{eq(24h)}</u></th> </tr> </thead> <tbody> <tr> <td colspan="2"><u>Building type: Residential</u></td> </tr> <tr> <td><u>Sleeping spaces</u></td> <td><u>40 dB</u></td> </tr> <tr> <td><u>All other habitable rooms</u></td> <td><u>40 dB</u></td> </tr> <tr> <td colspan="2"><u>Building type: Education</u></td> </tr> <tr> <td><u>Lecture rooms/theatres, music studios, assembly</u></td> <td><u>35 dB</u></td> </tr> </tbody> </table>	<u>Occupancy / activity</u>	<u>Maximum road noise level LA_{eq(24h)}</u>	<u>Building type: Residential</u>		<u>Sleeping spaces</u>	<u>40 dB</u>	<u>All other habitable rooms</u>	<u>40 dB</u>	<u>Building type: Education</u>		<u>Lecture rooms/theatres, music studios, assembly</u>	<u>35 dB</u>	<p>Submitter #104 (Waka Kotahi) seeks that the rule be amended so that it applies within 100m of the SH (rather than 80m) and to specify different noise levels for different activities, on the basis that the proposed noise sensitivity provisions are not consistent with best practice.</p> <p>I am supportive in principle of amendments to this rule, on the basis of Waka Kotahi's intent to have rules that are consistent with best practice, but would prefer Waka Kotahi to provide further evidential detail for the noise standards selected, noting that the changes requested would be inconsistent with the existing provisions in other zones of the PDP.</p> <p>With regard to the specific noise standards and notes below the table, the Council has not commissioned an expert to review these and request the submitter provide further information.</p> <p>Accordingly, at this time I cannot provide a recommendation and will review the submitter's evidence and seek further expert guidance if necessary.</p>
<u>Occupancy / activity</u>	<u>Maximum road noise level LA_{eq(24h)}</u>													
<u>Building type: Residential</u>														
<u>Sleeping spaces</u>	<u>40 dB</u>													
<u>All other habitable rooms</u>	<u>40 dB</u>													
<u>Building type: Education</u>														
<u>Lecture rooms/theatres, music studios, assembly</u>	<u>35 dB</u>													

halls	
Teaching areas, conference rooms, drama studios, sleeping areas	40 dB
Libraries	45 dB
Building type: Health	
Overnight medical care, wards	40 dB
Clinics, consulting rooms, theatres, nurses' stations	45 dB
Building type: Cultural	
Places of worship, marae	35 dB
<p>A report shall be submitted by a suitably qualified and experienced person to the council demonstrating compliance with this rule prior to the construction or alteration of any building containing an Activity Sensitive to Road Noise. The design road noise is to be based on measured or predicted external noise levels plus 3 dB.</p> <p>If windows must be closed to achieve the design noise levels in Table X, the building is designed, constructed and maintained with a mechanical ventilation system that:</p> <p>a. For habitable rooms for a residential activity, achieves the following requirements:</p> <ul style="list-style-type: none"> i. Provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code; and ii. is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and iii. provides relief for equivalent volumes of spill air; and iv. provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and v. does not generate more than 35 dB LAeq(30s) when measured 1 metre away from any grille or diffuser. <p>f. For other spaces, is as determined by a suitably qualified and experienced person.</p>	

49.5.47	Lighting and Glare	RD Discretion is restricted to effects of light and glare on amenity values, the transportation network and the night sky.	
	49.5.47.1		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.
	49.5.47.2		No activity in this zone 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.
49.5.47.3	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.		

Submitter	Amendments Sought	Comment
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That Rule 49.5.47 (Lighting and Glare) be amended to include ecological impacts as a matter of discretion, as shown below: RD Discretion is restricted to effects of light and glare on amenity values, the transportation network, ecological health , and the night sky.	I agree with the submitter and accept the change. Recommendation: <i>Accept the submission.</i>

49.5.48	Minimum floor to floor height in the Commercial Precinct The minimum floor to floor height of the ground floor of buildings shall be 4m.	D
49.5.49	Verandas in the Commercial Precinct 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.	RD Discretion is restricted to the effects on pedestrian amenity and the human scale of the built form

Submitter	Amendments Sought	Comment
#36 Fire and Emergency New Zealand	That rule 49.5.49 (Verandas in the Commercial Precinct) be amended, as follows: 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 except for emergency service facilities .	I do not agree with this change, as other PDP zones do not have specific provisions for these facilities, and the resource consent process can address any breach of the rule. Recommendation: <i>Reject the submission.</i>

49.5.50	Staging development to integrate with transport infrastructure		NC
	Development (except for utilities 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.		
	For the purposes of this rule, “completed” means when the works are physically completed and are able to be used for the intended purpose.		
	Sub-Area	Transport infrastructural works	
	B	Intersection on Lower Shotover Road at Spence Road Bus stops on State Highway 6, west of the Stalker Road intersection (one on each side of the State Highway 6) Pedestrian/ cycle crossing of State Highway 6 west of Stalker Road intersection	
	D	Intersection on State Highway 6 at Howards Drive Bus Stops on State Highway 6, west of Howards Drive intersection Pedestrian/ cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m)	

Submitter	Amendment sought	Comment
#55 Neil McDonald and Clarke Fortune McDonald & Associates	That the improvements to the active transport need to be completed and operational prior to development in a similar fashion to the intersections, bus stops and pedestrian / cycle crossings listed in Rules 49.5.10, 49.5.33, 49.5.50 & 49.5.56.	<p>Submitter #55 seeks inclusion of active transport need to be completed and operational prior to development. The requirement for an active travel link is specified for sub area H1 only.</p> <p>There are already other existing active transport network links within the wider locality which can be utilised. Additional links shown on the structure plan would be established as the zone develops in accordance with the structure plan and as internal roads and sites are designed. I consider this approach to be appropriate, particularly for a linear piece of infrastructure crossing multiple private land ownerships. As such I do not recommend including active travel in this rule.</p> <p>As I have noted above, I recommend the inclusion of the west bound dedicated bus lane within the required transport upgrades prior to development, and clarification amendments to the rule. Rule 49.5.50 is also required to be updated for consistency.</p> <p>Recommendation: <i>Reject the submission</i></p>
#55 Neil McDonald and Clarke	That Rule 49.5.50 (Staging development to integrate with transport infrastructure) is amended to re-word the exception made for	I addressed this submission in relation to Rules 49.5.10 and 49.5.33 above. For the reasons set out in those discussions I agree with the submission.

Fortune McDonald & Associates	"other physical infrastructure" so the exception doesn't apply to the transport infrastructure the rule is seeking to require	<p>As I have noted above, I recommend the inclusion of the west bound dedicated bus lane within the required transport upgrades prior to development, and clarification amendments to the rule. Rule 49.5.50 is also required to be updated for consistency.</p> <p>The wording change is included in the Recommended Provisions at Section 13.</p> <p>Recommendation: <i>Accept the submission.</i></p>				
#55 Neil McDonald and Clarke Fortune McDonald & Associates	That Rule 49.5.50 (Staging development to integrate with transport infrastructure) is amended to include "subdivision" as well as "development".	<p>Submitter #55 seeks clarifications to the rule to specify that it also applies to subdivision and to ensure that titles cannot be issued until the works have been completed.</p> <p>This is already the intention of the provisions that are included in Chapter 27, for subdivision. Notified Policy 27.3.24.6 states: "Avoid development where specific transport infrastructural works in Rules 49.5.10, 49.5.33, 49.5.50 and 49.5.56 have not been completed,....." and matter of discretion for subdivision 27.7.28.1(h) specifies that conditions will be imposed on subdivision consent requiring these works must be completed prior to certification under section 224(c).</p> <p>I consider this to be the appropriate framework, as it allows subdivision consent to be granted, with the works required to be completed prior to the land use (generating the demand) from occurring.</p> <p>Recommendation: <i>Reject the submission.</i></p>				
#73 Glenpanel Development Ltd	That Rule 49.5.50 (Staging development to integrate with transport infrastructure) is deleted.	<p>For the reasons set out in Section 11, Theme H, I disagree with the submitter.</p> <p>Recommendation: <i>Reject the submission.</i></p>				
#93 Sanderson Group and Queenstown Commercial Limited	<p>That Rule 49.5.50 (Staging development to integrate with transport infrastructure) be amended as follows:</p> <table border="1" data-bbox="383 1367 883 1824"> <thead> <tr> <th data-bbox="383 1367 516 1419">Sub Area</th> <th data-bbox="516 1367 883 1419">Transport Infrastructure</th> </tr> </thead> <tbody> <tr> <td data-bbox="383 1419 516 1824">B</td> <td data-bbox="516 1419 883 1824"> <p>Intersection on State Highway 6 at Howards Drive</p> <p>Bus stops on State Highway 6, west of Howards Drive intersection (one on each side of the State Highway 6)</p> <p>Pedestrian/ cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m)</p> </td> </tr> </tbody> </table>	Sub Area	Transport Infrastructure	B	<p>Intersection on State Highway 6 at Howards Drive</p> <p>Bus stops on State Highway 6, west of Howards Drive intersection (one on each side of the State Highway 6)</p> <p>Pedestrian/ cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m)</p>	<p>As discussed under Rule 49.5.33 above, the Key Crossing is one of the critical means of integrating the communities north and south of SH6, and should be retained in the list of infrastructure staging works required.</p> <p>As discussed in Section 11, Theme D (in relation to traffic effects) the Key Crossing is not dependent on the Pet Lodge owners developing their land as the Key Crossing lies fully within the SH6 corridor and not within any private land.</p> <p>Recommendation: <i>Reject the submission.</i></p>
Sub Area	Transport Infrastructure					
B	<p>Intersection on State Highway 6 at Howards Drive</p> <p>Bus stops on State Highway 6, west of Howards Drive intersection (one on each side of the State Highway 6)</p> <p>Pedestrian/ cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m)</p>					
#104 Waka Kotahi NZTA	That Rule 49.5.50 (Staging development to integrate with transport infrastructure) is	As discussed under Rule 49.5.33 above, these additions are accepted.				

	<p>amended to read:</p> <p>Sub-Area J – Appropriately upgraded intersection on State Highway 6 at Howards Drive.</p> <p>Sub-Area D – Safe pedestrian/cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/-40m)</p>	<p>As I have noted above, I recommend the inclusion of the west bound dedicated bus lane within the required transport upgrades prior to development, and clarification amendments to the rule. Rule 49.5.50 is also required to be updated for consistency.</p> <p>The wording change is included in the Recommended Provisions at Section 13.</p> <p>Recommendation: <i>Accept the submission.</i></p>
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49.5.51	<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> <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>
49.5.52	<p>Landscaped permeable surface</p> <p>At least 20% of the site shall comprise permeable surface.</p>	NC

Submitter	Amendment sought	Comment
#93 Sanderson Group and Queenstown Commercial Limited	That Rule 49.5.52 (Landscaped permeable surface) be deleted.	<p>The rule plays an important role in the arrangement of buildings and other impermeable surfaces within a site, and ensures the retention of permeable surface for amenity and stormwater purposes. I do not support its deletion.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That 49.5.52 be retained as notified, subject to inclusion of stormwater management in the Structure Plan.	<p>I agree with the submitter.</p> <p>Recommendation: <i>Accept the submission.</i></p>

Table 4	Standards for activities located within the Open Space Precinct	Non-compliance status
49.5.53	Development shall be consistent with the Structure Plan at 49.8.	NC

Submitter	Amendment sought	Comment
#93 Sanderson Group and Queenstown Commercial	<p>That Rule 49.5.53 (Development consistency with the Structure Plan) shall be amended as follows:</p> <p>Development shall be generally consistent with the Structure Plan at 49.8, with the</p>	<p>For the reasons set out in Section 11, Theme F, and above in relation to equivalent rules in the other Precincts, I disagree with the submission.</p> <p>Recommendation: <i>Reject the submission.</i></p>

Limited	exception of open space areas, parks, and the extent of the commercial area NC D	
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49.5.54	Building Height Building height shall not exceed 12m, except that the maximum height of lighting shall be 23m.	D
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Submitter	Amendments Sought	Comment
#36 Fire and Emergency New Zealand	<p>That Rule 49.5.54 (Building Height) be amended as follows:</p> <p>49.5.54 Building Height Building height shall not exceed 12m, except that the maximum height of lighting shall be 23m and the maximum height of emergency service towers and communication poles shall be 15m.</p> <p><i>Note: While the submission refers to Rule 49.4.54, the submitter has since confirmed in writing that this is an error and should be amended to read '49.5.54'</i></p>	<p>I have addressed this submission in relation to equivalent rules in the other Precincts, and for the same reasons I disagree with the submission.</p> <p>Recommendation: <i>Reject the submission.</i></p>

49.5.55	<p>Lighting and Glare</p> <p>49.5.55.1 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>49.5.55.2 No activity in this zone 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>49.5.55.3 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> <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. 				
49.5.56	<p>Staging development to integrate with transport infrastructure</p> <p>Development (except for utilities 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 border="1" data-bbox="381 1785 1149 1906"> <thead> <tr> <th>Sub Area</th> <th>Transport infrastructural works</th> </tr> </thead> <tbody> <tr> <td>J</td> <td>Intersection on State Highway 6 at Howards Drive Bus Stops on State Highway 6, west of Howards</td> </tr> </tbody> </table>	Sub Area	Transport infrastructural works	J	Intersection on State Highway 6 at Howards Drive Bus Stops on State Highway 6, west of Howards	NC
Sub Area	Transport infrastructural works					
J	Intersection on State Highway 6 at Howards Drive Bus Stops on State Highway 6, west of Howards					

	Drive intersection Pedestrian/ cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m)	
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Submitter	Amendments Sought	Comment		
#51 Gary Erving	That rule 49.5.56 (Staging development to integrate with transport infrastructure) be retained.	I agree with the submitter, for the various reasons set out in Section 11, Theme H, and in reliance on Mr Shields' evidence. Recommendation: Accept the submission.		
#55 Neil McDonald and Clarke Fortune McDonald & Associates	That the improvements to the active transport need to be completed and operational prior to development in a similar fashion to the intersections, bus stops and pedestrian / cycle crossings listed in Rules 49.5.10, 49.5.33, 49.5.50 & 49.5.56.	I have addressed this submission in relation to equivalent rules in the other Precincts, and for the same reasons I disagree with the submission. Recommendation: Reject the submission.		
#55 Neil McDonald and Clarke Fortune McDonald & Associates	That Rule 49.5.56 (Staging development to integrate with transport infrastructure) is amended to re-word the exception made for "other physical infrastructure" so the exception can't perceivably apply to the transport infrastructure the rule is seeking to require.	I have agreed with this addition in relation to the equivalent rules in the other precincts (Rule 49.5.10, 49.5.33 and 49.5.50) and likewise agree for this rule. Recommendation: Accept the submission.		
#55 Neil McDonald and Clarke Fortune McDonald & Associates	That Rule 49.5.56 (Staging development to integrate with transport infrastructure) is amended to include "subdivision" as well as "development".	I have addressed this submission in relation to equivalent rules in the other Precincts, and for the same reasons I disagree with the submission. Recommendation: Reject the submission.		
#86 Ministry of Education	That rule 49.5.56 (Staging development to integrate with transport infrastructure) be amended as follows: Development (except for utilities 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. For the purposes of this rule, "completed" means when the works are physically completed and are able to be used for the intended purpose.	Sub-Area J's principal (and possibly only) access will be from Howards Drive, for which the intersection upgrade is required as a pre-requisite to development, but could also be via the eastern roundabout / Sylvan Drive. However, it seems to me to be unnecessary for Sub-Area J to need both roundabouts to be constructed prior to its "development" (i.e. the creation of playing fields, building club-rooms etc) which would only need one access. I therefore do not agree with the submitter. Recommendation: Reject the submission.		
	<table border="1"> <thead> <tr> <th>Subarea</th> <th>Transport infrastructural works</th> </tr> </thead> <tbody> <tr> <td>J</td> <td>Intersection on State Highway 6 at Howards Drive Bus Stops on State Highway 6, west of Howards Drive intersection Pedestrian/ cycle crossing of</td> </tr> </tbody> </table>		Subarea	Transport infrastructural works
Subarea	Transport infrastructural works			
J	Intersection on State Highway 6 at Howards Drive Bus Stops on State Highway 6, west of Howards Drive intersection Pedestrian/ cycle crossing of			

	State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m) Eastern Roundabout on State Highway 6	
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49.5.57	Building Coverage The total maximum ground floor area of all buildings is 500m ² .	RD Discretion is restricted to: a. Building dominance; b. Design and integration of landscaping; c. The traffic effects associated with the additional building coverage.
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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:

49.6.1 Residential units pursuant to Rule 49.4.4, that comply with all standards.

49.6.2 Buildings for non-residential activities pursuant to Rule 49.4.17, that comply with all standards.

Submitter	Amendments Sought	Comment
#51 Gary Erving	That Rule 49.6 be retained as proposed but also include the residential design guide.	<p>#94 seeks that development in the HDR Precinct should be able to proceed non notified if compliant with standards. This is already achieved by reference to Rule 49.4.4, which applies to residential development in both the MDR and HDR Precincts.</p> <p>#99 supports retention of the ability for council to notify applications in Sub Area H2 – LDR Precinct. Residential development in the LDR that complies with standards would be permitted, so I consider the existing provision to retain notification for any breaches appropriate.</p> <p>In the case of #51, no residential design guides are proposed, and I do not support including such a guide.</p> <p>Recommendation: Accept the submissions in part insofar as no modifications to Rule 49.6 are</p>
#80 Koko Ridge Limited and Wayne Foley	That Rule 49.6 (non-notification) is retained as notified.	
#94 Winter Miles Airstream Limited	That Rule 49.6 be amended so that development compliant with the standards in the HDR precinct should be provided non notified consenting process.	
#99 Corona Trust	That the ability for the Council to serve notice (limited notification), publicly notify or decline resource consent applications in Sub-Area H2 of the LDZ precinct is	

	retained.	<i>required.</i>
#99 Corona Trust	That 49.6 is supported as it relates to Sub Area H2 of the LDR zone.	

49.7 Assessment Matters for Site and Building Design

49.7.1 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. Context and 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, 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; and
- (ii) Retains 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.

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) Orientates building frontages including entrances and windows to habitable rooms toward the street and adjacent public open spaces;
- (ii) Designs buildings on corner sites to emphasise the prominence of these sites and the opportunity to create landmark buildings
- (iii) Encourages 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; and
- (iv) Avoids facades fronting streets and open spaces that are blank or dominated by garages.

Submitter	Amendments Sought	Comment
#108 Milstead Trust	That 49.7.1.b (Assessment Matters for Site and Building Design) be amended by adding: v. Ensure that buildings respond to the interface between adjoining sites, encouraging a soft transition between building heights.	I have discussed this relief in Section 11, Theme N as it relates to heritage and the Glenpanel Precinct. I have recommended alternative wording and this is included in the Recommended Provisions in Section 13. Recommendation: <i>Accept in part</i>

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) Provides for outlook, sunlight and privacy through the site layout, and orientation and internal layout of residential units;
- (ii) Directly connects private outdoor spaces to the living spaces within the residential units;
- (iii) Ensures any communal private open spaces are accessible, usable and attractive for the residents

of the residential units

- (iv) Ensures the typologies and layouts of buildings proposed enable a balance of passive surveillance and privacy, including surveillance from ground floor level; and
- (v) Includes tree and garden planting particularly relating to the street frontage, outlook areas, boundaries, access ways, common spaces, and parking areas.

Submitter	Amendments Sought	Comment
#108 Milstead Trust	That 49.7.1.c (Assessment Matters for Site and Building Design) be amended by adding: v. Ensure that buildings respond to the interface between adjoining sites, encouraging a soft transition between building heights	I have addressed this submission above. Recommendation: <i>Accept the submission in part</i>

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) Integrates access in a way that is safe for all users, and offers convenient access for pedestrians to the street, any nearby parks or other public recreation spaces;
- (ii) Provides 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; and
- (iii) Provides 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) Addresses three waters infrastructure, in particular stormwater management.

