

B. Giddens Provisions  
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## 49 Te Pūtahi Ladies Mile Zone

### 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 and supporting community and commercial facilities, within an integrated, well- functioning, and self-sustaining urban community that integrates with nearby zones, that is inclusive of communities in nearby zones.

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 and enhancement of ecological values .

The Zone enables high a range of residential densities, including high densities , to ensure the most and emissions

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.

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.

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 discharges to Waiwhakaata Lake Hayes, and avoid adverse effects of discharges to Kimitiākau/Shotover River or the Kawarau River.

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



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- 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;
- 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;
- The High Density Residential Precinct provides for high density residential 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;
- 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;
- The Glenpanel Precinct provides for commercial activities and community activities where these are compatible with the heritage values of the Glenpanel Homestead and supports open space and a sense of community; and
- The Open Space Precinct covers the Council-owned land on the south side of State Highway 6 and provides for community activities centred around a sports hub.

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## 49.2 Objectives and policies

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

### Policies

49.2.1.1 Require that development is **in general accordance 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.

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

### Policies

49.2.2.1 Within the Medium and High Density Residential Precincts:

- a. **Promote Encourage** 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 managing** lower density housing typologies including single detached residential units.

49.2.2.2 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.

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.

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.

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

### Policies

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

49.2.3.2 **Limit the establishment of Service Stations and a**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.

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.

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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.**

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

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

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

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.

49.2.5.2 Limit commercial activities in the residential precincts to a scale that maintains the primacy of the Commercial Precinct for these activities, supports the social and economic well-being of the local community, and avoids or mitigates adverse effects on residential amenity.

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

~~49.2.5.4 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.~~

49.2.5.5 Avoid Visitor Accommodation and manage the effects of Residential in the residential precincts, Visitor Accommodation consistent with the role of the Zone in providing for the needs of local residents.

49.2.5.6 Provide for Visitor Accommodation within the Commercial Precinct and the Glenpanel Precinct provided that this activity is consistent with the objectives and policies for those Precincts.

**49.2.6 Objective – Development Traffic generating activity in the Zone minimises the generation of additional significant vehicle trips along State Highway 6, and reduces, as far as where 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 Threeewood) 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.

49.2.6.2 Require Enable 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. Requiring Locating 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

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**Commented [MF12]:** #73 (Glenpanel Developments Limited), #77 (Ladies Mile Property Syndicate), #80 (Koko Ridge Limited and W Foley), #93 (Sanderson Group and Queenstown Commercial Limited), #94 (Winter Miles Airstream Limited), #105 (Maryhill Limited)

c. Providing for new road connections that enable access to bus services.

49.2.6.3 ~~Provide for~~ **Enable** efficient and effective public transport through:

- a. Requiring higher residential densities within the Zone north of State Highway 6;
- b. Ensuring road widths and configurations are consistent with their efficient utilisation as bus routes;
- c. 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**;
- d. Limiting on-street parking; and
- e. Requiring transport infrastructural works related to public transportation to be in place prior to development **that generates significant traffic effects**.

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 **commensurate to the timing of the demands generated by those 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~~.

49.2.6.5 **Avoid Manage** 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.~~

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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.

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 and ecological outcomes and incorporates indigenous biodiversity in design.**

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## 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 Manawhenua** values, in the design of public and private spaces, where appropriate.

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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~~.

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49.2.7.5 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~~.

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- 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.

**All Precincts north of State Highway 6**

- 49.2.7.9 Require Enable 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.
- 49.2.7.10 In the Medium and High Density Residential Precincts and the Commercial Precinct, encourage require that development that 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 public.

**Medium and High Density Residential Precincts**

- 49.2.7.11 Apply recession plane, building height, yard setback and site coverage controls as the primary means 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 well be identified.
- 49.2.7.12 Ensure built form achieves reasonable levels of privacy for occupants of the subject site and neighbouring residential sites and units, including through the use of building setbacks, offsetting windows from one another, screening, or other means.
- 49.2.7.13 Require a high level of landscape amenity at ground level 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, and mitigation of, the current and future effects of climate change and contributes to an integrated approach to stormwater management.**

- 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 ground level site for stormwater management and landscape amenity.
- 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

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sustainability.

