

Appendix C

Notified Proposed Plan Rule	Koko Ridge Submission/FS	QLDC's S42A comment	Koko Ridge Evidence/Comment on section 42A Report
Provision 49.1 Zone Purpose	Zone purpose supported in principle – retain without amendment. The concept of a specific Ladies Mile Zone is also supported	Amended to adjust drafting.	Amended Zone Purpose is accepted
O & P 49.2.1.1	Require <u>Encourage</u> that development <u>that</u> 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.	Koko Ridge Submission not accepted, officer recommendation to retain “Require”.	We remain of the view the wording ‘requiring’ adherence will limit the opportunity to optimise the plan.
O & P - 49.2.2.4	Increase density in zone H2, and change plan wording to: “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”	No change KRL Submission not accepted.	QLDC should reconsider this provision in light of density evidence. Provided rule 49.5.11 is amended to an appropriate maximum of 108 residential units, then this rule does not need to be amended. Discussed at paras 29-51 in SoE of Tim Allan and paras 26 - 46 of Blair Devlin’s SoE.
O &P - 49.2.5	Retain provisions that facilitate the provision of schools, shops and parks etc	Retained with amendments	Supported.

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O & P 49.2.5.5	Provide for residential visitor accommodation to be provided for as a controlled activity with appropriate conditions to manage duration, length of stay and frequency of use as visitor accommodation	Narrowed avoidance of Residential Visitor Accommodation to residential precincts.	This rule as amended is supported.
O&P – 49.2.6	Development to occur independently of pedestrian infrastructure, public transport and development N of SH6	Revised rule proposed to require active transport link	Providing an active transport link is acceptable if the registration of a ROW easement is considered to have met this requirement
Rule 49.2.7.8	In the Low Density Residential Precinct, ensure that <u>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.</u>	No change – retained provision as notified	Recognising the current subdivision of the land into 37 lots, the reduction of the minimum lot area to 300m ² for the Low Density Precinct to assist with practical subdivision and diversity in built form is accepted but not agreed with as diversity in built form is still not provided for by QLDC.
Rule 49.4.7 – Residential Flats are a non-complying activity	Provision for permitted activity status for residential flats of up to 70m ² in the low density H2 precinct	Permitted activity status is not supported. Deletion of residential flats rule.	The deletion of the Residential Flats rule is acceptable.

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Rule 49.5.1 Residential Density Maximum residential density of	Koko Ridge – No maximum residential density standards or alternatively one residential unit per 350m ² Tim Allan - one residential unit per 250m ²	Maximum one residential unit per 450-300m ²	Recognising the current subdivision of the land into 37 lots, the reduction of the minimum lot area to 300m ² for the Low Density Precinct to assist with practical subdivision and diversity in built form is accepted.
New Rule 49.5.6.5		New rule proposed to apply to H2 only requiring a larger 4m setback	Rule inconsistent with S42A analysis and is not supported. Discussed at paras 52 – 91 in SoE of Tim Allan.
Rule 49.5.10 Staging development to integrate with transport infrastructure	Development to occur independently of pedestrian infrastructure, public transport and development north and along of SH6	Remove the requirement for development to be deferred until public infrastructure and development north and along SH6 for the H2 zone. Retain requirement for active travel link. Now aligned with H1	The removal of the obligation to wait until public infrastructure on the north and along State Highway 6 is built before development on H2 could commence is accepted. Active Travel Links as being a registered easement is also accepted.
Rule Standard 49.5.11	Remove or Increase maximum number of residential units . Alternatively, change the activity status to Discretionary for H2 to provide for further subdivision.	No change to maximum number of residential units recommended	The correct maximum residential density for the H2 zone is 108 residential allotments, of varying sizes. Discussed at paras 26-46 of SoE of Blair Devlin and at paras 29-47 in SoE of Tim Allan.
Rule 49.6 Rules – Non-notification of Applications	Non - notification of resource consent for restricted discretionary activities is supported	No change to notification	Remains supported.

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Rule 49.7 – Assessment matters for site and building design	Retain this provision without amendment	Rule amended	Support amended Rule
Rule 49.8 Structure Plan	Retain the building area restriction zone of 25m in the H2 precinct as proposed. Alternatively, further reduce the building area restriction zone.	Changes to eastern boundary of Structure Plan made.	Continue to support Structure Plan (actual plan drawings) as now amended.
Rule 49.8 Structure Plan	Change the provisions of low density residential precinct sub-area H2 (and any consequential changes to other plan provisions) to provide for residential flats up to 70m ² as a permitted activity. Alternatively, zone the Koko Ridge Land as LDSR to achieve better integration with the Queenstown Country Club	Recommended change to Low Density Suburban Residential Zone not adopted	May be acceptable to remain as H2 zone if rule 49.5.11 is amended to an appropriate density maximum of 108.
29.5.12A – Parking Rule Standard	Delete the standard specifying a maximum car parking. Alternatively, provide an exception for boats, caravans and other high value recreation assets.	Car parking maxima to be increased.	This has drawn out a larger issue identified at the pre-hearing regarding appropriate controls for the larger residential sections within the TPLM. The existing Rules for Large Lot Residential – A housing must be retained (Grandfathered). Discussed at paras 23-28 in SoE of Tim Allan.

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36.5.2 – Noise standards	Provide an exception to the decibel limits for heat pumps and mechanical ventilation. Alternatively change the decibel limits to provide for the use of a heat pump without a resource consent.	No change to notified standards	We remain of the view this rule will preclude the use of energy efficient heating such as Heat Pumps.