Submitter	Amendments Sought	Comment
#36 Fire and Emergency New Zealand	That assessment matters 49.7.1 be amended as follows: 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: ... (v) Addresses whether the development provides for appropriate emergency access on/to the site including: <ul style="list-style-type: none"> • The extent to which access to the on -site firefighting water supply complies with SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice. • The extent to which developments provide for emergency service access 	The submitter seeks to ensure the provisions include suitably designed roading, access and parking that is adequate for emergency service vehicles, particularly in higher density areas. There are existing provisions within Chapter 29 (Transport) which address this issue and allow assessment through resource consents, including: <ul style="list-style-type: none"> • <i>Policy 29.2.2.1... (h) . provides adequate vehicle access width and manoeuvring for all emergency vehicles.</i> • Rule 29.5.16 (maximum gradient of access) which has a matter of discretion for “<i>Effects on the ability to provide adequate emergency vehicle access to the property/ properties</i>”. • Assessment matter 29.7.5.1 (f) (applicable to all RD activities for access, manoeuvring space, queuing space) also states “<i>...the provision of appropriate access for emergency vehicles...</i>” <p>It is not clear if the submitter has considered the</p>

	<p>including pedestrian accessways that are clear, unobstructed and well lit</p> <ul style="list-style-type: none"> • The extent to which wayfinding for different properties on a development are clear in day and night is provided. 	<p>effectiveness of these existing provisions.</p> <p>However, in any case I agree that access considerations are more important for high density development, and particularly where road width and parking areas are also reduced. I consider that some amendments could be made to Chapter 49 and Chapter 27, to highlight the need for consideration to emergency access design through land use and building design.</p> <p>Accordingly, I recommend alternative relief, including reference to emergency access design within:</p> <ul style="list-style-type: none"> • The matters of discretion for Rules 49.4.4 and 49.4.18, • The 'Assessment Matters for Site and Building Design' at 49.7.1(d) to consider provision for clear and unobstructed and visible emergency access. • The Assessment matters for subdivision, to provide for clear and unobstructed emergency access. <p>The wording changes are set out in the Recommended Provisions at Section 13.</p> <p>I consider these changes would be more effective in providing for health and safety.</p> <p>Recommendation: <i>Accept the submission in part.</i></p>
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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) Provides for views over, and passive surveillance of, adjacent public and publicly accessible private open spaces;
- (ii) Clearly demarcates boundaries of public and private space;
- (iii) Makes pedestrian entrances and routes readily recognisable; and
- (iv) 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, 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) 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) Supports indigenous biodiversity by providing a diversity of native vegetation species in the appropriate arrangement and location.

- (iii) Reduces operational water use through the inclusion of water efficient fixtures, and fittings, and onsite water retention and detention; and
- (iv) Includes the appropriate management of stormwater through water sensitive design and through the retention and treatment of stormwater, and integration with the stormwater network within the Zone.

Submitter	Amendments Sought	Comment
#44 Department of Conservation	That Assessment matters 49.7.1(f) be retained, as notified.	I agree with the submitter, noting that I support the additional changes sought by #100 and discussed below. Recommendation: <i>Accept the submission.</i>
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That the intent of assessment matter in 49.7.1.f is supported with an amendment linking to Kai Tahu values set out in 4.2.2.21 as follows: 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.f , in the areas of...	I addressed stormwater management and related ecological values in Section 11, Theme I above. For the reasons set out in that discussion, I agree with the modifications sought to these assessment matters. Recommendation: <i>Accept the submissions.</i>
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That 49.7.1.f be amended to strengthen the connection to BlueGreen Network outcomes as follows: ... (ii) Supports indigenous biodiversity by providing a diversity of native vegetation species in the appropriate arrangement and location and considering the form and functioning of ecological corridors.	
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That the Stormwater Management Principles from the Masterplan form part of the assessment, either by reference from clause (iv) as shown below, or inclusion as an appendix to the Zone. (iv) Includes the appropriate management of stormwater through water sensitive design and through the retention and treatment of stormwater, and integration with the stormwater network within the Zone, and gives effect to the Guiding Principles for Stormwater Management set out in the Te Pūtahi Ladies Mile Masterplan.	I agree with the submitter to the extent that the Guiding Principles can be brought into the assessment matters as I discussed in Section 11, Theme I. Recommendation: <i>Accept the submission.</i>

g. Accessibility

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

- (i) Provides a diversity of accessible housing types and associated common spaces (internal and external).

- (ii) Provides universal access to all buildings, where possible.
- (iii) Provides universal access to public open spaces.
- (iv) Provides universal access street design.
- (v) Provides universal access to transport infrastructure including active transport, public transport, and mobility parks.
- (vi) Achieves a target of 15% of the residential units meeting universal design standards as set out in NZS 4121:2001.

Submitter	Amendments Sought	Comment
<p>#105 Maryhill Limited</p>	<p>That 49.7 (Assessment Matters for Site and Building Design) be amended as follows:</p> <p>49.7.1 In considering whether or not to grant consent and/or impose conditions ...</p> <p>a. Context and character</p> <p>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:</p> <p>...</p> <p><u>(iii) Integrates with adjacent flanks of Slope Hill by transitioning from urban to rural and rural living densities.</u></p> <p>d. Access, parking and servicing</p> <p>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:</p> <p>...</p> <p>(ii) Provides for any parking areas and garages in a way that does not dominate the development, <u>Particularly particularly</u> when viewed from the street or other public open spaces; <u>including provision for underground parking and parking of bikes, cars, and scooters;</u> and</p> <p>...</p> <p>f. Sustainability and resilience</p> <p>Whether the development incorporates innovative design</p>	<p>I disagree with the submitter's addition of a new clause (a)(iii), in relation to integrating with the flanks of Slope Hill by transitioning from urban to rural lifestyle, because I do not support the submissions seeking rural lifestyle or other development in the slope Hill ONF. I discuss this at Section 11, Theme D (in relation to landscape issues) above.</p> <p>Recommendation: Reject the submission.</p> <p>In relation to the modification sought to clause (d)(ii), I disagree with the removal of the words 'or other public spaces' and consider views from reserves, walkways and cycleways are also important. I agree that underground parking and storage may be preferable, but there may be alternative screened solutions also. I recommend accepting the submission in part with alternative wording as below:</p> <p>when viewed from the street or other public open spaces; including a provision for underground or internal parking and parking storage of bikes, cars, and scooters where possible; and ...</p> <p>Recommendation: Accept in part the submission.</p> <p>In relation to the modification sought to clause (f)(v), the submitter does not provide reasoning for this relief, and I am not clear how the text requested relates to the theme of 'Sustainability and Resilience'. I therefore do not agree with the submission.</p> <p>Recommendation: Reject the submission.</p>

	<p>responses that are likely to create a benefit for the environment, 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:</p> <p>...</p> <p>(v) Accounts for the provision of open space, reserve areas or community facilities</p>	
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49.7.2 For any residential building in the High Density Residential Precinct containing 25 or more residential units, or for any building containing commercial, retail or educational activities:

- a. A travel demand management plan (Residential, Workplace or School Travel Plan), is to be prepared in conjunction with the Council, that includes:
 - i. An assessment of actual mode share of travel and operational and management measures to be implemented to reduce private vehicle trips;
 - ii. Key performance targets; and
 - iii. Monitoring and reporting methods.

Submitter	Amendments Sought	Comment
#104 Waka Kotahi NZTA	That Assessment Matter 49.7.2 is supported.	I agree with the submitters. Recommendation: Accept the submissions.
#80 Koko Ridge Limited and W Foley	That 49.7 (Assessment matters for site and building design) are retained as notified.	
#86 Ministry of Education	That 49.7.2 (Assessment Matters for Site and Building Design) be retained, as notified, noting specific support for the requirement for travel demand management plans.	

49.8 Structure Plan

Submitter	Amendments Sought	Comment
#22 Allan Meredith	That the Sylvan Street link is not appropriate.	The Sylvan Street link is an important component of the overall transport strategy, and is for use by motorised vehicles particularly for public transport. I therefore disagree with the submissions. Recommendation: Reject the submissions.
#22 Allan Meredith	That the Sylvan Street link should be only for non-motorised transport such as bikes and walking.	

#37 J & M Dobb	<p>That EITHER</p> <p>(a) The extent of the TPLMZ plan change be amended to include the upper terrace of 13 Ada Place, Lake Hayes Estate (Lot 275 DP 333981) as follows:</p> <ul style="list-style-type: none"> (i) Within the TPLMZ zoning map (ii) Within the Structure Plan extent (red line) (iii) Within the MDR Precinct (to align with the proposed Sub-Area on the northern side of the Ladies Mile) (iv) Within Sub-Area 'G' (to align with the proposed Sub-Area on the northern side of the Ladies Mile) (v) Subject to a 25m Building Restriction Area <p>OR</p> <p>(b) The upper and lower terrace be rezoned to Low Density Suburban Residential as per the adjoining Lake Hayes Estate and nearby Queenstown Country Club, subject to a 25m Building Restriction Area adjacent to the State Highway and over the embankment area.</p>	<p>These submissions seeking rezoning are addressed in detail in Section 12 above. The conclusion from that analysis is that the submission is not supported.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#37 J & M Dobb	<p>In relation to all planning maps as they relate to 13 Ada Place, Lake Hayes Estate, Lot 275 DP 333981, any consequential relief that is necessary or alternative zoning approaches to enable residential development of the upper terrace of 13 Ada Place.</p>	
#41 Shane Pratley	<p>That the maximum building height be amended to 12 m or 3 storeys in the high density residential and medium density residential areas.</p>	<p>Building height has been addressed in the evidence of Michael Lowe, Stu Dun, Bruce Harland and Steve Skelton. I rely on their collective expertise on this, and therefore disagree with the submission.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#44 Department of Conservation	<p>That the Structure Plan be amended to include consolidated stormwater management.</p>	<p>This is addressed in Section 11, Theme I above. The submission is supported.</p> <p>Recommendation: <i>Accept the submission.</i></p>
#45 Caithness Developments Limited	<p>That an active travel link through the submitter's site at 12 Stalker Road (located on the corner of Stalker Road and SH6 and legally described as Lot 4 DP 325561, Section 4-5 SO 485598) within the 25m BRA is within the control of the landowner, and this could be provided at the time of subdivision. This</p>	<p>I have addressed this submission also in Section 12 – Rezoning.</p> <p>The Structure Plan shows an Active Travel link within the state highway adjacent to the submitters site, and this is infrastructure required to be completed prior to development under Rule 49.5.10. It is not known if this could</p>

	requirement is accepted.	alternatively be provided through the BRA on the submitters site, however I consider the suggestion to be reasonable and a matter to be further investigated at the time of development. Recommendation: <i>Accept the submission, insofar as the active travel link shown on the notified structure plan is retained.</i>
#45 Caithness Developments Limited	That the proposed 25m Building Restriction Area is accepted on the submitter's site and provides a space for landscaping and active travel to connect to the bus stops west of Stalker Road.	As above. Recommendation: <i>Accept the submission, insofar as the BRA on the notified structure plan is retained.</i>
#45 Caithness Developments Limited	That the LDR Precinct be confirmed for the submitter's site, OR the submitter's site be excluded from the TPLMZ and re-zoned to Low Density Suburban Residential, as has occurred with the QCC.	I have addressed this submission also in Section 12 – Rezoning. The LDR Precinct is recommended to be retained. Recommendation: <i>Accept in part the submission insofar as it seeks confirmation of the notified LDR Precinct.</i>
#46 Shotover Country Limited	That the LDR Precinct be confirmed for the submitter's site located on the corner of Stalker Road and SH 6 (and legally described as Section 7 SO 485598), OR the submitter's site and land located within the LDR Precinct to the east of Stalker Road (Sub-Area 'I') be excluded from the TPLMZ and re-zoned to Low Density Suburban Residential.	I have addressed this submission also in Section 12 – Rezoning. The LDR Precinct is recommended to be retained. Recommendation: <i>Accept in part the submission insofar as it seeks confirmation of the notified LDR Precinct.</i>
#46 Shotover Country Limited	That the building restriction area as it relates to the submitter's site be reduced from 75m to 25m.	Mr Lowe, Mr Dun and Mr Skelton have addressed this and collectively recommend retaining the 75m setback on the south side of SH6. I rely on their opinions in this regard. Recommendation: <i>Reject the submission.</i>
#46 Shotover Country Limited	That the red dotted line that is shown on the Zoning Plan for the submitter's site be removed.	I am unsure what the red dotted line is for, and it should be removed. Recommendation: <i>Accept the submission.</i>
#46 Shotover Country Limited	That, in relation to the mapping of Lot 1 DP 510256, the LRD Precinct / Low Density Suburban Residential Zone boundary be aligned with the Sub-Area 'I' boundary.	Agree with the submitter. Recommendation: <i>Accept the submission.</i>
#47 R Burnell	That the Urban Growth Boundary not extend east of the Shotover Bridge	The UGB already encompasses Shotover Country Estate, Lake Hayes Estate, the QCC and other land east of the Shotover Bridge. The Variation proposes to extend it north across the TPLM land. I disagree with the submitter. Recommendation: <i>Reject the submission.</i>
#50 K Netzler	That the height of the complex is reduced to 13 metres.	Building height has been addressed in the evidence of Michael Lowe, Stu Dun and Steve Skelton. I rely on their collective expertise on

		<p>this, and therefore disagree with the submission.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#50 K Netzler	That the building restriction area is increased to 50 metres along State Highway 6.	<p>Taking into account the purpose of the BRA and Amenity Access area on the northern side of SH6, and the evidence of Mr Lowe and Mr Dun, I disagree with the submitter.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#51 G Erving	That the structure plan be retained.	<p>I agree with the submitter, subject to any modifications to the Structure Plan as a result of submissions.</p> <p>Recommendation: <i>Accept the submission.</i></p>
#65 W Stiven	That the Koko Ridge development/ land is not rezoned to medium density residential.	<p>The Koko Ridge property, in Sub-Area H2, is within the LDR Precinct.</p> <p>Recommendation: <i>Accept the submission.</i></p>
#71 GW & SE Stalker	That a 5 m height restriction is applied to the first row of buildings and improvements located on that part of 14 Lower Shotover Road (Lot 3 DP 438514 and Lot 201 DP 391412) that is within the proposed Ladies Mile Structure Plan, which adjoins the boundary of 70 Lower Shotover Road (Lot 5 DP 438514).	<p>I have addressed this submission in Section 12 – Rezoning and mapping changes.</p> <p>Mr Lowe recommends that the 8m height limit of the structure plan be wrapped along the entire Western edge of ‘Sub area A’. I agree with Mr Lowe.</p> <p>Recommendation: <i>Accept the submission in part, with alternative relief.</i></p>
#71 GW & SE Stalker	That an appropriate easement and physical connection to the boundary of 70 Lower Shotover Road (Lot 5 DP 438514) is provided for the purpose of supplying domestic water.	<p>I consider this is a matter to be considered and discussed between landowners, and is not a matter to be specified in the zoning provisions.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#71 GW & SE Stalker	That screen planting of a certain specification be required to be planted along the boundary of 14 Lower Shotover Road (Lot 3 DP 438514 and Lot 201 DP 391412) and 70 Lower Shotover Road (Lot 5 DP 438514) prior to development and that this be irrigated and maintained.	<p>Mr Skelton has reviewed the planting buffer in this location and recommends the width of the planting strip could be specified, in addition to its purpose and the types and heights of planting anticipated. He recommends a new rule as set out below requiring a width of 6m. I agree with this change as it would also provide for an additional setback of buildings from the adjacent WBRAZ.</p> <p>49.5.X Landscape buffer</p> <p><u>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 include:</u></p> <ul style="list-style-type: none"> • <u>a diverse range of 70% native species to enhance biodiversity values.</u> • <u>no less than 30% of planting which will reach a mature height of over 10 meters.</u> • <u>no less than 30% of planting which shall reach a mature height of over 4 meters.</u> • <u>the balance of the species can be shrubs and small trees which contribute to</u>

		<p>biodiversity and amenity values.</p> <p>Recommendation: Accept the submission in part, with alternative wording.</p>
#73 Glenpanel Development Ltd	That the expansion of the Urban Growth Boundary (UGB) is supported.	<p>I agree with the submitter to the extent of the UGB shift as notified.</p> <p>Recommendation: Accept the submission.</p>
#73 Glenpanel Development Ltd	That flexibility is enabled for the collector road or alternative roading and access connections which achieve positive outcomes	<p>The location of this road is shown on the Structure Plan, and is discussed by Mr Dun and Mr Lowe.</p> <p>Recommendation: Reject the submission.</p>
#73 Glenpanel Development Ltd	That the location of the Collector Road type A is opposed.	
#73 Glenpanel Development Ltd	That the layout of Open Space is opposed.	<p>Ms Galavazi discusses the Structure Plan. It provides for two Local Parks and one Community Park on the northern side of the SH that are centrally located and easily accessible, while also being connected by high quality walking and cycle networks. The location is consistent with the QLDC Parks and Open Spaces Strategy 2021 which requires that local parks are within 400m – 600m from residential areas.</p> <p>Ms Galavazi states that in order to ensure a cohesive network of open space and quality reserves, it is important that these are identified up front in the structure plan. This enables Council to strategically acquire the appropriately sized reserves in the appropriate locations.</p> <p>I rely on Ms Galavazi and recommend the notified layout of open space is retained. I note that any variation to this layout could be considered through the resource consent process.</p> <p>Recommendation: Reject the submission.</p>
#93 Sanderson Group and Queenstown Commercial Limited	That the community open space area be deleted from the Structure Plan (49.8) and the location, design and use of parks be assessed through the urban design review process.	<p>As above, the location of parks has been a component of the overall masterplanning for the structure plan, taking into account the relative locations of the residential precincts and commercial precincts. It is preferable to have the parks identified on the structure plan so that all landowners know their location and can plan accordingly, for example for locating higher density development adjacent or close by to the parks.</p> <p>Recommendation: Reject the submission</p>
#73 Glenpanel Development Ltd	That the requirement of the structure plan to retain trees is opposed	<p>The Structure Plan identifies an overlay of existing trees to be protected within the Glenpanel Precinct and along the existing access from the state highway. The trees on the site are not intended to be scheduled, and Mr Millar considers that the retention of trees assists in retaining a sense of</p>

		<p>place to the homestead.</p> <p>The context of the trees and their contribution (or otherwise) to the heritage values of the site should be considered as part of any redevelopment or alteration proposal. Accordingly, I consider the broader mapping approach to be appropriate.</p> <p>Recommendation: <i>Reject the submission</i></p>
#73 Glenpanel Development Ltd	That the Building Restriction Areas along SH6 are opposed	<p>The BRA have an important role in the overall amenity of the Zone, and a functional purpose for active transport and access, and I disagree with the submission.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#73 Glenpanel Development Ltd	That the maximum height in the Medium Density Precinct shown on the Ladies Mile Structure Plan – Building Heights be amended to 13 metres.	<p>The building height in the MDR Precinct is 13m, subject to the Building Heights plan. If the submitter is seeking a blanket 13m across the MDR Precinct, that is not supported, taking into account the evidence of Mr Lowe and Mr Skelton.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#77 Ladies Mile Property Syndicate	That, if the unformed legal road shown on the Ladies Mile Zoning Plan (north of the collector Type A road) is not included in the residential precincts as requested, the requirement to vest a new east to west road in the location prescribed in the Structure Plan - General Map is opposed.	<p>I addressed this issue in Section 12.</p> <p>The submitters seeks that the unformed legal road be zoned and included within the TPLM HDR Precinct. The unformed road is not zoned, as this is the approach applied consistently across the District and was confirmed during earlier stages of the PDP review for Chapter 29 – Transport. Section 29.3.2.2 of the Transport Chapter states:</p>
#93 Sanderson Group and Queenstown Commercial Limited	That the paper road should be zoned as either commercial or High Density Residential so that, if it is realigned as sought in the submission, it can be used for development through the usual resource consenting pathways.	<p><i>29.3.2.2 At the time a road is lawfully stopped under any enactment, the land shall no longer be subject to the provisions that apply to roads (Table 29.2 and Table 29.4) and the provisions from the adjoining zone (as shown on the District Plan web mapping application) apply from the date of the stopping. Where there are two different zones adjoining either side of the road, the adjacent zone extends to the centre line of the former road.</i></p>
#93 Sanderson Group and Queenstown Commercial Limited	That the Structure Plan (49.8) be amended such that the Collector Type A Road either results from the re-alignment of the paper road to the north, or is located over the existing paper road, which extends from the commercial precinct to Marshall Ave in the east.	<p>Accordingly, if the unformed road is legally stopped in future, it will be rezoned in accordance with the adjoining zone, being TPLM HDR Precinct. As this process has not occurred yet under other legislation, I consider it would be inappropriate to rezone the unformed road and I therefore disagree with this submission point.</p> <p>The submitters also request that, if the unformed legal road is not included in the residential precincts as requested, the requirement to vest a new east to west road in the location prescribed in the Structure Plan.</p>