### 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
	<b>Residential Activities</b>	
49.4.1	Residential Activity	P
49.4.2	Homestay	P
49.4.3	Home occupation	P

	Activities located in the Te Pūtahi Ladies Mile Zone	Activity Status
49.4.4	<p><b>Two Five</b> 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"> <li>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;</li> <li>how the design advances housing diversity, including the range of unit types to achieve a diverse range of choice including size, typology and affordability;</li> <li>promotion of sustainability and accessibility, either through construction methods, design or function;</li> <li>street activation;</li> <li>parking and access layout: safety, efficiency and impacts on on-street parking and travel management;</li> <li>design and integration of landscaping, including existing vegetation;</li> <li>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"> <li>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;</li> <li>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;</li> <li>Three waters infrastructure, including the retention and treatment of stormwater, and integration with the stormwater network within the Zone.</li> </ol> </li> <li>within Sub-Areas B and C, the impact of development on existing established trees identified on the Structure Plan;</li> <li>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;</li> </ol> <p>Note that this rule also applies to attached <a href="#">and semi-attached</a> residential units <a href="#">within a site, or</a> across more than one site.</p>	RD
49.4.5	Residential Visitor Accommodation	<b>NGP</b>
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
49.4.7	<a href="#">Residential Flats</a>	<a href="#">NC</a>
	<b>Non-residential activities</b>	
49.4.8	Commercial Activities comprising no more than 100m <sup>2</sup> of gross floor area per site in the High Density Residential Precinct	P
49.4.9	Office Activity in the Commercial Precinct	P
49.4.10	Education Activities in the Commercial Precinct	P

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	Activities located in the Te Pūtahi Ladies Mile Zone	Activity Status
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
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
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 <sup>2</sup> 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 <a href="#">and within the Open Space Precinct for Ministry of Education (or equivalent) operations only</a> 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
49.4.18	Buildings for non-residential activities Discretion is restricted to: 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;	RD

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	Activities located in the Te Pūtahi Ladies Mile Zone	Activity Status
	<p>f. In the Commercial Precinct, the opportunity to establish an anchor building on the corner with State Highway 6.</p> <p>g. Street activation;</p> <p>h. Parking and access layout: safety, <a href="#">sufficiency for emergency access</a>, efficiency and impacts on on-street parking and travel management;</p> <p>i. Design and integration of landscaping, including existing vegetation;</p> <p>j. The spatial layout of the development, and its relationship to and integration with other sites and development, taking into account the location of:</p> <p>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;</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>	
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
49.4.22	Activities not otherwise listed	NC
49.4.23	Restaurants with drive-through facilities	D
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
49.4.26	Service Activity	NC
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	
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	<p>Visitor Accommodation</p> <p><a href="#">in the Glenpanel Precinct; and</a></p> <p><a href="#">in the Commercial Precinct (above ground floor only)</a></p>	<p>NC</p> <p>NC-D</p>

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	Activities located in the Te Pūtahi Ladies Mile Zone	Activity Status
49.4.34	Mining	PR
49.4.35	Airports	PR
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 <a href="#">not otherwise listed</a>	PR
49.4.39	<a href="#">Service Stations in the Commercial Precinct</a>	NC

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## 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 <a href="#">450300m<sup>2</sup></a>	NC
49.5.2	Building Height A maximum of 8m	NC
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
49.5.5	Recession plane The following recession planes apply to all buildings: a. Northern boundary: 2.5m and 55 degrees b. Western and eastern boundaries: 2.5m and 45 degrees c. Southern boundaries: 2.5m and 35 degrees. Except that: a. gable ends roofs may penetrate the building recession plane by no more than one third of the gable height. b. recession planes will not apply on boundaries with roads.	RD Discretion is restricted to any sunlight, shading or privacy effects created by the proposal on adjacent sites.

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<p><b>49.5.6</b></p>	<p>Minimum Building Setbacks</p> <p>49.5.6.1 Minimum setback from road boundary: 4.5m</p> <p>49.5.6.2 Setback from waterbodies: 7m</p> <p>49.5.6.3 All other boundaries: 2m</p> <p>49.5.6.4 In Sub-Area H1: Minimum setback from boundary with Sub-Area H2: 6m</p> <p>49.5.6.5 <u>In Sub-Area H2: Minimum setback from southern boundary: 4m</u></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>	<p>D</p>
<p><b>49.5.7</b></p>	<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>
<p><b>49.5.8</b></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> <p>a. located where it is easy to manoeuvre for kerbside collections and avoid impeding vehicle movements within and through the site; and</p> <p>b. not directly visible from adjacent sites, roads and public spaces; or</p> <p>c. screened with materials that are in keeping with the design of the building.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Effects on amenity values;</p> <p>b. Size, location and access of waste and recycling storage space.</p>
<p><b>49.5.9</b></p>	<p>Road noise – State Highway</p> <p>Any new residential building or buildings containing Activities Sensitive to Road Noise located within</p> <p>a. 80 metres of the boundary of a State Highway with a speed limit of 70km/h or greater; or</p> <p>b. 40 metres of the boundary of a State Highway with a speed limit less than 70 km/h</p> <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>