		<p>Submitter #93 seeks that allowance to enable use of the existing paper road as the internal roading link.</p> <p>The submitter does not state reasons for this relief or suggest an alternative. I note that the provisions do not allow for variation in the location of the E-W collector road through the site, and this is intentional, as the position of the E-W collector is important to ensure retention of sufficiently sized land area and block sizes to the north, as well as to ensure an integrated outcome across multiple land ownerships.</p> <p>Any non-consistency with the structure plan for the location of this road can then be assessed as a NC activity via Rules 49.5.15 and 27.7.28.2.</p> <p>Mr Dun explains as follows:</p> <p><i>“The location of Collector Road A has been carefully considered to provide primary east west access through Te Pūtahi Ladies Mile. The collector road has not been aligned with the existing paper road as this is closer to Slope Hill and would result in narrower development parcels at the base of Slope Hill. Once the collector road is built there will be an opportunity close the paper road and for that land to be transferred to adjoining landowners. This would need to be agreed as between Council and the landowners”.</i></p> <p>I consider that there may be benefit in utilising the paper road as part of future development, but that this could not be confirmed until the time of development and that such an outcome is not prevented by the structure plan or provisions.</p> <p>Recommendation: <i>Reject the submissions.</i></p>
#80 Koko Ridge Limited and W Foley	<p>That, as an alternative to changing the provisions to provide for residential flats up to 70m² as a permitted activity in the LDR Precinct Sub-area H2, re-zone the Koko Ridge Land (legally described as Lot 1 DP 431492 and Lot 2 DP 325561*) as Lower Density Suburban Residential Zone.</p> <p><i>*: The submitter has confirmed in writing that the 'Koko Ridge Land' comprises that land legally described as Lot 1 DP 431492 and Lot 2 DP 325561.</i></p>	<p>I have addressed this submission in Section 12 – Rezoning and mapping changes.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#80 Koko Ridge Limited and W Foley	<p>That the Building Area Restriction on Sub-area H2 of the LDR precinct be retained at 25 m OR be reduced in width.</p>	<p>I have addressed this submission in Section 12 – Rezoning and mapping changes. Mr Low and Mr Dun discuss the widths of the BRA in their evidence and recommend this be retained at 25m.</p> <p>Recommendation: <i>Accept the submission, insofar as it relates to the retention of the notified BRA of 25m.</i></p>

#84 FlightPlan2050	That, in order to enable the civil emergency use of State Highway 6 along Ladies Mile by Hercules aircraft, restrict the height of plants within 30 m and 40 m of the centreline of State Highway 6.	I addressed this in Section 11, Theme M, and for the reasons set out there I do not agree with this submission. Recommendation: <i>Reject the submission.</i>
#85 No. 1 Hansen Road	That the maximum height limit of 24.5m and 6 storeys be retained.	Building height has been addressed in the evidence of Michael Lowe, Stu Dun, Bruce Harland and Steve Skelton. They do not recommend any changes to the notified heights mentioned by the submitter. Recommendation: <i>Accept the submission.</i>
#93 Sanderson Group and Queenstown Commercial Limited	That the commercial precinct shown on the zoning plan be increased in size to extend for the entire length of the north-south Structure Plan Road, as well as further to the east, as shown on the plan included with this submission as Appendix A OR That the rules be amended to enable greater flexibility for commercial, community and mixed-use activities within the residential precinct areas.	Ms Hampson has addressed this submission point commencing at her paragraph 138 and recommends that the Commercial Precinct not be increased in area. I rely on her expertise in this regard. Recommendation: <i>Reject the submission.</i>
#93 Sanderson Group and Queenstown Commercial Limited	That the extent of High Density Residential Zoning on Part Lot 1 DP 368875 is opposed and some provision should be made for stormwater disposal in this location.	I disagree with the submission because regardless of the Precinct, some land may still be necessary for stormwater management, and this would be identified through the comprehensive planning of the management system. Recommendation: <i>Reject the submission.</i>
#93 Sanderson Group and Queenstown Commercial Limited	That the Structure Plan - Building heights be amended such that the maximum building height within the red building height area be increased to a maximum of 32m (8 storeys).	Building height has been addressed in the evidence of Michael Lowe, Stu Dun, Bruce Harland and Steve Skelton. I rely on their collective expertise on this, and therefore disagree with the submission. Recommendation: <i>Reject the submission.</i>
#93 Sanderson Group and Queenstown Commercial Limited	That the Structure Plan, 49.8, be amended such that the 20m Amenity Access Area along the State Highway frontage of the Submitter's site (489 Frankton – Ladies Mile Highway, a 6.27 ha property legally described as Section 51, Part Section 45-46 and Part Section 50 Block III Shotover Survey District) is reduced to 10m.	I disagree with the submission as the purpose of the Amenity Access Area is for a consistent treatment of the area, including its width and uses. Recommendation: <i>Reject the submission.</i>
#94 Winter Miles Airstream Limited	That the provisions be amended to zone the land encompassing Collector Type A as legal road and provide for a land swap mechanism within the provisions.	The submitter seeks that the unformed legal road be zoned and included within the TPLM HDR Precinct. The unformed road is not zoned, as this is the approach applied consistently across the District and was confirmed during earlier stages of the PDP review for Chapter 29 – Transport. Section 29.3.2.2 of the Transport Chapter states: <i>29.3.2.2 At the time a road is lawfully stopped under any enactment, the land shall no longer be</i>

		<p><i>subject to the provisions that apply to roads (Table 29.2 and Table 29.4) and the provisions from the adjoining zone (as shown on the District Plan web mapping application) apply from the date of the stopping. Where there are two different zones adjoining either side of the road, the adjacent zone extends to the centre line of the former road.</i></p> <p>Accordingly, if the unformed road is legally stopped in future, it will be rezoned in accordance with the adjoining zone, being TPLM HDR Precinct. As this process has not occurred yet under other legislation, I consider it would be inappropriate to rezone the unformed road and I reject this submission point.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#94 Winter Miles Airstream Limited	That the variation be amended to support the establishment of a primary commercial precinct while refining the location of smaller scale commercial zoning across the Structure Plan, including the allowance of 5,000 sq m of commercial precinct on 499 Frankton – Ladies Mile Highway (Lot 2 DP 359142).	<p>I have addressed this submission point in other provisions above, and Ms Hampson addresses it at her paragraphs 192 – 197 and she considers that providing for additional centre land will dilute / disperse demand and foot traffic over two or more centres, which will have an adverse effect on the vitality and vibrancy of the Commercial Precinct.</p> <p>I agree with Ms Hampson’s assessment.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#94 Winter Miles Airstream Limited	That the land encompassing the variation is rezoned to urban and to enable high density urban development with 5,000 square m of land located within 499 Frankton – Ladies Mile Highway (Lot 2 DP359142) in the commercial precinct.	I have addressed this submission in Section 12 – Rezoning and mapping changes.
#99 Corona Trust	That the proposed intensification of the land shown as Sub-Area H2 in the LDR precinct of the Zone is opposed.	<p>I have addressed this submission in Section 12 – Rezoning and mapping changes.</p> <p>Recommendation: <i>Reject the submissions.</i></p>
#99 Corona Trust	That the land encompassing Sub-Area H2 is removed from the Variation	
#99 Corona Trust	That the structure plans are amended to include the extension of the no build area along the southern boundary of the Sub-Area H2, include the landscape buffer within this no build area, and impose the 5.5m height limit over the area shown as Sub-Area H2 on the structure plan.	
#99 Corona Trust	That the building restriction area on Sub Area H2 be extended along the southern boundary of the zone along the boundary of 53 Maxs Way, legally described as Lot 1 DP 325561 (the submitters land), with the exclusion of any buildings in this location.	

#99 Corona Trust	That the landscape buffer in the Ladies Mile Structure Plan - General be extended along the southern boundary of the zone along the boundary of the submitter's land (53 Maxs Way, legally described as Lot 1 DP 325561) with a requirement that the strip be planted with a mixture of native vegetation that grow and/or are maintained to a height of no greater than 6m.	
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That new rules be added to stage development to integrate with the provision of stormwater infrastructure as shown in (to be added to) the Structure Plan.	I addressed the stormwater issues in Section 11, Theme I. Recommendation: <i>Accept the submissions in part, with changes to the Chapter 49 and 27 provisions in relation to stormwater management.</i>
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That 49.8 be amended to incorporate an integrated stormwater management network in the Structure Plan, based on or similar to the April 2021 Masterplan version.	
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That 49.8 (the Structure Plan) be amended to clarify how nondevelopable areas will act as ecological or blue-green corridors	
#101 D Finlin	That the Zoning, Height and Structure Plans be merged together to avoid any contradictions between the plans, citing a lack of clarity or inconsistencies relating to the future of the unformed road that extends to the north of the submitter's land (21 and 25 McDowell Drive legally described as Part Section 49 and 54, Block III, Shotover Survey District and Lot 1 DP475308).	I consider that although having only one map would be more simple, that due to the level of information and mapping layers contained on the plans there would result in too much detail and the plan would become illegible. I recommend separate plans are retained. I have discussed the unformed road under other submission points. Recommendation: <i>Reject the submission.</i>
#101 D Finlin	That the Structure Plan, Zoning Plan, and Height Plan be amended to extend the Medium Density Residential precinct zoning to include all of the land owned by the submitter to the east of the proposed extent of the Variation.	This is addressed in Section 12 – Rezoning and mapping changes. Recommendation: <i>Accept the submission in part.</i>
#101 D Finlin	That the Medium Density Residential Precinct located on the eastern side of the submitter's land (21 and 25 McDowell Drive legally described as Part Section 49 and 54, Block III, Shotover Survey District and Lot 1 DP475308), (Sub Area G) be widened to a consistent width for the length of that boundary to ensure the land can be reasonably used and developed.	
#101 D Finlin	That the Open Space area in the northern	

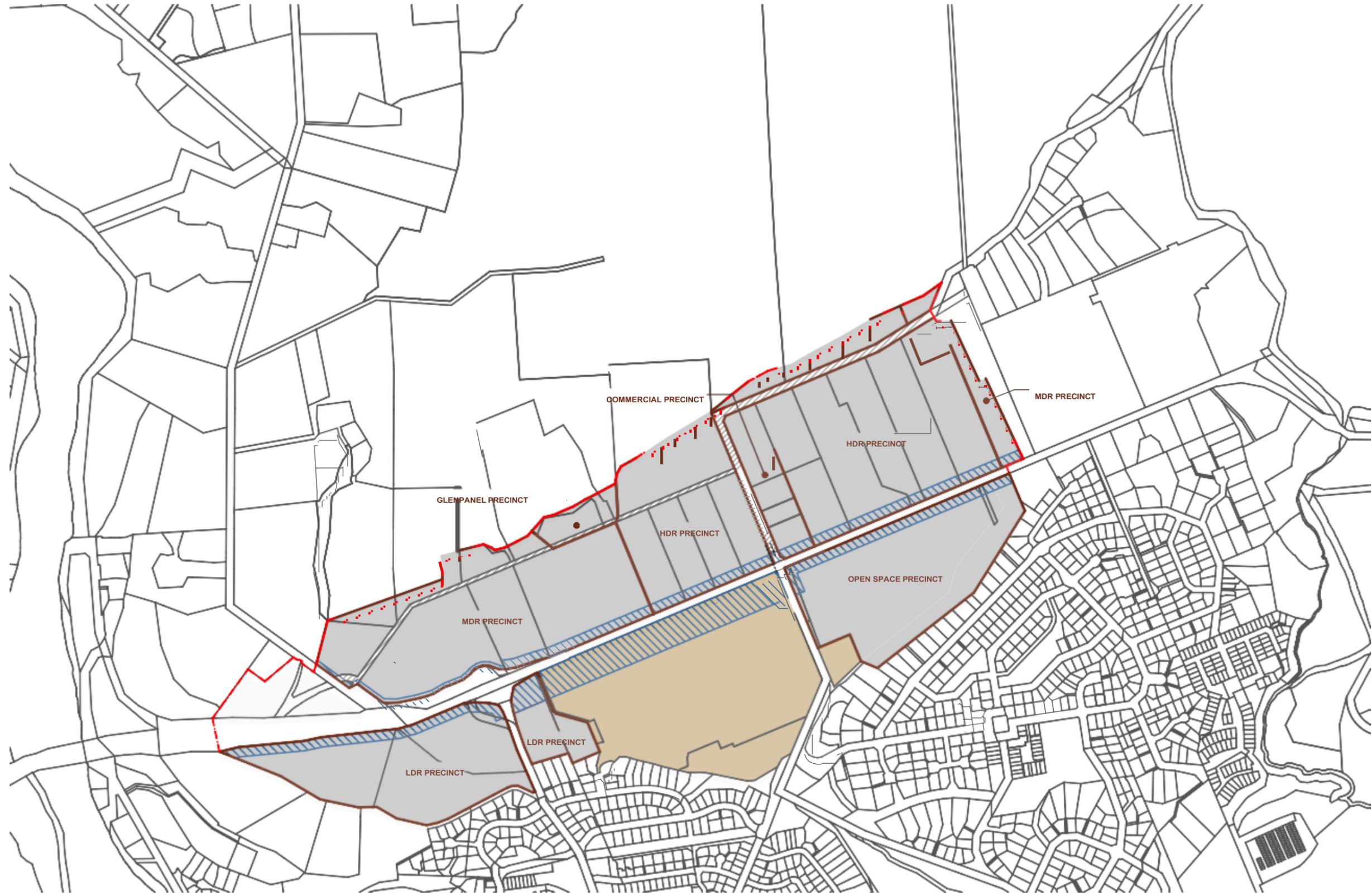
	corner of the submitter's land (21 and 25 McDowell Drive legally described as Part Section 49 and 54, Block III, Shotover Survey District and Lot 1 DP475308) be deleted from the Structure Plan, and that such open spaces be provided for through subsequent development proposals (Rule 49.5.15).	
#101 D Finlin	That if the land that is located to the east of the Variation that is within the submitter's ownership is not included in the Medium Density Residential precinct, then that land should offset all open space reserve requirement for development of the remainder of the submitters land.	
#102 A Reid	That the zoning proposed by the variation is supported, as notified.	I agree with the submitter. Recommendation: <i>Accept the submission.</i>
#103 T Allen	That the residential intensification of the Ladies Mile, comprising a range of residential densities, is supported.	I agree with the submitter. Recommendation: <i>Accept the submission.</i>
#104 Waka Kotahi NZTA	That 49.8 (Structure Plan) notes that the Structure Plan is indicative only.	I disagree with the submitter regarding the Structure Plan – the spatial items are “fixed” to the extent that NC consent would be required for changes outside the tolerances allowed in the rules. The road cross sections already states that the layout within the SH6 corridor are indicative. Recommendation: <i>Reject the submission.</i>
#104 Waka Kotahi NZTA	That State Highway 6 - illustrative Section and Plan should be clear that the cross section within the existing SH6 boundaries are indicative only.	
#105 Maryhill Limited	That the boundary and classification of the lower flanks of Slope Hill Outstanding Natural Feature be amended, noting this Outstanding Natural Feature is yet to be tested through the separate proposed landscape schedules process.	These points are addressed in Section 11, Theme D above, in relation to landscape effects, and with reference to Ms Gilbert's evidence. The ONF boundary within scope of the TPLM Variation. Recommendation: <i>Reject the submissions.</i>
#105 Maryhill Limited	That the developable land outside of the amended boundary of the Slope Hill Outstanding Natural Feature be included in the Masterplan and/ or rezoned for rural lifestyle or residential purposes as a transition or buffer to the residual farm land.	
#105 Maryhill Limited	That the Urban Growth Boundary and Variation Structure Plan boundary be amended to align with the amended Slope Hill Outstanding Natural Feature boundary.	
#102 A Reid	That the current Outstanding Natural Landscape line be moved up from the base of Slope Hill by approximately 10 -	

	50 m.	
#105 Maryhill Limited	That the policies requiring strict adherence to the Structure Plan are opposed	This has been addressed in relation to specific policies and rules regarding compliance with the structure plan. For the same reasons, I do not agree with any softening of the rules requiring adherence to the structure plan and the tolerances already built into those rules. Recommendation: Reject the submission.
#105 Maryhill Limited	That greater flexibility be allowed for in the design, size, and location of the public park within Sub Area C and otherwise allow flexibility to create smaller and more dispersed parks to assist in managing stormwater if a significant single park is to be pursued.	The specific details of the items required by the structure plan, including the parks, can be managed through the consenting process. A dispersal of smaller parks is not supported unless it is part of a wider, integrated stormwater management approach, as discussed in Section 11, Theme I. Recommendation: Reject the submission.
#105 Maryhill Limited	That some limited commercial activity be enabled within Sub-Area E (which is located in the south part of Lot 7 DP 463532 near the base of Slope Hill and is identified in Appendix D of the submission) for the establishment and use of a storage facility/ Storage Zone.	The existing provisions enable storage within residential units. Larger scale storage facilities, particularly those with outdoor yards for boats, equipment etc, are more appropriately located in business / industrial areas and not where commercial (town centre) and higher density residential activities are intended. Recommendation: Reject the submission.
#105 Maryhill Limited	That a potential location for a school zoning/ education area be identified/ indicated within Sub-Area C or otherwise provided for through enabling policy support. An indicative school site is shown on the north side of the State Highway in Appendix E of the submission.	The intention is to retain flexibility for school sites by adopting the RD status across the Zone, which is supported by MoE. Recommendation: Reject the submission.
#105 Maryhill Limited	That the boundary between the Glenpanel precinct and HDR precinct, Sub-Area C be amended in an easterly direction in the south-west corner of Lot 7 DP 463532 and as shown in Appendix F of the submission to reflect recent boundary changes approved by RM220050.	This is addressed [where] – and I agree with the slight change to the common boundary of the Precincts because it would enable more efficient development. Recommendation: Accept the submission.
#105 Maryhill Limited	That the minimum 2 storey overlay be removed from the Structure Plan and the associated requirements be deleted and/ or modified depending on the resolution of the minimum density relief sought elsewhere in the submission.	The minimum 2 storey overlay is along the northern frontage to SH6 and is an essential part of the strategy for an urbanised built form edge condition and a reduced speed, urban environment and setting, while presenting a high amenity frontage to SH6. Recommendation: Reject the submission.
#106 Queenstown Country Club Village Limited	That the proposed Building Restriction Area (and associated rules) be deleted from the Queenstown Country Club site (comprising the retirement village and commercial/ health complex located west	This is addressed by Mr Lowe, Mr Dun and Mr Skelton. Their evidence is that the building restriction area on the southern side of SH6 is supported. I agree, and therefore do not support the submission.

	of Howards Drive and described as Lot 1 and Lot 2 DP 531988).	Recommendation: <i>Reject the submission.</i>
#106 Queenstown Country Club Village Limited	That all structure plan references to trees/ landscaping on the Queenstown Country Club site (comprising the retirement village and commercial/ health complex located west of Howards Drive and described as Lot 1 and Lot 2 DP 531988) and the provisions seeking to retain or protect these trees and open spaces be deleted.	This is addressed by Mr Lowe, Mr Dun and Mr Skelton. Their evidence is that the provisions that have the effect of retaining the trees are supported. I agree, and therefore do not support the submission. Recommendation: <i>Reject the submission.</i>
#107 Anna Hutchinson Family Trust	That the area to the west of the notified Variation boundary shown in Figure 3 and Appendix A of the submission (and legally described as Part Section 62 Block III Shotover SD, Part Section 888R Block III Shotover SD, Part Section 62 Block III Shotover SD, Part Section 62 Block III Shotover SD, Lot 1 DP 17388, Lots 2 and 3 DP 310444, Lots 1, 2, 3, and 5 DP 516751, and Section 159 Block III Shotover SD) is included within the Urban Growth Boundary as shown in Attachment A to the submission.	This submission seeking rezoning of the land west of Lower Shotover Road is addressed in detail in Section 12 above. The conclusion from that analysis is that the submission is not supported. Recommendation: <i>Reject the submission.</i>

Te Pūtahi Ladies Mile Zoning Plan

1:10,000 @ A3
1:5,000 @ A1



- Key**
- Urban Growth Boundary Extension
 - Building Restriction Area
 - Te Pūtahi Ladies Mile Zone
 - Precinct
 - HDR High Density Residential
 - MDR Medium Density Residential
 - LDR Low Density Residential
 - Lower Density Suburban Residential Zone
 - Unformed Legal Road

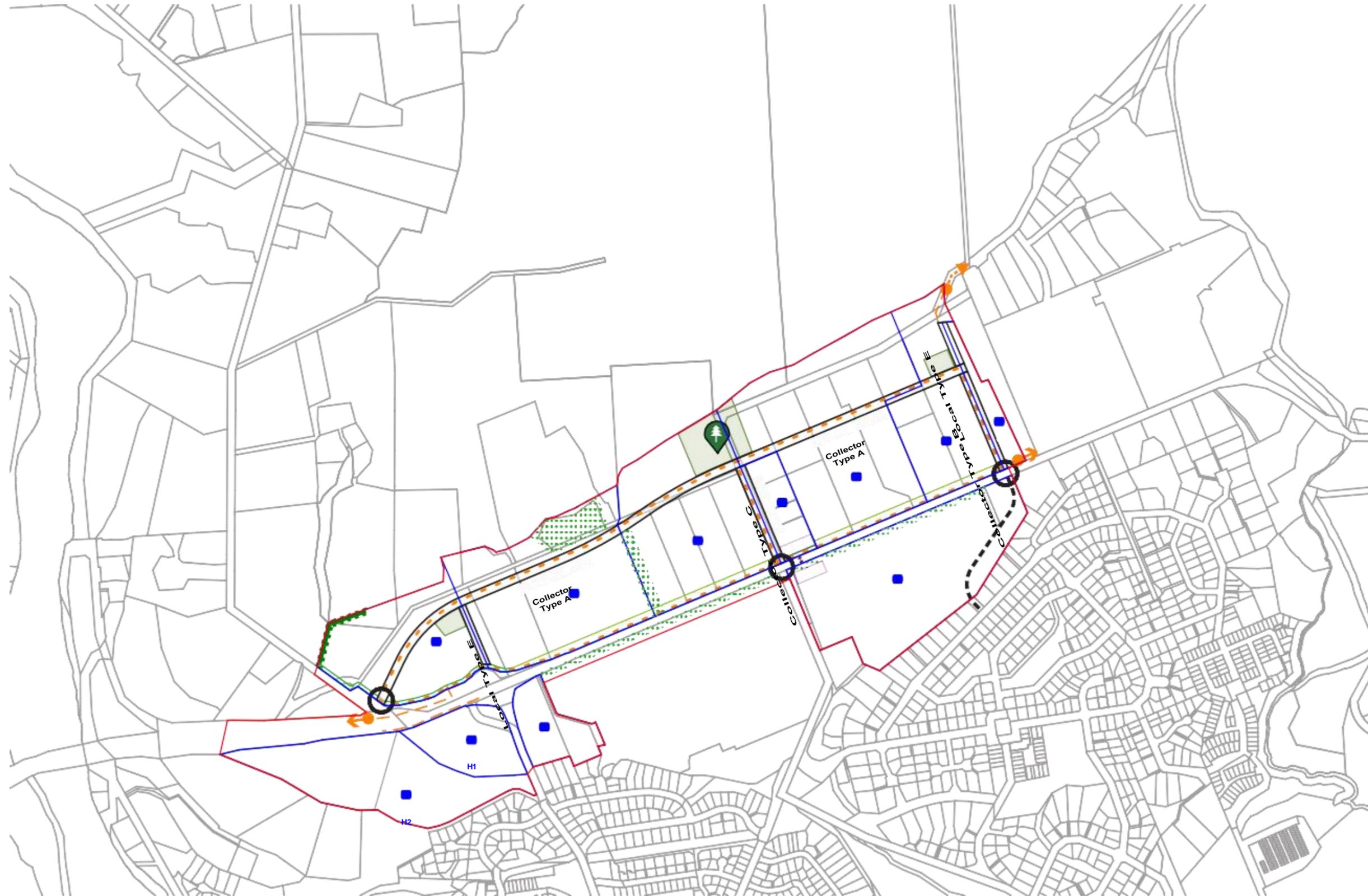
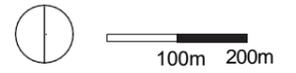


Te Pūtahi: Ladies Mile

Issue Date: 22.04.2022

Te Pūtahi Ladies Mile Structure Plan - General

1:10,000 @ A3
1:5,000 @ A1



- Key**
- Structure Plan Extent
 - Proposed Intersection
 - Structure Plan Roads
 - Road Link
 - Key Crossing
 - Crossing Curtilage Area Overlay
 - Major Active Travel Route
 - Active Travel Access Provision
 - Active Travel connection to existing routes
 - Potential future Active Travel link
 - Amenity Access Area 20m
 - Amenity Access Area 10m
 - Open Space
 - Community Park (1.5 - 2Ha)
 - Landscape Buffer
 - Sub-Area
 - Existing Trees to be retained

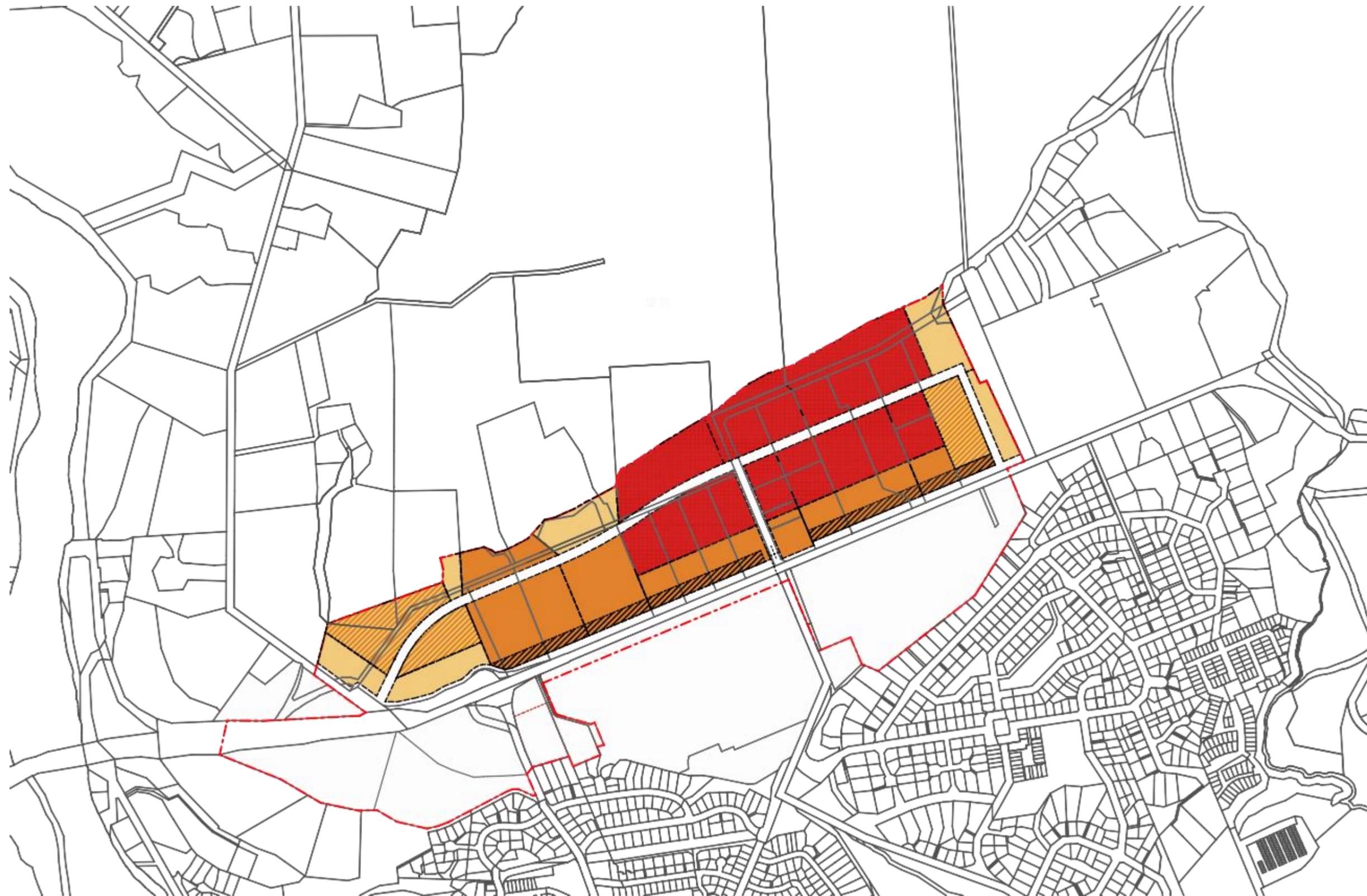


Te Pūtahi: Ladies Mile

Issue Date 02.05.2022

Te Pūtahi Ladies Mile Structure Plan - Building Heights

1:10,000 @ A3
1:5,000 @ A1
100m 200m



Key

- Structure Plan Extent
- 8m maximum
- 13m maximum
- min. 2 storey overlay
- max. 3 storey overlay
- 24.5m maximum (max. 6 storey)



Te Pūtahi: Ladies Mile

Issue Date: 09.06.2022

Te Pūtahi Ladies Mile Structure Plan - Roading Sections



STATE HIGHWAY 6 TYPICAL ROAD SECTION
SCALE 1:200m @ A3

0 2.5 5 7.5 10

- FOR DISCUSSION ONLY

AIC AIC 22-03-21

FOR DISCUSSION ONLY

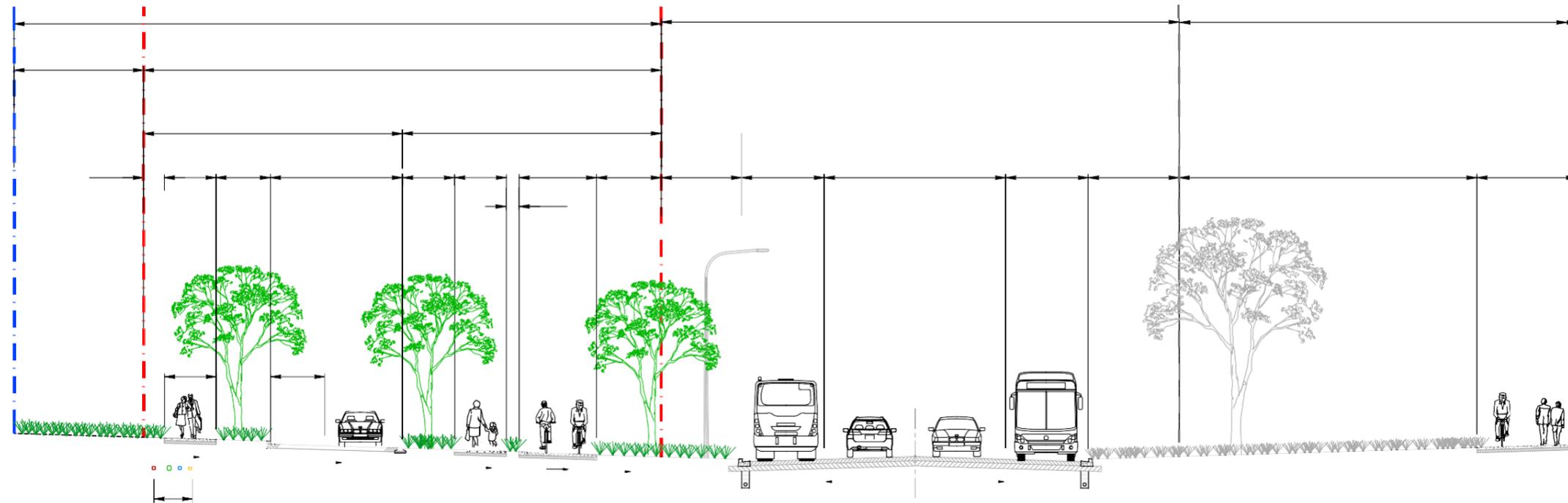
A PROPOSED WIDENING REMOVED

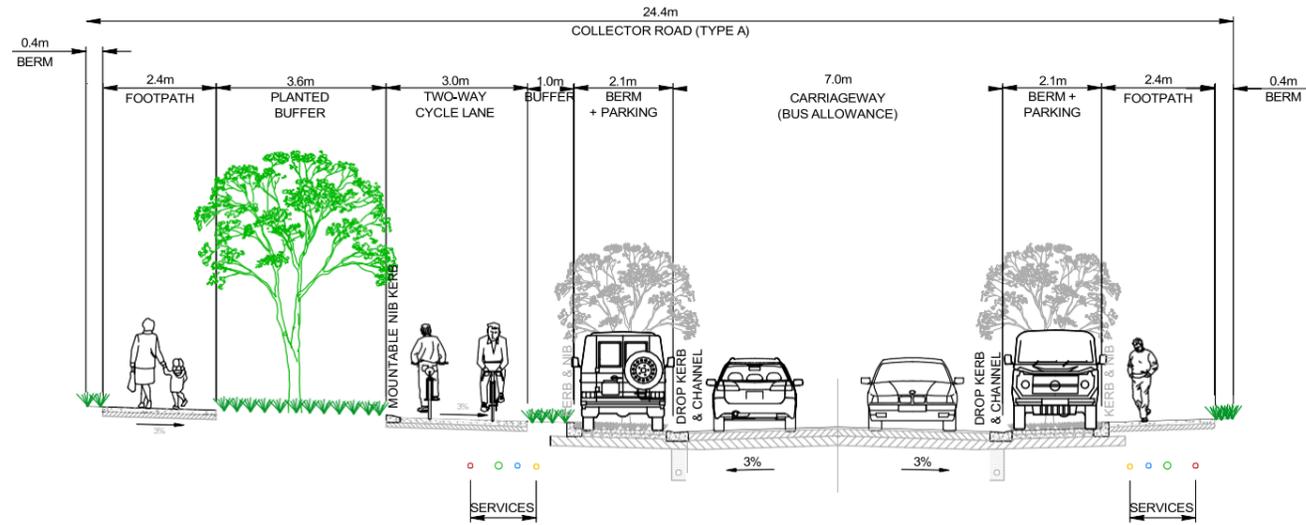
WJ BH 20-04-22

LADIES MILE
TYPICAL ROAD SECTION
(SHEET 1 OF 3)

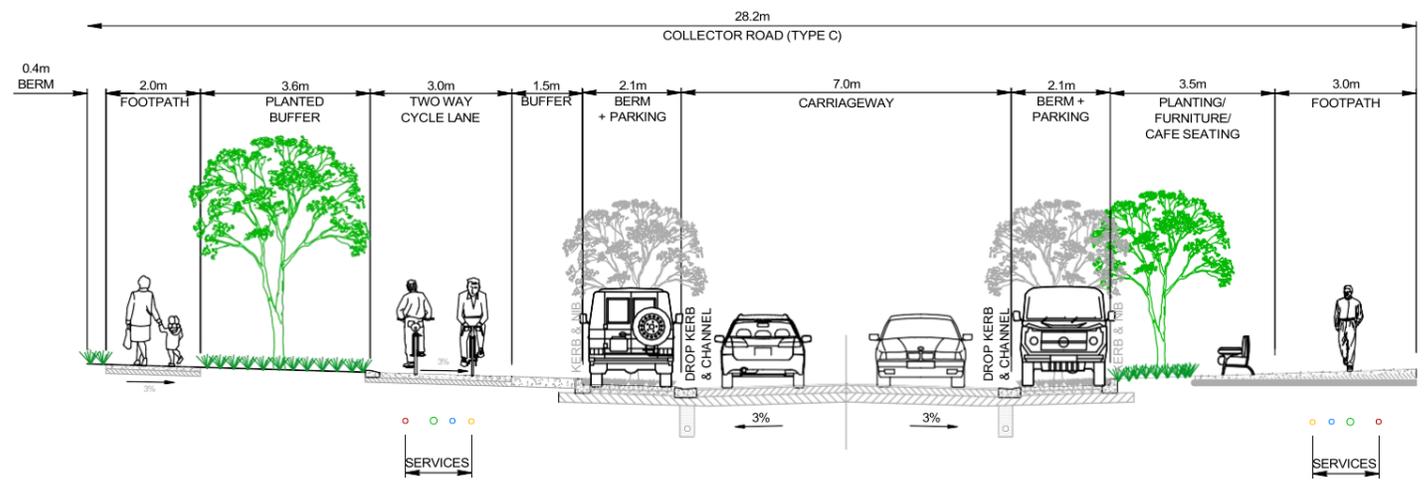
QUEENSTOWN LAKES
DISTRICT COUNCIL

DESIGN	APPROVED	SCALE
DRAWN AIC CHECK BH	BY BH DATE MAR 2021	1:200 @ A3
PROJECT NO. 1457	DRAWING NO. 3-500	REV. A





24.4m WIDE COLLECTOR ROAD TYPE A
SCALE 1:150m @ A3



28.2m WIDE COLLECTOR ROAD TYPE C
SCALE 1:150m @ A3

0 1.875 3.75 5.625 7.5

REV	DESCRIPTION	BY	APPVD	DATE
-	FOR DISCUSSION ONLY	AIC	AIC	22-03-21
A	ROAD WIDENED	WJ	BH	19-04-22

PROJECT

LADIES MILE

CLIENT

QUEENSTOWN LAKES

PURPOSE

FOR DISCUSSION ONLY

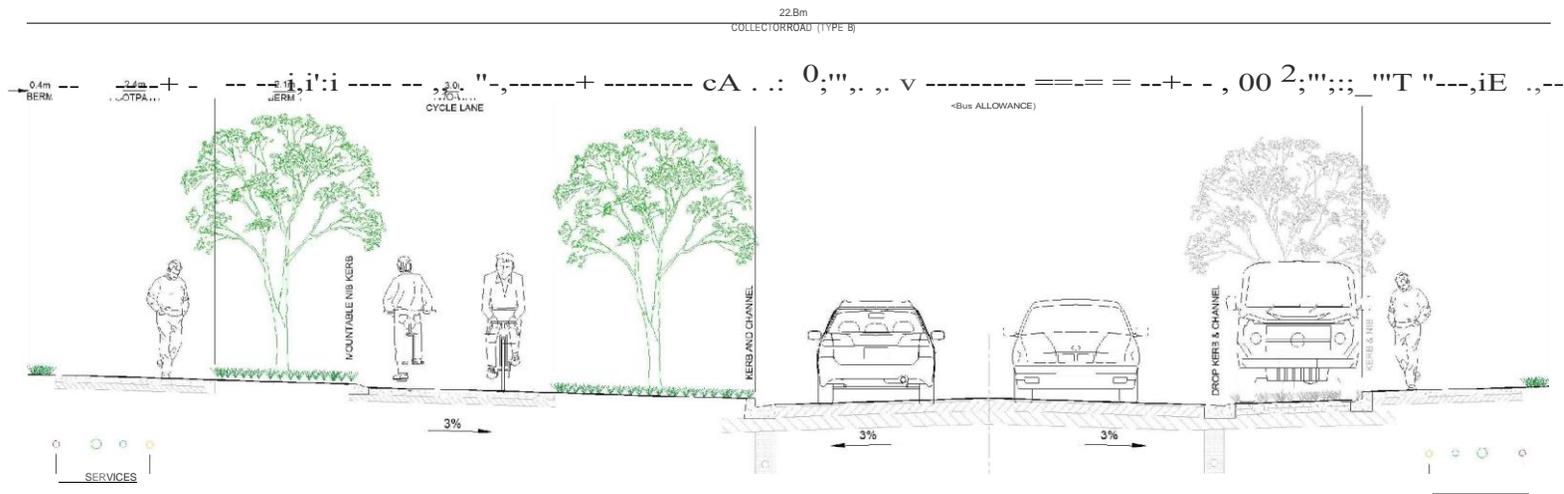
DESIGN APPROVED SCALE

TYPICAL ROAD SECTIONS
(SHEET 2 OF 3)

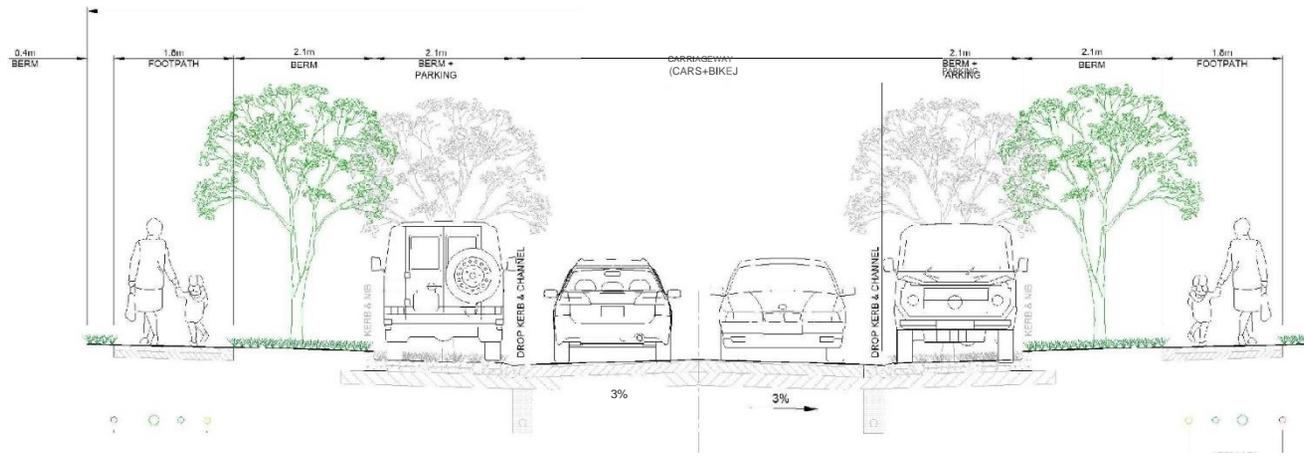
DISTRICT COUNCIL

DRAWN WJ	BY BH	1:150 @ A3
CHECK BH	DATE MAR 2021	
PROJECT NO. 1457	DRAWING NO. 3-501	REV. A





22.8m WIDE COLLECTOR ROAD TYPE B
SCALE 1:150m @A3



18.3m WIDE LOCAL ROAD TYPE E
SCALE 1:150m @A3

1.875 3.75 5.625 7.5

FOR DISCUSSION ONLY

AC AC 22.03.21

Cando
ENGINEERING FOR LIFE

PROJECT

LADIES MILE
TYPICAL ROAD SECTIONS
(SHEET 3 OF 3)

CLIENT

QUEENSTOWN LAKES
DISTRICT COUNCIL

PURPOSE

FOR DISCUSSION ONLY

DRAWN AIG APPROV:CD SCALE
BY BH 1:150@A3
UAR: MAK-11X11

1457 3-502

4 Urban Development

...

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, 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 affordable homes;
- c. a landscaped treatment of the edge of State Highway 6 to increase amenity for both road users and adjoining residential areas;

Submitter	Amendments Sought	Comment
#104 Waka Kotahi NZTA	That policy 4.2.2.21c is amended to read as follows: "A landscaped treatment <u>of the edge of adjoining</u> State Highway 6 to increase amenity for both road users and adjoining residential areas;"	I agree with the submitter as the landscaping treatment extends beyond just the "edge" of SH6. Recommendation: <i>Accept the submission.</i>

- d. integration of key roading north of the State Highway with existing intersections serving development south of the State Highway to encourage connectivity, including walking and cycling trips, between the south and north sides of the State Highway;
- e. reduced reliance on travel by private vehicle through promotion of public and active transport; and
- f. Ngāi Tahu values, including through:
 - i. Incorporating climate change mitigation and adaptation within design;
 - ii. Protecting 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. Preferring 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. Incorporating reference to Ngāi Tahu values in design where appropriate.

Submitter	Amendments Sought	Comment
#21 Nicole Fairweather	That Policy 4.2.2.21 is opposed.	I disagree with the submitter for the reasons set out in Section 10 and in many of the themes I addressed in Section 11. Recommendation: <i>Reject the submission.</i>
#36 Fire and Emergency	That Policy 4.2.2.21 be retained, as notified.	I agree with the submitters subject to the modifications to the policy, as discussed below.

New Zealand		Recommendation: <i>Accept the submission.</i>
#51 Gary Erving	That Policy 4.2.2.21 be retained.	
#86 Ministry of Education	That Policy 4.2.2.21 be amended as follows: 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....	Although education activities are covered by the generic definition of community activities, I agree with this change because it emphasises the importance of education activities in the TPLM Zone. Recommendation: <i>Accept the submission.</i>
#99 Corona Trust	That Policy 4.2.2.21 be amended as follows: Ensure that development within the Te Pūtahi Ladies Mile Zone provides for: ... (g) maintenance and enhancement of amenity values of adjoining rural living environments.	I have addressed this submission in Section 12 – Rezoning and mapping changes, and equivalent submissions within Chapter 49. I do not support the requested amendment. Recommendation: <i>Reject the submission.</i>
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That Policy 4.2.2.21 be amended as follows: ...f. Ngai Kāi Tahu values ...	I agree with this modification. Recommendation: <i>Accept the submission.</i>
#105 Maryhill Limited	That proposed new Policy 4.2.2.21 be amended as follows: 4.2.2.21 Ensure that development within the Te Pūtahi Ladies Mile Zone provides for: a. ... b. high and medium density residential development to enable diversity of housing choice through different typologies to contribute to increased supply of housing and / or affordable homes; c. a landscaped treatment of the edge of State Highway 6 to increase amenity for both road users and adjoining residential areas; ...	I agree with the submitter's change to clause (b) of the policy except for the addition of the word "or", as the intent of the zone (as expressed through the suite of objectives and policies) is to promote housing and affordability. I therefore support the following wording: 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; Recommendation: <i>accept the submission in part.</i> I disagree with the submitter's change to clause (c) as the landscaped treatment is intended to be for the benefit of users of the highway and the adjoining land uses. Recommendation: <i>Reject the submission.</i>

4.2.2.22 Avoid subdivision and development that does not achieve the residential density range required within the Medium and High Density Residential Precincts of the Te Pūtahi Ladies Mile Zone, to ensure a sufficient population to support viable public transport and social amenities.

Submitter	Amendments Sought	Comment
#51 G Erving	That Policy 4.2.2.22 (residential density) be retained.	I agree with the submitter. Recommendation: <i>Accept the submission.</i>
#77 Ladies Mile Property Syndicate	That Policy 4.2.2.22 either be deleted or amended as follows: “ Avoid s Subdivision and development that does not is encouraged to achieve the residential density range required within the Medium and High Density Residential Precincts of the Te Pūtahi Ladies Mile Zone, to ensure allow a sufficient population to support viable public transport and social amenities.”	In relation to the removal of the “avoid” intent of the policy and replacement with “encourage” I disagree with these submissions for the reasons set out in Section 11, Theme G above. In relation to #93’s rewording of the latter half of the policy, I disagree with the proposed wording as it removes the intent of the policy’s emphasis on public transport which is one of the key reasons for the density ranges in the MDR and HDR Precinct rules.
#93 Sanderson Group and Queenstown Commercial Limited	That Policy 4.2.2.22 be amended as follows: Avoid Encourage subdivision and development that does not to achieve the residential density range required anticipated within the Medium and High Density Residential Precincts of the Te Pūtahi Ladies Mile Zone, to ensure a sufficient population to support viable public transport and Transit Oriented Development, including cycling and walking as viable transportation modes, with the associated commercial, educational and social amenities.	Recommendation: <i>Reject the submissions.</i>
#99 Corona Trust	That the objectives and policies for chapter 4 (urban development) are amended to provide for the need to maintain and enhance amenity values of adjoining rural living environments.	I have addressed this submission in section 12 and also in relation to other similar points within chapter 49. I consider the notified objectives and policies to be sufficient to enable the appropriate level of consideration to amenity values of adjacent sites. Recommendation: <i>Reject the submission.</i>
#105 Maryhill Limited	That proposed new Policy 4.2.2.22 be deleted.	I disagree with the submitter for the reasons variously set out in Section 11, particularly under Theme G. Recommendation: <i>Reject the submission.</i>
#106 Queenstown Country Club Village Limited	That Policy 4.2.2.22 be deleted OR amended to exclude it from applying to any retirement village development or activity.	The policy only relates to the MDR and HDR Precincts, and not to the LDSRZ which is the proposed zoning for the submitter’s land. Recommendation: <i>Reject the submission</i>

25 Earthworks

...

25.5 Rules - Standards

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

Submitter	Amendments Sought	Comment
#106 Queenstown Country Club Village Limited	That the changes to the zone / earthworks provisions be deleted or amended in order to permit all earthworks on the Queenstown Country Club site (comprising the retirement village and commercial/ health complex located west of Howards Drive and described as Lot 1 and Lot 2 DP 531988).	The submitter does not provide any reasons or analysis of this request. I consider it would be inappropriate to provide a blanket permitted status for earthworks for this site, and if the PDP LDSR Zoning is accepted the site would be subject to the earthworks volumes and standards applicable for the notified LDSR Precinct. Recommendation: <i>Reject the submission</i>

27 Subdivision and Development

...

27.3 Location-specific objectives and policies

...

Te Pūtahi Ladies Mile Zone

27.3.24 Objective – Urban development comprising a mix of medium and high density housing, commercial centres, schools, parks and open spaces for active and informal recreation, and a network of walkways and cycleways, that:

- a) complements and 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 creates a community with a strong sense of place.**

Submitter	Amendments Sought	Comment
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That the intent of the objective is supported but the range of functions that parks and open spaces will achieve needs expanding to include stormwater management and ecological functions.	I discussed stormwater and ecological issues raised by submitters in Section 11, Theme I. Based on that discussion and the evidence of Mr Gardiner, Ms Prestidge and Ms Palmer, on which I rely, I agree with the submitter that the objective, and the associated policies and methods, should better reflect the role that open spaces can have in stormwater management and ecological functions (primarily as habitat for birds) in addition to, in a complementary way, active and informal recreation. Recommended wording of the provisions is set out in Theme I. Recommendation: <i>Accept the submissions in part.</i>
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That Objective 27.3.24 be amended as follows: Urban development comprising a mix of medium and high density housing, commercial centres, schools, parks and open spaces for active and informal recreation, along with acting as ecological corridors and areas for stormwater management , and a network of walkways and cycleways, that: ...	
#105 Maryhill Limited	That Te Pūtahi Ladies Mile Zone-specific Objective 27.3.24 be amended as follows: Objective – Urban development comprising a mix of medium, and high and low density housing, commercial centres, schools, parks and open spaces for active and informal recreation, and a network of walkways and cycleways, that: a) complements and 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 creates a community with a strong sense of place.	I disagree with the requested amendments as they seek to reduce the importance of elements of the structure plan which are required to achieve mode shift. Recommendation: <i>Reject the submission</i>

#106 Queenstown Country Club Village Limited	That Objective 27.3.24 and policies 27.3.24.6 and 27.3.24.7 be deleted or amended to exclude them from applying to any retirement village development or activity.	I have addressed this submission in Section 12 as well as other submission points within Chapter 49. It is noted that the QCC site has been zoned under the notified provisions as PDP – LDSRZ and would not be subject to the stated provisions in any case as it is not within the TPLM Zone. Recommendation: <i>Accept in part. No changes are recommended.</i>
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Policies

27.3.24.1 Require that subdivision and development is undertaken in accordance with the Te Pūtahi Ladies Mile Structure Plan (Schedule 27.13.19) to promote the integrated, efficient and co-ordinated location of activities, primary roading, key intersections, open spaces, green networks, and walkway / cycleway routes.

Submitter	Amendments Sought	Comment
#93 Sanderson Group and Queenstown Commercial Limited	That Policy 27.3.24.1 be amended as follows: Require that subdivision and development is undertaken in general 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, and walkway/ cycleway routes.	I have addressed this point in relation to submissions on the equivalent provision in Chapter 49. I do not agree with the requested amendment. Recommendation: <i>Reject the submission.</i>
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That Policy 27.3.24.1 be amended as follows: Require that subdivision and development is undertaken in accordance with the Te Pūtahi Ladies Mile Structure Plan (Schedule 27.13.19) to promote the integrated, efficient and co-ordinated location of activities, primary roading, key intersections, open spaces, blue-green networks, stormwater management and walkway / cycleway routes.	I discuss stormwater and ecology within Section 11, Theme I. For the reasons outlined in that section I agree with this submission (in part). Recommendation: <i>Accept the submission in part.</i>
#105 Maryhill Limited	That Policy 27.3.24.1 be amended as follows: 27.3.24.1 Require that Enable subdivision and development isto be undertaken generally in accordance with, or guided by , 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, and walkway / cycleway routes.	I do not support these changes as the wording suggested seeks to reduce the strength and weight of the structure plan in decision making. The notified wording is implemented by Rule 27.7.28.2 which identifies a NC status for subdivision that is inconsistent with the structure plan. Recommendation: <i>Reject the submission.</i>

27.3.24.2 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.

Submitter	Amendments Sought	Comment
#105 Maryhill Limited	That Policy 27.3.24.2 be amended as follows: 27.3.24.2 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.	The reasoning for this amended wording is not stated. I do not support removing reference to the Commercial and Glenpanel Precinct within the policy as these precincts are limited in size and are intended to support primarily commercial and community activities (and I have also recommended visitor accommodation be enabled in these areas). Recommendation: <i>Reject the submission.</i>

27.3.24.3 Require a range of open spaces and facilities including:

- a. Sports grounds (for active and informal recreation) and associated community activities;
- b. Local parks for informal recreation;
- c. A 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; and
- d. A 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.

Submitter	Amendments Sought	Comment
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That Policy 27.3.24.3 be amended as follows: Require a range of open spaces and facilities including: ... <u>e. _____ areas that function as ecological corridors and stormwater management areas, as part of a wider blue-green network</u>	I have discussed stormwater issues in Section 11, Theme I, and I support the relief. In addition, Ms Galavazi supports the relief. She states: <i>I have observed that increasingly public open spaces also need to accommodate stormwater services particularly as developable land becomes scarce and density increases. An integrated stormwater management approach supports connectivity to the natural environment and gives effect to Te Mana o te Wai and community wellbeing but it does place constraints on the land available for recreation infrastructure and use. As above, it is my opinion that sufficient land needs to be provided for a range of reserve types and experiences including recreation, ecology, and stormwater, to ensure a quality open space network.</i> I agree with Ms Galavazi, and consider that it is appropriate to provide a balance of open space land for all the necessary purposes, including recreation and stormwater.

		Recommendation: Accept the submission.
#93 Sanderson Group and Queenstown Commercial Limited	That Policy 27.3.24.3 be amended as follows: <u>Require Enable</u> a range of open spaces and facilities including: a. Sports grounds (for active and informal recreation) and associated community activities; b. Local parks <u>of varying sizes</u> for informal recreation; c. A 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; and d. A 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.	I do not support the submitters' amended wording as the word 'require' is aligned with the identification of such open spaces on the structure plan, and the provision of sufficient open space is important within the zone to provide a quality and well-functioning urban environment, whereby access to open space is even more important in high density areas. As outlined in the evidence of Ms Galavazi, the size and functions of parks will be guided by Councils QLDC Parks and Open Spaces Strategy 2021 and the related Future Parks and Provisions Plan, as such I do not consider it necessary to reference 'of varying sizes'. Recommendation: Reject the submission.
#105 Maryhill Limited	That Policy 27.3.24.3 be amended as follows: 27.3.24.3 <u>Enable the provision of Require</u> a range of open spaces and facilities including: a. Sports grounds (for active and informal recreation) and associated community activities; b. Local parks for informal recreation; c. A 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; and d. A coherent and consistent landscaped <u>setback interface with</u> adjacent to State Highway 6 (Amenity Access Area) that maintains the key elements of the gateway experience including significant views.	As above for #93, I do not support the submitters' amended wording as the word 'require' is aligned with the identification of such open spaces on the structure plan. I also do not support the removal of the words 'coherent and consistent' from sub clause d. as Mr Lowe, Mr Skelton and Mr Dun discuss the importance of the state highway frontage and desired character. I agree with them and consider that an integrated and consistent approach is necessary for achieving a high-quality urban environment with a pleasant network of public streets, walking and cycle corridors, and the words 'coherent and consistent' should be retained. Recommendation: Reject the submission

27.3.24.4 Require subdivision design to achieve a high quality of urban form by:

- a. Avoiding the creation of rear lots and cul-de-sacs unless walking and cycling links provide additional connections to streets;
- b. Encouraging a predominantly north-south street layout to achieve residential amenity through solar gain and improved visual connections to surrounding landscapes;

- c. Promoting a visual connection of development with State Highway 6 through legible frontages with good passive surveillance over the Amenity Access Area;
- d. Supporting visual links north to open spaces at the base of Slope Hill when viewed from the intersections on State Highway 6 shown on the Structure Plan, and views to The Remarkables from State Highway 6;
- e. Providing for integration with, and passive surveillance over, streets and public spaces;
- f. Within the Amenity Access Area shown on the Structure Plan, requiring continuous walkway and cycleway linkages and the passive surveillance of these, while avoiding continuous road access and parking; and
- g. Encouraging integrated applications for subdivision and land use for medium and high density residential development proposals.

Submitter	Amendments Sought	Comment
<p>#77 Ladies Mile Property Syndicate</p>	<p>That Policy 27.3.24.4 and other parts of the framework for subdivisions within the Ladies Mile Special Zone be amended to make specific provision for staged subdivisions creating vacant lots of 1,200m² or greater as a restricted discretionary activity; to make subdivisions creating lots of 1,200m² or greater subject only to Rule 27.5.7 and the TPLM Structure Plan; and to not require land use applications for apartment buildings to be submitted concurrently.</p>	<p>The provisions do not prevent staged subdivisions and these would be submitted under the same rule 27.7.28 as an RD subdivision, and there is no minimum lot size for the MDR and HDR Precincts. A staged subdivision for larger lots would require consideration against all the same provisions.</p> <p>Based on experience from other bulk lot/larger lot subdivisions, the Council has advised that at the bulk lot stage developers should be required to demonstrate serviceability, for the zoned, full development potential of all lots created.</p> <p>I consider that it would be helpful to indicate this requirement within the provisions and I therefore recommend a new Assessment Matter 27.9.8.1(f), as follows (or wording that would have the same effect):</p> <p><u>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:</u></p> <ul style="list-style-type: none"> a. <u>Provision for access approvals or legal instruments necessary for the provision of infrastructure services to the bulk lots;</u> b. <u>Methods to integrate with existing or adjacent development sites;</u> c. <u>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.</u> <p>I also note that the provisions do not require land use and subdivision to be submitted together, although this is encouraged under clause g. of the</p>

		assessment matter to enable the lot and building design to be considered together. Recommendation: <i>Accept the submission in part, as it relates to including specific provision for staged subdivisions creating larger lots.</i>
#105 Maryhill Limited	That Policy 27.3.24.4 be amended as follows: Require subdivision design to achieve a high quality of urban form by: ... d. Supporting visual links north to open spaces at the base of Slope Hill when viewed from the intersections on State Highway 6 shown on the Structure Plan, and views to The Remarkables from State Highway 6; e. ...	The submitter does not explain the reason for this amendment. I do not support this relief as the structure plan details a large community park at the base of Slope Hill. I consider it is more broadly intended to apply to the Slope Hill ONF, and I recommend a clarification amendment, as follows: d. Supporting visual links 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, and views to The Remarkables from State Highway 6; Recommendation: <i>Accept the submission in part.</i>

27.3.24.5 Provide for a safe and efficient transport network that:

- a. Avoids new access onto the State Highway other than the intersections shown on the Te Pūtahi Ladies Mile Structure Plan (Schedule 27.13.19);
- b. Ensures that public transport and waste collection can be efficiently and effectively provided within the roading network;
- c. Integrates key roads north of the State Highway with existing and planned intersections serving development south of the State Highway, and provides safe pedestrian and cycleway crossings of the State Highway, to encourage connectivity between the south and north sides of the State Highway;
- d. Ensures 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. Prioritises the safe and efficient movement of walking, cycling, and public transport routes over private vehicular use.

27.3.24.6 Avoid development where specific transport infrastructural works in Rules 49.5.10, 49.5.33, 49.5.50 and 49.5.56 have not been completed, unless it can be demonstrated that development will avoid future and cumulative adverse effects from additional traffic movements on State Highway 6.

Submitter	Amendments Sought	Comment
#104 Waka Kotahi NZTA	That Policy 27.3.24.6 (is amended to read as follows: "Avoid development where specific transport infrastructural works in Rules 49.5.10, 49.5.33, 49.5.50 and 49.5.56 have not been completed, unless it can be demonstrated that development will avoid future and cumulative adverse effects from additional traffic movements on State Highway 6. "	Mr Shields has considered this amendment and agrees with it, to further ensure the intent of the policy, and to avoid the potential for proposals that may individually be able to demonstrate avoidance of adverse effects but cumulatively will not avoid future adverse effects. Recommendation: <i>Reject the submission.</i>

<p>#77 Ladies Mile Property Syndicate</p>	<p>That Policy 27.3.24.6 is amended as follows or similar: Avoid <u>Do not allow</u> development where specific transport infrastructural works <u>identified for Sub Areas A-I</u> in Rules 49.5.10, 49.5.33, 49.5.50 and 49.5.56 have not been completed <u>for their respective Sub Area</u>, unless it can be demonstrated that development will avoid future and cumulative adverse effects from additional traffic movements on State Highway 6.</p>	<p>I have discussed infrastructure staging rules within Section 11, Theme H. I do not support removal of the words 'avoid' as requested by these submitters, as the use of the word 'avoid' indicates the intended certainty of the rule and the importance of these upgrades being in place to manage traffic effects.</p> <p>I consider the other amendments specified in submission #77 add further clarification to the rule and should be accepted, as set out below:</p> <p>Avoid development where specific transport infrastructural works <u>identified for Sub Areas A – I</u> in Rules 49.5.10, 49.5.33, 49.5.50 and 49.5.56 have not been completed <u>for their respective Sub Area(s)</u>, unless it can be demonstrated that development will avoid future and cumulative adverse effects from additional traffic movements on State Highway 6.</p> <p>Recommendation: <i>Reject submissions 104, 93, 195</i></p> <p>Recommendation: <i>Accept in part submission 77</i></p>
<p>#93 Sanderson Group and Queenstown Commercial Limited</p>	<p>That Policy 27.3.24.6 be amended as follows: Avoid <u>Only enable</u> development where specific transport infrastructural works in Rules 49.5.10, 49.5.33, 49.5.50 and 49.5.56 have not been completed, unless if it can be demonstrated that development will avoid <u>minimise</u> future and cumulative adverse effects from additional traffic movements on State Highway 6.</p>	
<p>#105 Maryhill Limited</p>	<p>That Policy 27.3.24.6 be amended as follows: Avoid<u>Require</u> development where specific transport infrastructural works in Rules 49.5.10, 49.5.33, 49.5.50 and 49.5.56 have not been completed, unless it can be demonstrated that development will to <u>minimise</u> avoid future and cumulative adverse effects from additional traffic movements on State Highway 6.</p>	

27.3.24.7 Require the design of stormwater management systems to avoid stormwater discharges to Lake Hayes and avoid the adverse effects of discharges to the Shotover and Kawarau Rivers, the State Highway network, and groundwater resources.

...

Submitter	Amendments Sought	Comment
<p>#21 Nicole Fairweather</p>	<p>That Chapter 27 (subdivision and development) is opposed</p>	<p>I disagree with the submission, and consider that the TPLM provisions for Chapter 27 are appropriate, subject to certain modifications.</p> <p>Recommendation: <i>Reject the submission.</i></p>
<p>#50 Kim Netzler</p>	<p>That QLDC ensure there is no run-off into Lake Hayes or the rivers.</p>	<p>I have discussed stormwater in Section 11, Theme I. There is already significant runoff from Slope Hill that in some circumstances is into Lake Hayes, with adverse effects from sedimentation, including from rural land within the TPLM area. The TPLM Variation will not change that and it</p>
<p>#100 Te Rūnanga o Ngāi Tahu,</p>	<p>That Policy 27.3.24.7 be retained as notified.</p>	

Papatipu Rūnanga		<p>may not be feasible be able to completely avoid runoff into Lake Hayes in higher rainfall events. However, the Variation provides the opportunity to better manage that runoff.</p> <p>The Guiding Principles for stormwater management include reference to avoiding “direct” discharge to the lake, which is appropriate because there is intervening land between TPLM land and the lake, which accommodates TPLM runoff (including from Slope Hill).</p> <p>My recommended wording of the policy is:</p> <p>27.3.24.7 Require the design of stormwater management systems to avoid <u>direct</u> stormwater discharges to Lake Hayes and avoid the adverse effects of discharges to the Shotover and Kawarau Rivers, the State Highway network, and groundwater resources <u>and to neighbouring sites.</u></p> <p>Recommendation: <i>Reject the submissions.</i></p>
#105 Maryhill Limited	<p>That Policy 27.3.24.7 be amended as follows:</p> <p>Require the design of stormwater management systems to avoid stormwater discharges to Lake Hayes and avoid the adverse effects of discharges to the Shotover and Kawarau Rivers, <u>and</u> the State Highway network, and groundwater resources and prevent stormwater runoff to neighbouring sites.</p>	<p>I do not consider this modification is necessary as avoiding discharges to adjacent sites may not always be possible particularly if such runoff is already existing.</p> <p>Recommendation: <i>Reject the submission</i></p>

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
...		
Te Pūtahi Ladies Mile Zone	<u>Low Density Residential Precinct</u>	450m ²
	All other Precincts	<u>No minimum</u>

Submitter	Amendments Sought	Comment
#103 T Allen	That the provisions be amended to provide for a mix of lot sizes and a density of one dwelling per 250m ² in Low Density Residential Precinct H2.	<p>Submitters #80 and #103 submitted on Rule 49.5.1 seeking the density be reduced for the LDR Precinct to 1 unit per 350m² and 250m² respectively.</p> <p>I have commented on these submissions in relation</p>

#80 Koko Ridge Limited and W Foley	That there is no maximum residential density standard OR that the maximum residential standard is 350m ² per residential unit and that the non-complying activity status for a breach of the density standard be amended.	to that rule and note that Ms Fairgray considers that the PDP LDSR minimum site size of 300m ² is likely to be more appropriate in this location and consistent with the intended pattern of development. Have recommended amending rule 49.5.1 to specify a residential density of 1 unit per 300m ² within the LDR Precinct, on the basis that density limits under Rule 49.5.11 would restrict total unit numbers, and a smaller lot size would not make any difference to that but would allow more flexibility in the arrangement of the lots; and allow for more variety. I consider these submissions on density are also relevant to the minimum lot size. I therefore recommend a consequential amendment to modify the minimum lot size for the LDR Precinct to 300m ² . Low Density Residential Precinct – 450 300m ² Recommendation: Accept the submission.
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27.7 Zone – Location Specific Rules

Zone		Activity Status
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 27.13.19 Te Pūtahi Ladies Mile Zone). ...	C
...
27.7.28	<p><u>Te Pūtahi Ladies Mile Zone</u></p> <p><u>27.7.28.1 Subdivision of land within the Te Pūtahi Ladies Mile Zone</u></p> <p><u>Discretion is restricted to:</u></p> <ul 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> <ul 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;</u> ii. <u>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;</u> iii. <u>Three waters infrastructure, including the retention and treatment of stormwater, and integration with the stormwater network within</u> 	RD

Zone		Activity Status
	<p style="text-align: center;"><u>the Zone;</u></p> <ul style="list-style-type: none"> c. <u>how the subdivision design will enable the achievement of the minimum residential density requirements set out in the relevant Zone provisions;</u> d. <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> e. <u>within Sub-Areas B and C, the impact of development on existing established trees identified on the Structure Plan;</u> f. <u>within Sub-Area A, the establishment of the "Landscape Buffer Area" shown on the Structure Plan, and the methods to ensure it is maintained in perpetuity;</u> g. <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> h. <u>Transport infrastructural works to be established to support alternatives to private vehicle use, including the imposition of conditions requiring that the relevant transport infrastructural works as identified in Rules 49.5.10, 49.5.33, 49.5.50 and 49.5.56 be completed prior to certification under section 224(c).</u> i. <u>Within the Crossing Curtilage Area Overlay shown on the Structure Plan, the integration of the subdivision layout and potential future development with the Key Crossing.</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 or tenants, and any methods (including by way of consent notices on the titles to be created, or other instrument) to ensure such diversity.</u> 	
	<p><u>27.7.28.2 Subdivision that is inconsistent with Structure Plan in 27.13.19, except as set out in Rule 27.7.28.3 and for the following:</u></p> <ul style="list-style-type: none"> a. <u>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.</u> b. <u>The location where Collector Road Type C intersects with State Highway 6 may be varied by up to 20m to integrate with this intersection</u> c. <u>the location of the Key Crossing shown on the Structure Plan may be varied by up to 30m.</u> 	<u>NC</u>

Zone		Activity Status
	<p><u>27.7.28.3</u> Within the Amenity Access Area, development shall be consistent with the “State Highway 6 Typical Road Section” in the Structure Plan in 27.13.19.</p>	<p>RD Discretion is restricted to:</p> <ul style="list-style-type: none"> a. Integration between, and passive surveillance of, walkway and cycleway linkages; b. Consistency of landscaping and pathway treatments throughout the Amenity Access Area; c. Connectivity of any access or road.

Submitter	Amendments Sought	Comment
#36 Fire and Emergency New Zealand	That Rule 27.7.28.1 (Subdivision of land within the Te Pūtahi Ladies Mile Zone) be retained, as notified.	I agree with the submitter subject to the amendments I have recommended in relation to other submission points in this Rule. Recommendation: <i>Accept the submission.</i>
#44 Department of Conservation	That an additional matter of discretion be inserted into Rule 27.7.8.1 as follows, or wording to like effect: “x. ecological and natural values”	Ecological and natural values are already included in the matters of discretion at Rule 27.5.7 (l), and I do not consider the wording needs to be repeated. Recommendation: <i>Reject the submission.</i>
#55 Neil McDonald & Clarke Fortune McDonald & Associates	That the discretionary assessment matter listed in Rule 27.7.28.1(h) is amended to include the improvements to the active transport listed in the Transportation Strategy.	I have addressed this in relation to Rule 49.5.50. Recommendation: <i>Reject the submission</i>
#73 Glenpanel Development Ltd	That any reference to trees on private land needs to be removed, including by amending Rule 27.9.8.1(ii)(d) (in an unspecified manner) and amending Rule 27.7.28.1 (Subdivision of land within the Te Pūtahi Ladies Mile Zone) as follows: 27.7.28.1 Subdivision of land within the Te Pūtahi Ladies Mile Zone Discretion is	The Structure Plan identifies an overlay of existing trees to be protected within the Glenpanel Precinct and along the existing access from the state highway. Submission #73 (and also submission #108) seeks that the Structure Plan be amended to identify specific trees to be protected, noting that species of trees on the site include exotic species, and some do not have values of particular significance to be protected and

	<p>restricted to:</p> <p>...</p> <p>i....</p> <p>ii. 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;</p> <p>iii. Three waters infrastructure, including the retention and treatment of stormwater, and integration with the stormwater network within the Zone;</p> <p>... e. within Sub-Areas B and C, the impact of development on existing established trees identified on the Structure Plan;</p> <p>f. within Sub-Area A, the establishment of the "Landscape Buffer Area" shown on the Structure Plan, and the methods to ensure it is maintained in perpetuity;</p> <p>...</p> <p>h. Transport infrastructural works to be established to support alternatives to private vehicle use, including the imposition of conditions requiring that the relevant transport infrastructural works as identified in Rules 49.5.10, 49.5.33, 49.5.50 and 49.5.56 be completed prior to certification under section 224(c).</p> <p>i. Within the Crossing Curtilage Area Overlay shown on the Structure Plan, the integration of the subdivision layout and potential future development with the Key Crossing.</p>	<p>also that they do not cover the whole property as the mapping overlay suggests. The trees on the site are not intended to be scheduled, and Mr Millar considers that the retention of trees assists in retaining a sense of place to the Glenpanel homestead. As such, the context of the trees and their contribution (or otherwise) to the heritage values of the site should be considered as part of any redevelopment or alteration proposal. Accordingly, I consider the broader mapping approach to be appropriate.</p> <p>The submitter does not explain the other deletions from this rule, and I consider they need to be retained as important considerations to RD subdivision consent applications.</p> <p>Recommendation: <i>Reject the submission</i></p>
<p>#77 Ladies Mile Property Syndicate</p>	<p>That Rule 27.7.28.1 be amended to make specific provision for staged subdivisions creating vacant lots of 1,200m² or greater as a restricted discretionary activity; to make subdivisions creating lots of 1,200m² or greater subject only to Rule 27.5.7 and the TPLM Structure Plan; and to not require land use applications for apartment buildings to be submitted concurrently.</p>	<p>I have addressed this issue in relation to bulk lot subdivision under Policy 27.3.24.4 above. No rule amendments are necessary, but I recommend an additional assessment matter.</p> <p>Recommendation: <i>Accept the submission in part, as it relates to including specific provision, as an assessment matter, for staged subdivisions creating bulk lots. Otherwise reject the other relief sought in the submission.</i></p>
<p>#93 Sanderson Group and Queenstown</p>	<p>That Rule 27.7.28.1 (Subdivision of land within the Te Pūtahi Ladies Mile Zone) be amended as follows:</p> <p>27.7.28.1 Subdivision of land within the</p>	

<p>Commercial Limited</p>	<p>Te Pūtahi Ladies Mile Zone with the exception of subdivision to create a super development lot.</p> <p>Discretion is restricted to:</p> <p>...</p> <p>c. how the subdivision design will enable the achievement of the minimum residential density requirements set out in the relevant Zone provisions;</p> <p>d. The methods proposed for ensuring that building typologies provide for a diversity of housing choice (taking into account the zoning of the land)</p> <p>...</p> <p>Information requirements:</p> <p>a. A statement demonstrating how the subdivision layout will enable:</p> <p>i. the densities expected in the relevant Precinct; and</p> <p>ii. diversity of future building typologies on the sites created by the subdivision, to offer maximum choice for residential or business owners or tenants, and any methods (including by way of consent notices on the titles to be created, or on the instrument) to ensure such diversity</p>	
<p>#99 Corona Trust</p>	<p>That Rule 27.7.28 be amended as follows:</p> <p>Subdivision of land within the Te Pūtahi Ladies Mile Zone</p> <p>Discretion is restricted to:</p> <p>...</p> <p>(j) Within Sub-Area H2, the impact on properties to the south to ensure that effects arising from built form are avoided within the 20m setback/building restriction area and landscaping is included within this area to maintain and enhance amenity values.</p>	<p>I have addressed this submission in Section 12 and elsewhere in this section. I do not support the requested 20m BRA. I consider the existing provisions of the PDP will enable sufficient consideration to the effects of any further subdivision on the submitters site.</p> <p>Recommendation: <i>Reject the submission.</i></p>
<p>#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga</p>	<p>That changes to the matters of discretion in 27.7.28.1 are recommended to highlight the broader range of functions that open space networks should hold, and to ensure that water sensitive design is considered in the provision of stormwater infrastructure.</p>	<p>I addressed these issues in Section 11, Theme I.</p> <p>For the reasons set out in that Theme I agree with the submitter to the extent that some modifications to the provisions are required. These are set out in Theme I.</p> <p>Recommendation: <i>Accept the submission in part.</i></p>
<p>#100 Te Rūnanga o Ngāi Tahu, Papatipu</p>	<p>That Rule 27.7.28.1 (Subdivision of land within the Te Pūtahi Ladies Mile Zone) is amended as follows:</p>	

Rūnanga	<p>...</p> <p>ii. 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;</p> <p>iii. Three waters infrastructure, including the use of water sensitive design, the retention and treatment of stormwater, and integration with the stormwater network within the Zone; ...</p>	
#104 Waka Kotahi NZTA	That rule 27.7.28.1h is supported.	<p>I support this the submission.</p> <p>Recommendation: <i>Accept the submission</i></p>
#105 Maryhill Limited	<p>That Rule 27.7.28.1 (Subdivision of land within the Te Pūtahi Ladies Mile Zone) be amended as follows:</p> <p>Te Pūtahi Ladies Mile Zone 27.7.28.1 Subdivision of land within the Te Pūtahi Ladies Mile Zone</p> <p>RD</p> <p>Discretion is restricted to:</p> <p>a.</p> <p>...</p> <p>c. how the subdivision design will enable the achievement of the minimum residential density requirements set out in the relevant Zone provisions;</p> <p>... [consequential renumbering]</p> <p>h.g. Any necessary transport infrastructural works to be established to support alternatives to private vehicle use; including the imposition of conditions requiring that the relevant transport infrastructural works as identified in Rules 49.5.10, 49.5.33, 49.5.50 and 49.5.56 be completed prior to certification under section 224(c)</p> <p>h. ... Information requirements:</p> <p>a. A statement demonstrating how the subdivision layout will enable:</p> <p>i. the densities expected in the relevant Precinct; and</p> <p>ii. diversity of future building typologies on the sites created by the subdivision, to offer maximum choice for residential or business owners or tenants, and any</p>	<p>I have addressed density and transport infrastructure upgrades in Section 11, Themes G and H.</p> <p>I do not agree with the submitter's proposed changes which would water down the strength of the minimum density standards and the transport staging works provisions, and the importance of these provisions to achieving the collective community outcomes.</p> <p>Recommendation: <i>Reject the submission</i></p>

	methods (including by way of consent notices on the titles to be created, or other instrument) to ensure such diversity.	
#107 Anna Hutchinson Family Trust	<p>That Rule 27.7.28.1 (Subdivision of land within the Te Pūtahi Ladies Mile Zone) be amended as follows:</p> <p>Discretion is restricted to:</p> <p>...</p> <p>f. within Sub-Area A, and Sub-Area K, the establishment of the "Landscape Buffer Area" shown on the Structure Plan, and the methods to ensure it is maintained in perpetuity; ...</p>	<p>I have addressed this submission in Section 12 – Rezoning and recommend the zone extension is rejected.</p> <p>However, if the Panel take a different view in relation to scope and merits, then this provision may be appropriate.</p> <p>Recommendation: <i>Reject the submission</i></p>
#73 Glenpanel Development Ltd	<p>That Rule 27.7.28.2 be amended as follows:</p> <p>27.7.28.2 Subdivision that is inconsistent with Structure Plan in 27.13.19, except as set out in Rule 27.7.28.3 and for the following:</p> <p>a. 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....</p>	<p>Reject the suggested changes, as the inclusion of 'Types A and B' adds clarity to the rule.</p> <p>Recommendation: <i>Reject the submission</i></p>
#93 Sanderson Group and Queenstown Commercial Limited	<p>That Rule 27.7.28.2 be amended as follows:</p> <p>Subdivision that is inconsistent with Structure Plan in 27.13.XX, except as set out in Rule 27.7.28.3 and for the following:</p> <p>....</p> <p>d. The location of the eastern portion of Collector Road Type A may be replaced by the existing paper road to the north.</p> <p>e. The location and extent of the Community Park may be varied to provide higher quality urban design outcomes.</p> <p>NC D</p>	<p>I have addressed the paper road elsewhere. I accept there may be a beneficial use for this unformed road and it may be incorporated into future development; however the Collector Road Type A is important for ensuring sufficient block sizes and massing for development.</p> <p>Ms Galavazi has reviewed this submission and at her paras 50-51 states she does not support the submission as it relates to the location of the Community Park.</p> <p>Recommendation: <i>Reject the submission</i></p>
#104 Waka Kotahi NZTA	<p>That Rule 27.7.28.2c (Subdivision that is inconsistent with Structure Plan) is amended as follows;</p> <p>"The location of the key Crossing shown on the Structure Plan may be varied by up to 30m 40m."</p>	<p>I consider the proposed change will allow increased flexibility in the location of the key crossing which is reasonable.</p> <p>Recommendation: <i>Accept the submission</i></p>
#105 Maryhill	That the activity status of Rule	I have addressed this matter in relation to similar

Limited	<p>27.7.28.2 (Subdivision that is inconsistent with Structure Plan...) be changed from Non complying to Discretionary and the rule be further amended as follows:</p> <p>27.7.28.2 Subdivision that is inconsistent with Structure Plan in 27.13.XX, except as set out in Rule 27.7.28.3 and for the following:</p> <p>a. 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.</p> <p>b. The location where Collector Road Type C intersects with State Highway 6 may be varied by up to 20m to integrate with this intersection</p> <p>c. the location of the Key Crossing shown on the Structure Plan may be varied by up to 30m.</p>	<p>submissions on Rule 49.5.15.</p> <p>I do not agree with Submitter #105's relief to change the non-compliance status from NC to D.</p> <p>The achievement of the Structure Plan and integrated development outcomes is central to the desired outcomes for development of the TPLM Zone. Also, while the D status would result in little material difference to the resource consent process in relation to transaction costs, the NC status ensures development must pass the s104D gateway test, and I consider this to be a more appropriate message and stringent process for proposals that are contrary to the structure plan and outside the tolerances already afforded by the rule.</p> <p>I also do not accept removing the limits on variations to collector roads as the structure plan sets an expectation of where these roads should be located, whilst allowing for minor variances in detailed design.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#73 Glenpanel Development Ltd	<p>That Rule 27.7.28.3 (consistency with the "State Highway 6 Typical Road Section" in the Structure Plan) be deleted.</p>	<p>The zone provisions seek the achievement of a quality state highway frontage and the State Highway 6 Typical Road Section is important to establish the design expectation. Additionally, Mr Lowe has recommended further assessment criteria to clarify anticipated urban design outcomes for the State highway and other public infrastructure.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#77 Ladies Mile Property Syndicate	<p>That the 20 metre wide Amenity Access Areas and Building Restriction Areas shown on the Structure Plan and Zoning Plan be reduced in width to 10 metres.</p>	<p>I have addressed this submission in Section 12 Rezoning and mapping change and elsewhere.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#86 Ministry of Education	<p>That Rule 27.7.28.3 (Te Pūtahi Ladies Mile Zone) be amended as follows:</p> <p>Within the Amenity Access Area, development shall be consistent with the "State Highway 6 Typical Road Section" in the Structure Plan in 27.13.19.</p> <p>RD</p> <p>Discretion is restricted to:</p> <p>a. Integration between, and passive surveillance of, walkway and cycleway linkages;</p> <p>b. Consistency of landscaping and pathway treatments throughout the Amenity Access Area;</p>	<p>It is not clear the intention behind the suggested amended wording, and what the specific requirements of education facilities might be that warrant mention.</p> <p>Recommendation: <i>Reject the submission</i></p>

	<p>c. Connectivity of any access or road.</p> <p>d. Consideration of the potential land use outcomes, in particular, the specific requirements of education activities.</p>	
#93 Sanderson Group and Queenstown Commercial Limited	<p>That Rule 27.7.28.3 be amended as follows:</p> <p>27.7.28.3 Subdivision of land within the Te Pūtahi Ladies Mile Zone for the Purpose of Creating Development super lots. Discretion is restricted to the matters contained in Rule 27.5.7;</p> <p>RD</p>	<p>I have addressed this above at Policy 27.3.24.4 and recommend an additional assessment matter to indicate requirements for applications for ‘super lots’.</p> <p>Recommendation: <i>Accept the submission in part in relation to including provisions (an assessment matter) for assessing applications for bulk lot subdivision.</i></p>
#104 Waka Kotahi NZTA	<p>That rule 27.7.28.3 be removed.</p>	<p>Waka Kotahi stated that this Rule should be deleted, on the basis that the State Highway Structure Plan is indicative of what the roading environment might look like but there is no certainty what the final outcome will be. It is noted that the cross-section plan states that the outcomes within the SH6 boundaries are indicative. It is accepted these are not within the control of private developers. However, rule 27.7.28.3 is intended to apply to the part of the cross section that relates to the Amenity Access Area. Therefore, I consider this rule should be retained.</p> <p>Recommendation: <i>Reject the submission</i></p>
#105 Maryhill Limited	<p>That the Amenity Access Area shown on the Structure Plan and referred to in Rule 27.7.28.3 be narrowed;</p> <p>OR clarification be provided in relation to compensation for this land;</p> <p>OR the inclusion of the amenity access area on the Structure Plan and all provisions pertaining to it be deleted.</p>	<p>The delivery of the Amenity Access Area will occur through the usual development process and Council’s development contributions policy may provide opportunities for costs of public infrastructure to be offset.</p> <p>In relation to the deletion of the Amenity Access area, Mr Lowe states, in relation to the state highway setback generally, that the intent is for “a spacious multi-modal transport corridor with the potential for extensive landscape amenity...”. Mr Lowe also recommends the development of more design guidance within the assessment matters to provide further clarity over desired outcomes, including a consistent and integrated design along the SH frontage.</p> <p>For these reasons, I do not support the submitters relief.</p> <p>Recommendation: <i>Reject the submission</i></p>

Submitter	Amendment sought	Comment
#55 Neil McDonald & Clarke Fortune McDonald & Associates	<p>That a new non-complying activity Rule (27.7.28.4) is added to require that no subdivision within the Structure Plan can obtain certification under section 224(c) in advance of the transport infrastructural works listed in the amended Rules</p>	<p>I have addressed this submission in relation to Rule 49.5.50. For the reasons set out in that discussion I do not agree with the submission.</p> <p>Recommendation: <i>Reject the submission</i></p>

	49.5.10, 49.5.33, 49.5.50, and 49.5.56.	
#105 Maryhill Limited	That the subdivision regime be simplified through concise objectives, policies, and assessment matters, which seek to achieve an integrated and high quality mixed urban/ residential outcome for the Structure Plan area.	I consider the level of detail and prescriptiveness of the provisions to be appropriate to both enable development and achieve the zone purpose and objectives; while detailing the particular design considerations for development of the land to mitigate potential adverse effects. Recommendation: <i>Reject the submission</i>
#106 Queenstown Country Club Village Limited	That subdivision around existing buildings (comprising the retirement village and commercial/ health complex located west of Howards Drive and described as Lot 1 and Lot 2 DP 531988) be permitted or controlled irrespective of lot size.	I consider the scenario referred to by the submitter may already be provided for under the existing Chapter 27 Rule 27.7.32 Subdivision associated with infill development as it applies to the LDSR Zone. Recommendation: <i>Reject the submission</i>

...

27.9 Assessment Matters for Resource Consents

...

27.9.8 Restricted Discretionary Activity – Subdivision Activities within the Te Pūtahi Ladies Mile Zone

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;
- 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 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;
 - (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;
 - (f) that encourages interaction with, and visual surveillance over, the State Highway through considering the future layout and orientation of adjacent sites and their likelihood to result in direct pedestrian link to the State Highway, or a road or private

way, or the use of detailed façades and direct or gated access from a State Highway-fronting yard.

Submitter	Amendment sought	Comment
#104 Waka Kotahi NZTA	That rule 27.9.8.1(c)(i)(f) is supported.	I agree with the submitter. Recommendation: <i>Accept the submission.</i>

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 water sensitive design and through the retention and treatment of stormwater, and integration with the stormwater network within the Zone;
- (d) the retention of mature existing vegetation, including those identified as “Existing Trees to be retained” on the Structure Plan and other specimen trees where possible, 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;
- (e) existing natural and cultural features to be accessible to the public and, where appropriate, form prominent features within the overall design;

d. The extent to which the subdivision will help achieve the density expected in the residential precincts as set out in Rules 49.5.12, 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;

e. The extent to which the subdivision will help achieve diversity of housing choice, including whether any parameters relating to building typologies are to be secured through an appropriate legal mechanism.

Submitter	Amendment sought	Comment
#36 Fire and Emergency New Zealand	That 27.9.8.1 (assessment matters in relation to 27.7.28.1) be amended as follows: f. <u>The extent to which a development provides for appropriate emergency access including:</u> i. <u>The extent to which access to the on-site firefighting water supply complies with SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice.</u> ii. <u>The extent to which developments provide for emergency service access</u>	I have addressed the theme of this submission elsewhere, and do not support reference to the SNZ PAS 4509:2008, however I consider it is helpful to include reference to emergency access within the assessment matters, to highlight the need to consider this within subdivision and building design. I recommend alternative wording under the Chapter 49 provisions, at 49.7.1. <u>d. Access, parking and servicing:</u> <u>Provides for appropriate emergency access onto the site that is clear, unobstructed and visible</u> Recommendation: <i>Accept the submission in part.</i>

	<p>including pedestrian accessways that are clear, unobstructed and well lit</p> <p>iii. The extent to which wayfinding for different properties on a development are clear in day and night is provided.</p>	
#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That Assessment Matters 24.9.8.1 be retained as notified.	<p>I agree with the submitter with the exception of where I have recommended additions to the assessment matters in response to other submissions.</p> <p>Recommendation: <i>Accept the submission in part.</i></p>
#105 Maryhill Limited	<p>That 27.9.8.1 (Assessment Matters in relation to Rule 27.7.28.1) be amended as follows:</p> <p>...</p> <p>c. The extent to which:</p> <p>i. the configuration of sites is suitable for future development:</p> <p>(a) to accommodate development intended by the Zone; including the required residential densities in the relevant Precinct</p> <p>ii. the subdivision design provides for:</p> <p>...</p> <p>(b) coordinated and appropriately designed and located infrastructure consistent with Council standards, including the provision of a contribution to the upgrade of existing infrastructure necessary to accommodate proposed future development where appropriate.</p> <p>...</p> <p>d. The extent to which the subdivision will help achieve the density expected in the residential precincts as set out in Rules 49.5.12, 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;</p> <p>...</p>	<p>I have addressed density in Section 11, Theme G. I do not agree with these changes which would weaken the strength of the minimum density standards, as I have discussed previously the importance of density to achieving the collective community outcomes and mode shift targets.</p> <p>Recommendation: <i>Reject the submission</i></p>
#44 Department	That an additional assessment matter be	It is assumed this submission is intended to be

of Conservation	<p>added to 29[note – should be 27].9.8.1 as follows, or wording to like effect:</p> <p><u>“x. the extent to which the subdivision protects, maintains or enhances indigenous biodiversity, including through offsetting or compensation measures.”</u></p>	<p>under 27.9.8.1 (Subdivision & Development).</p> <p>A number of further submitters oppose this relief.</p> <p>I addressed this in Section 11, Theme I and have taken into account Ms Palmer’s assessment. For the reasons set out in my discussion on that Theme, I agree with the first part of the suggested assessment matter but disagree that offsetting or compensation measures should be imposed through individual subdivision or land use applications. My preferred wording is:</p> <p><u>x. the extent to which the subdivision protects, maintains or enhances indigenous biodiversity.</u></p> <p>Recommendation: <i>Accept the submission in part.</i></p>
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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:

...

- a. For applications within Te Pūtahi Ladies Mile Zone.

Submitter	Amendments Sought	Comment
#93 Sanderson Group and Queenstown Commercial Limited	That Rule 27.10(a), relating to notification, be deleted.	I do not agree with exempting applications within TPLM from the potential for notification, particularly where neighbours’ and other nearby owners, upstream or downstream, should have the opportunity to be involved in an application where issues may likely cross boundaries, such as stormwater management methods, or where there is potential for subdivision to create sites that may not be effective for later land use proposals for dwellings and density, or that breach the maximum allowed unit numbers in the LDR Precincts.
#105 Maryhill Limited	<p>That Rule 27.10 (Non-Notification of Applications) be amended as follows:</p> <p>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:</p> <p>...</p> <p><u>a. For applications within Te Pūtahi Ladies Mile Zone.</u></p>	<p>Such applications should be considered under the notification or limited notification provisions.</p> <p>I could however entertain a clause that narrows down the types of applications that should not be exempted from the usual notification test, such as those listed above.</p> <p>Recommendation: <i>Reject the submission but leave the door open to discussion on the point made in the above paragraph.</i></p>
#99 Corona Trust	That 27.10 (Non notification of applications) is retained as it relates to Sub Area H2 of the LDR zone.	Subject to the above point I agree with the submitters and consider that the provisions should not foreclose the potential for notification

#100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga	That 27.10(a) (non notification) be retained as notified.	or limited notification. Recommendation: <i>Accept the submissions</i>
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...

27.13 Structure Plans

...

27.13.19 Te Pūtahi Ladies Mile Structure Plan

[insert Structure Plan]

Submitter	Amendments Sought	Comment
#93 Sanderson Group and Queenstown Commercial Limited	<p>That Rule 27.13.19 (Structure Plan) be amended as follows:</p> <ul style="list-style-type: none"> • That the community open space area be deleted and location, design and use of parks be assessed through the urban design review process; • That the Collector Type A Road either result from the re-alignment of the paper road to the north, or be located over the existing paper road. • That the 20m Amenity Access Area along the State Highway frontage of the Submitter's site (489 Frankton – Ladies Mile Highway, legally described as Section 51, Part Section 45-46 and Part Section 50 Block III Shotover Survey District on Record of Title OT5C/22) be reduced to 10m. 	<p>I have addressed these submission points under the structure plan discussion in Chapter 49 above.</p> <p>Recommendation: <i>Reject the submission</i></p>
#99 Corona Trust	<p>That the Te Pūtahi Ladies Mile Structure Plan - Building Heights be amended to show a 5.5m building height restriction of Sub Area H2 of the LDR precinct.</p>	<p>I have addressed this point in the Chapter 49 LDR Precinct development standards.</p> <p>Recommendation: <i>Reject the submission</i></p>

Commercial Limited		I do not agree with reducing the maximum parking provision north of SH6 within the HDR or MDR precincts, as these areas are anticipated to provide high density housing and discourage parking.
#104 Waka Kotahi NZTA	<p>That Rule 29.5.12A (Maximum Parking Requirements) is amended to read as follows:</p> <p>Residential activity –</p> <p>...</p> <p>3 <u>or more</u> bedrooms - 1.5 spaces.</p> <p>4 or more bedrooms – 2 spaces.</p> <p>The matter of discretion</p> <p>a. The adequacy of parking for the activity</p>	<p>Waka Kotahi (104) also recommends making the maximum parking standards more stringent by specifying a maximum of 1.5 spaces for 3 <i>or more</i> bedrooms, with no allowance beyond this by deleting the notified provision allowing 2 spaces for 4 bedrooms or more.</p> <p>Mr Shields agrees with the changes sought by Waka Kotahi.</p>
#108 Milstead Trust	<p>That 29.5.12a be amended as follows:</p> <p>Maximum parking requirements</p> <p>....</p> <p>Residential Activity</p> <p>3 <u>or more</u> bedrooms - 2 1.5 spaces</p> <p>4 or more bedrooms – 2 spaces</p>	<p>I consider that the LDR Precinct could be enabled to have two spaces, for three bedrooms or more, because the TPLM LDR Precincts have density caps (Rule 49.5.11) that will likely result in larger lot sizes (and at least a wider range of lot sizes) that have more physical space to accommodate parking. For example, the limit of sub area H2 is 60 units, across a land area of approximately 9.4 ha, and lot sizes would average at around 1000m². Additionally, fractional spaces can only be realised within multi-unit developments. I consider it would be impractical and unreasonable to restrict parking for detached housing in the LDR Precinct to only one parking space.</p> <p>Accordingly in response to these submissions and also relying on Mr Shields, I recommend amending rule 29.5.12 as below.</p> <p>Residential Activity</p> <p>Studio or 1 bedroom - 0.5 spaces</p> <p>2 bedrooms – 1 space</p> <p><u>3 or more</u> bedrooms – 1.5 spaces</p> <p><u>3 or more bedrooms in the LRD Precinct only – 2 spaces</u></p> <p>4 or more bedrooms – 2 spaces</p> <p>Submission #80 seeks an exemption for boats, caravans and other recreation items.</p> <p>Submission 80 seeks an exemption for boats, caravans and other high value recreation assets. I do not consider such an exemption is necessary. The maximum parking rates of 29.5.12A apply to parking <i>spaces</i>, regardless of what the space is used for. The minimum densities of the MDR and HDR precincts are not conducive to ownership of such vehicles. However, this would not prevent a space that is provided being used for parking of a boat or other vehicle; and shared parking within apartment buildings may allow for this. Additionally, long or short term paid</p>

		parking/storage areas are not prohibited within the zone.
#86 Ministry of Education	<p>That Rule 29.5.12A (Maximum Parking Requirements) be amended as follows (for clarity the underlining in the notified variation is not included below):</p> <p>Maximum Parking Requirements</p> <p>On land located in the Te Pūtahi Ladies Mile Zone, the number of parking spaces shall not exceed the following rates:</p> <p>Residential Activity – Studio or 1 bedroom - 0.5 spaces</p> <p>2 bedrooms – 1 space</p> <p>3 bedrooms – 1.5 spaces</p> <p>4 or more bedrooms – 2 spaces</p> <p>Offices – 1 per 50m2 GFA</p> <p>Retail – 1 per 50m2 GFA</p> <p>Education – 0.5 per FTE employee plus 1 visitor space per classroom</p>	<p>The submitter suggests that the provision of visitor parking space is not consistent with standards elsewhere in the country. I note that these are maximum parking standards, and as such less than the rate specified can be provided. It is not clear if it was the intention of the submitter to further reduce the parking provision for education facilities. I consider the notified provision should be retained.</p> <p>Recommendation: <i>Reject the submission.</i></p>

...	...	
29.5.24	<p><u>Roading and access within the Te Pūtahi Ladies Mile Zone</u></p> <p><u>29.5.24.1 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.</u></p> <p><u>29.5.24.2 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>29.5.24.3 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>29.5.24.4 The maximum number of access points from the collector road Type C identified on the Structure Plan to land located east of the road shall be two (2).</u></p> <p><u>29.5.24.5 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).</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>

Submitter	Amendment sought	Comment
#73 Glenpanel Development Ltd	<p>That Rule 29.5.24 (Roading and access) be amended as follows:</p> <p>Roading and access within the Te Pūtahi Ladies Mile Zone</p> <p>29.5.24.1 There shall be no direct property access for vehicles from the</p>	<p>I do not support removal of these rules as they are important to ensure efficient operation of Collector Road Type A and a safe pedestrian environment with sufficient space between access points and intersections.</p> <p>Recommendation: <i>Reject the submission.</i></p>

	<p>collector road Type A on the Structure Plan to land located north of the road.</p> <p>29.5.24.2 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.</p> <p>29.5.24.3 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</p> <p>29.5.24.4 The maximum number of access points from the collector road Type C identified on the Structure Plan to land located east of the road shall be two (2).</p> <p>29.5.24.5 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).</p>	
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29.5.25	Carparking within the Te Pūtahi Ladies Mile Zone	RD
29.5.25.1	<u>Within the Medium Density Residential and the High Density Residential Precincts, uncovered parking in front of residential units shall be limited to a maximum of one car park per residential unit.</u>	<u>Discretion is restricted to:</u>
29.5.25.2	<u>Within the Medium Density Residential and the High Density Residential Precincts, there shall be a minimum separation distance of 8m between vehicle crossings on public streets, except that combined vehicle crossings will be excluded from this requirement where they service neighbouring parking areas no more than 1m apart.</u>	a. <u>Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment; and</u>
29.5.25.3	<u>Common parking areas (including open areas or areas within a building at ground-level) that comprise more than two spaces must:</u>	b. <u>Effects on the amenity of the Zone when viewed from the street</u>
	a. <u>Not front a street or public open space</u>	
	b. <u>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.</u>	

Submitter	Amendment sought	
#93 Sanderson Group and Queenstown Commercial	That Rule 29.5.25.1(Carparking within the Te Pūtahi Ladies Mile Zone) be amended as follows: Within the Medium Density Residential and	I agree the suggested wording adds clarity to the rule. Recommendation: <i>Accept the submission</i>

Limited	the High Density Residential Precincts, uncovered parking in front between the building and the road boundary of residential units shall be limited to a maximum of one car park per residential unit.	
#104 Waka Kotahi NZTA	That Rule 29.5.25.1 (uncovered carparking within the Te Pūtahi Ladies Mile Zone) is amended to be less ambiguous, and that a link be provided between this rule and Rule 29.5.12A (Maximum Parking Requirements) to clarify that the uncovered parking in front of residential units' limits is not additional to that required by Rule 29.5.12A	I agree the suggestion would add clarity to the rule. It is not intended that parking in front of units would be additional to the maximum rates. Recommendation: <i>Accept the submission</i>

Submitter	Amendment sought	Comment																		
#36 Fire and Emergency New Zealand	<p>That the following new rule 29.5.X be added:</p> <p>a. All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with Table 3.2 (Road Design Standards) of the QLDC Land Development and Subdivision Code of Practice 2018, including the notes within Table 3.2 and Appendices E and F; except as provided for in 29.5.14b below.</p> <p>b. All shared private vehicular accesses in the Te Pūtahi Ladies Mile Zone, serving residential units in the High Density Residential Zone, Medium Density Residential Zone, Low Density Residential Zone shall comply with the following standards:</p> <p>(i)</p> <table border="1"> <thead> <tr> <th>The greater of the actual number of units proposed to be serviced or the potential number of units able to be serviced by the permitted density</th> <th>Formed Width (m)</th> <th>Minimum legal width</th> </tr> </thead> <tbody> <tr> <td>1 to 6</td> <td>3.0</td> <td>4.0</td> </tr> <tr> <td>7 to 12</td> <td>5.5 – 5.7</td> <td>6.7</td> </tr> </tbody> </table> <p>(ii) Except:</p>	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	1 to 6	3.0	4.0	7 to 12	5.5 – 5.7	6.7	<p>These provisions are already in Chapter 29 and do not need to be located in the TPLM Zone as the TPLM Zone will be subject to Chapter 29.</p> <p>The only difference between the FENZ wording and Chapter 29 wording is the 3.0m width in the table, which in Chapter 29 is “2.75 – 3.0m”.</p> <p>Mr Shields agrees with that change, and I would recommend that the 3.0m width is inserted into the table, for the TPLMZ, as follows:</p> <table border="1"> <thead> <tr> <th>The greater of the actual number of units proposed to be serviced or the potential number of units able to be serviced by the permitted density</th> <th>Formed Width (m)</th> <th>Minimum legal width</th> </tr> </thead> <tbody> <tr> <td>1 to 6</td> <td>2.75 - 3.0 3.0 (in the Te Putahi Ladies Mile Zone)</td> <td>4.0</td> </tr> <tr> <td>7 to 12</td> <td>5.5 – 5.7</td> <td>6.7</td> </tr> </tbody> </table>	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	1 to 6	2.75 - 3.0 3.0 (in the Te Putahi Ladies Mile Zone)	4.0	7 to 12	5.5 – 5.7	6.7
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																		
1 to 6	3.0	4.0																		
7 to 12	5.5 – 5.7	6.7																		
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																		
1 to 6	2.75 - 3.0 3.0 (in the Te Putahi Ladies Mile Zone)	4.0																		
7 to 12	5.5 – 5.7	6.7																		

	<p><u>i. where a shared vehicle access for 1 to 6 units adjoins a State Highway, arterial, or collector road, it shall have a formed width of 5.5m - 5.7m and a legal width of at least 6.7m for a minimum length of 6m, as measured from the legal road boundary.</u></p> <p><u>ii. To allow vehicles to pass, formed access widths for 1 to 6 units shall include widening to not less than 5.5 m over a 15m length at no more than 50 m spacing (measured from the end of one passing bay to the beginning of the next).</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>d. Private shared vehicle accesses shall have legally enforceable arrangements for maintenance put in place at the time they are created.</u></p> <p><u>e. All vehicle access design shall comply with Schedule 29.2.</u></p> <p><u>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.</u></p>										
<p>#36 Fire and Emergency New Zealand</p>	<p>That the following new rule 29.5.X (Width and design of vehicle crossings in Te Pūtahi Ladies Mile – urban zones) be added:</p> <p><u>Width and design of vehicle crossings in the Te Pūtahi Ladies Mile - urban zones a. The following vehicle crossing widths shall apply as measured at the property boundary:</u></p> <table border="1" data-bbox="391 1732 873 1862"> <thead> <tr> <th data-bbox="391 1732 553 1814"><u>Landuse</u></th> <th colspan="2" data-bbox="553 1732 873 1814"><u>Width of crossing (m) at the property boundary</u></th> </tr> <tr> <td data-bbox="391 1814 553 1862"></td> <th data-bbox="553 1814 716 1862"><u>Minimum</u></th> <th data-bbox="716 1814 873 1862"><u>Maximum</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="391 1862 553 1869"></td> <td data-bbox="553 1862 716 1869"></td> <td data-bbox="716 1862 873 1869"></td> </tr> </tbody> </table>	<u>Landuse</u>	<u>Width of crossing (m) at the property boundary</u>			<u>Minimum</u>	<u>Maximum</u>				<p>These rules are already in Chapter 29 with some slight modifications. Mr Shields does not agree to the 3.5m minimum width for residential land use in the table.</p> <p>Recommendation: <i>Reject the submission.</i></p>
<u>Landuse</u>	<u>Width of crossing (m) at the property boundary</u>										
	<u>Minimum</u>	<u>Maximum</u>									

	Residential	3.5	6.0	
	Other	4.0	9.0	
#56 AA Southern Lakes	That provision be made for parking hubs.			Park and ride locations are not restricted and would be an RD Activity under existing Rule 29.4.9 of the PDP. Recommendation: <i>Reject the submission</i>

...

29.10 Minimum requirements for cycle parking, lockers and showers

	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</u>	Nil, <u>except that within the Te Pūtahi Ladies Mile Zone the following shall be provided:</u> For students 1 locker per every space required.

Submitter	Amendment sought	Comment
#86 Ministry of Education	That the requirement for Educational Facilities to provide for end trip facilities (i.e., lockers and showers) be removed from Rule 29.7.10 (Minimum requirements for cycle parking, lockers and showers).	I do not agree with this requested amendment and consider that such facilities should be provided given one of the goals is for more active transport use. Recommendation: <i>Reject the submission.</i>

	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
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			<u>bicycle space per 10 on-site workers</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. 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>
...				
29.10.13	<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>

Submitter	Amendment sought	Comment
#21 Nicole Fairweather	That more parking be allowed at all properties.	I disagree with this submission for the reasons discussed in Section 11, Theme D, in relation to traffic effects, and in reliance on Mr Shields' evidence on parking. Recommendation: <i>Reject the submission.</i>

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

29.10.145 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.

Submitter	Amendments Sought	Comment
#51 Gary Erving	That Rule 29.10.17 (cycle parks, lockers, and showers) be retained.	I agree with the submitter. Recommendation: <i>Accept the submission.</i>

29.10.158 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	...	Te Pūtahi Ladies Mile Zone
31.14.1	Signs for commercial activities and community activities Control is reserved to the matters set out in Rule 31.18.	C	...	C

Submitter	Amendment sought	Comment		
#36 Fire and Emergency New Zealand	Signs for commercial activities and community activities where the maximum area of the sign is 2m² per site and it can be attached to a building or free standing Control is reserved to the matters set out in Rule 31.18 C P	I do not agree with the submission as this would be inconsistent with the approach applied elsewhere for these activities in the PDP. The Controlled activity status indicates consent will be granted, however allows the Council with some level of control, via conditions, which in my view is necessary to avoid adverse visual effects of signage. Recommendation: Reject the submission		

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>

Submitter	Amendment sought	Comment		
#93 Sanderson Group and Queenstown Commercial Limited	That Rule 31.14.3 (signs for visitor accommodation) be amended as follows: D C	I consider this modification may be appropriate for the Commercial Precinct only, should the Panel accept the submissions regarding the inclusion of Visitor Accommodation in this Precinct. I would prefer this amendment be made to Rule 31.14.1 as below:		

		<p>31.14.1</p> <p>Signs for commercial activities, and community activities and Visitor Accommodation in the Commercial Precinct - C</p> <p>Control is reserved to the matters set out in Rule 31.18.</p>
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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 LAeq (15 min)	NC
	<u>Te Pūtahi Ladies Mile Zone – Low, Medium and High Density Residential Precincts</u>		2000h to 0800 h	40 dB LAeq (15 min)	NC

Submitter	Amendment sought	Comment								
#21 N Fairweather	That Rule 36.5.2 (Noise standards in the Low, Medium and High Density Residential Precincts) is opposed.	I disagree with the submitter as it is appropriate to have noise standards apply in a residential zone, to provide certainty of amenity for all residents, with the availability of the resource consent pathway for any person wishing to breach the standards. Recommendation: Reject the submission.								
#80 Koko Ridge Limited and W Foley	That, while the principle of stricter noise standards is supported, an exception be provided to the decibel limits for heat pumps and mechanical ventilation OR the decibel limits need to be amended to provide for the use of a heat pump as a permitted activity.	While not being an expert I am confident that normal residential heat pumps and mechanical ventilation units comply with the normal District Plan urban and suburban-type noise standards, and consider nonetheless that they should not be exempted from complying. Recommendation: Reject the submission.								
#93 Sanderson Group and Queenstown Commercial Limited	That Rule 36.5.2 (Noise standards) be amended as follows: <table border="1" style="margin-left: 20px;"> <tr> <td rowspan="3">Te Pūtahi Ladies Mile – Low, Medium and High Density Residential Precincts</td> <td rowspan="3">At any point within any site</td> <td>0800h to 2000 h</td> <td>60 50 db LAeq(15 Min)</td> </tr> <tr> <td>2000h to 0800h</td> <td>50 40 dB Lauq(15 min)</td> </tr> <tr> <td><u>2000h to 0800h</u></td> <td><u>75 dB LAFmax</u></td> </tr> </table>	Te Pūtahi Ladies Mile – Low, Medium and High Density Residential Precincts	At any point within any site	0800h to 2000 h	60 50 db LAeq(15 Min)	2000h to 0800h	50 40 dB Lauq(15 min)	<u>2000h to 0800h</u>	<u>75 dB LAFmax</u>	The notified noise standards are the same as those for the LDSRZ, MDRZ and HDRZ in the PDP. I do not agree with increasing the day and night time standards for TPLM, or adding a maximum noise standard. Recommendation: Reject the submission.
Te Pūtahi Ladies Mile – Low, Medium and High Density Residential Precincts	At any point within any site			0800h to 2000 h	60 50 db LAeq(15 Min)					
				2000h to 0800h	50 40 dB Lauq(15 min)					
		<u>2000h to 0800h</u>	<u>75 dB LAFmax</u>							

36.5.6	<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>	0800h to 2000 h	60 dB LAeq(15 min)	NC
			2000h to 0800 h	50 dB LAeq(15 min)	
			2000h to 0800 h	75 dB LAFmax	

OTHER SUBMISSION POINTS:

Submitter	Submission	Evaluation and recommendation
#25 Jennifer James	That cycleways be separated from the carriageway, tar sealed, free flowing, and unobstructed by roadworks	This is the intention of the Access Amenity Area adjacent to SH6, and other active travel routes are physically separated from the road carriageways, as shown in the cross sections in the Structure Plan. Recommendation: Accept the submission.
#25 Jennifer James	That a dedicated bus lane be provided each direction over the Shotover River either via a separate bus bridge including a cycle lane or a new bridge for all traffic	As discussed by Mr Shields Waka Kotahi has no future plans to widen the bridge or construct a new bridge. Recommendation: Reject the submission.
#25 Jennifer James	That all crossings need to be underpasses or bridges in order to maintain traffic flow.	The intention is for SH6 to become an urban street, with slowed traffic. Recommendation: Reject the submission.
#36 Fire and Emergency New Zealand	That, as a minimum, an advice note within the district plan be included to direct plan users to the Fire and Emergency New Zealand Act 2017, specifically, Clause 191 – Regulations relating to fire safety and evacuation procedures in relation to buildings, Clause 192 – Regulations relating to evacuation schemes for buildings and Part 2 of Fire and Emergency New Zealand (Fire Safety, Evacuation Procedures, and Evacuation Schemes) Regulations 2018 which relates to Evacuation Schemes.	I do not support referencing the requirements of other legislation and standards within the TPLM variation provisions, as it is not the purpose of the District Plan to capture every legislative requirement that may apply to development, and this would be inconsistent with the approach that has been applied within the remainder of the District plan. Such legislation and standards are also regularly changing. I also consider designers should be aware of these regulations. Recommendation: Reject the submission.
#50 Kim Netzler	The number of units planned is reduced to 1000	I disagree with this submission as 1000 units will not achieve the goals of TPLM Zone for diversity and affordability of housing product, or adequately support the social amenities, or modal shift. Recommendation: Reject the submission.

#50 Kim Netzler	That QLDC ensure that planting screens the entire complex.	I do not agree with that new development should be screened, as the intention is for a vibrant urban environment that visually connects and interacts with SH6. Recommendation: Reject the submission.
#82 Roman Catholic Bishop of Dunedin	That the following definition is added to the Plan to provide for the school, church and ancillary staff accommodation within the activity area/ overlay proposed for that land located at 14 Lower Shotover Road and legally described as Lot 3 DP438514 and (part of) Lot 201 DP 391412: Education and Places of Worship Activity: (For the purpose of Chapter 49 only): Means the use of land and buildings for the primary purpose of regular instruction or training including early childhood education, primary, intermediate, and secondary schools. It also includes ancillary administrative, cultural, recreational, health, social and medical services (including dental clinics and sick bays) and commercial facilities. This definition also includes the use of land and buildings where people gather to worship. In addition, the definition includes staff accommodation associated with this activity.	This submission relates to a request for a specific overlay to be applied over existing Lot 3 DP 438514 (Lot 2 of RM220154) that identifies the area as being education and place of worship activity area, including on-site staff accommodation. In my view it is not necessary to specify a new definition as the nature of proposed activities would be already captured through other existing definitions of the PDP including “community activities” in the PDP, and any associated staff accommodation would be enabled as a “residential activity” within the MDR precinct. Recommendation: Reject the submission.
#94 Winter Miles Airstream Limited	That the urban rezoning of land along the northern side of Ladies Mile is supported insofar as it enables a higher density residential yield on 499 Frankton – Ladies Mile Highway (Lot 2 DP 359142) and surrounding properties.	I agree with this submission; the submitter’s property is within the HDR Precinct. Recommendation: Accept the submission.
#104 Waka Kotahi NZTA	That the Fully Developed Public Transport Networks in the Master Plan be amended as follows; “Signalised at grade crossings of across SH6 to provide safe access to bus stops”. The Key on the right hand side of this page should also be amended to read as follows: “Signalised Pedestrian Crossings Safe pedestrian access across SH6”	Mr Shields has addressed Waka Kotahi’s points and accepts many of the modifications sought to the provisions. Recommendation: Accept the submission.
#78 Ladies Mile Pet Lodge Limited	That the provisions be amended to provide for an alternative access to the Pet Lodge (which is located on the northside of State Highway 6 opposite the Howards Drive intersection).	The access to the Pet Lodge does not need to be addressed in the planning provisions; the legal access would stand and any alternative access would be addressed through the consenting process. Recommendation: Reject the submission.
#49 Nicky Busst	That the provision of more community facilities, schools, and shops to this side of the river be fast-tracked to reduce the need	Commercial, education and community activities are encouraged through a permitted activity status in the Commercial Precinct, albeit subject to compliance

	to cross the river.	with other standards. I agree it would be beneficial if such activities occurred as soon as possible, however I consider this is subject to a range of external factors and in my view the provisions apply an appropriate enabling approach. Recommendation: Reject the submission.
#49 Nicky Busst	That QLDC work with local businesses and MoE to consider alternatives such as people having greater flexibility in their work hours or WHS starting later and ensure the bus continues.	This is not within scope of this variation, but I note the evidence of Mr Pickard on the Council's initiatives in changing community behaviours in relation to workplace travel, parking etc.
#80 Koko Ridge Limited and W Foley	That the provisions that facilitate the provision of schools, shops, parks etc. be retained.	The provisions achieve what the submitter is expressing. Recommendation: Accept the submission.
#99 Corona Trust	That the objectives and policies (including the addition of new policies) of proposed chapter 49 are amended in relation to a range of bulk and location controls to protect amenity values arising from development of the Sub-Area H2 of the LDR precinct, including on adjoining land outside of the zone.	I have addressed this submission in Section 12 – Rezoning and mapping changes.
#105 Maryhill Limited	That the building and urban design standards be simplified in order to ensure the TPLM land is able to be developed efficiently and effectively.	Mr Lowe discusses in his evidence the overarching design principles of the TPLM Provisions and explains that a suite of well-considered and well-designed site-specific zone provisions are essential to achieving responsive built form outcomes at a micro-scale; and <i>ensuring the collective effects of overall development fulfils the high-level overarching spatial moves and organisational devices set out in the Structure Plan and Zone Objectives and Policies</i> . He also discusses that these were systematically developed and tested to ensure they were able to achieve desired outcomes while enabling flexibility. I agree with Mr Lowe and consider the provisions to reflect an appropriate level of regulation for the specific context of TPLM, and with the exception of where I have recommended changes in response to submissions, I do not agree that the provisions should be simplified overall. Recommendation: Reject the submission.
#106 Queenstown Country Club Village Limited	That the benefits of retirement village development, including but not limited to the existing QCC be recognised and provided for, including through: a. A policy/policies and an associated rule/s that provide for the ongoing use and development of the Queenstown Country Club site (comprising the retirement village and commercial/ health complex located west of	This submission is addressed in Section 12 – Rezonings. For the reasons set out in that assessment, I disagree with the submissions. Recommendation: Reject the submission.

	<p>Howards Drive and described as Lot 1 and Lot 2 DP 531988)* as a retirement village, as a permitted activity, and</p> <p>b. A policy and rule framework that provide for new retirement village activities (irrespective of housing density and building location, scale, bulk and height), as a controlled or restricted discretionary activity, and will not be publicly or limited notified.</p>	
#106 Queenstown Country Club Village Limited	That buildings and structures (including utilities and signs), and activities carried out on the Queenstown Country Club site (comprising the retirement village and commercial/ health complex located west of Howards Drive and described as Lot 1 and Lot 2 DP 531988) are not classified as non-complying or prohibited activities.	<p>This submission is addressed in Section 12 – Rezonings.</p> <p>It is not clear which rules the submitter refers to specifically that are NC or prohibited. The land is proposed to be zoned as LDSRZ and Retirement Villages are a D activity under Rule 7.4.11.</p> <p>Recommendation: <i>Reject the submission.</i></p>
#106 Queenstown Country Club Village Limited	That the Queenstown Country Club (comprising the retirement village and commercial/ health complex located west of Howards Drive and described as Lot 1 and Lot 2 DP 531988) be exempt from the residential density and minimum allotment size provisions.	<p>This submission is addressed in Section 12 – Rezonings.</p> <p>For the reasons set out in that assessment, I disagree with the submissions.</p> <p>Recommendation: <i>Reject the submission.</i></p>