Commented [MF27]: #99 Corona Trust

49.5.10	<p>Staging development to integrate with transport infrastructure</p> <p>Development (except for utilities <u>the specified transport infrastructural works</u> 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="245 646 857 871"> <tr> <td data-bbox="245 646 358 758">H1 &amp; H2</td> <td data-bbox="363 646 857 758">Active Travel link to State Highway 6 bus stops</td> </tr> <tr> <td data-bbox="245 764 358 871">H2</td> <td data-bbox="363 764 857 871"> <u>Bus stops on State Highway 6, west of the Stalker Road intersection (one on each side of the State Highway 6)</u>  <u>Pedestrian/ cycle crossing across State Highway 6 west of Stalker Road intersection</u> </td> </tr> </table>	H1 & H2	Active Travel link to State Highway 6 bus stops	H2	<u>Bus stops on State Highway 6, west of the Stalker Road intersection (one on each side of the State Highway 6)</u> <u>Pedestrian/ cycle crossing across State Highway 6 west of Stalker Road intersection</u>	NC				
H1 & H2	Active Travel link to State Highway 6 bus stops									
H2	<u>Bus stops on State Highway 6, west of the Stalker Road intersection (one on each side of the State Highway 6)</u> <u>Pedestrian/ cycle crossing across State Highway 6 west of Stalker Road intersection</u>									
49.5.11	<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="245 989 862 1136"> <thead> <tr> <th data-bbox="245 989 673 1041">Sub-Area (as shown on the Structure Plan)</th> <th data-bbox="678 989 862 1041">Maximum number of residential units</th> </tr> </thead> <tbody> <tr> <td data-bbox="245 1047 673 1073">Sub-Area H1</td> <td data-bbox="678 1047 862 1073">38</td> </tr> <tr> <td data-bbox="245 1079 673 1104">Sub-Area H2</td> <td data-bbox="678 1079 862 1104">60</td> </tr> <tr> <td data-bbox="245 1110 673 1136">Sub-Area I</td> <td data-bbox="678 1110 862 1136">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	NC
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									
49.5.12	<p>Lighting and Glare</p> <p>49.5.12.1 All exterior lighting shall be directed downward and away from adjacent sites and roads.</p> <p>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.</p>	<p>RD</p> <p>Discretion is restricted to effects of light and glare on amenity values, the transportation network, <u>ecological health</u>, and the night sky</p>								

**Commented [MF28]:** #51 G Erving, #55 Neil McDonald and Clarke Fortune McDonald & Associates, #80 Koko Ridge Limited & W Foley, #103 T Allen, #104 Waka Kotahi, #108 Milstead Trust

**Commented [MF29]:** #100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga

49.5.13	<p>Homestay</p> <p>49.5.13.1 Shall not exceed 5 paying guests on a site per night</p> <p>49.5.13.2 Shall not generate any vehicle movements by heavy vehicles, coaches or buses to or from the site.</p> <p>49.5.13.3 The Council shall be notified in writing prior to the commencement of the Homestay Activity</p> <p>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.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> <li>The nature of the surrounding residential context, including its residential amenity values and character, and the effects of the activity on the neighbourhood;</li> <li>The cumulative effect of the activity, when added to the effects of other activities occurring in the neighbourhood;</li> <li>The scale and frequency of the activity, including the number of nights per year;</li> <li>The management of noise, use of outdoor areas, rubbish and recycling; and</li> <li>The location and screening of any parking and access.</li> </ol>
49.5.14	<p>Home Occupation</p> <p>49.5.14.1 No more than 1 full time equivalent person from outside the household shall be employed in the home occupation activity.</p> <p>49.5.14.2 The maximum number of two-way vehicle trips shall be:</p> <ol style="list-style-type: none"> <li>heavy vehicles: none permitted;</li> <li>other vehicles: 10 per day.</li> </ol> <p>49.5.14.3 Maximum net floor area of 60m<sup>2</sup>.</p> <p>49.5.14.4 Activities and storage of materials shall be indoors.</p>	D

Table 2	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct	Non-compliance status
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49.5.15	<p>Development shall be <b>consistent in general accordance</b> with the Structure Plan at 49.8, except that</p> <ol style="list-style-type: none"> <li>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.</li> <li>The location of Collector Road Type C may be varied by up to 20m to integrate with the intersection with State Highway 6.</li> <li>The location of the Key Crossing shown on the Structure Plan may be</li> </ol>	NC
49.5.16	<p><b>Residential Density</b></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> <ol style="list-style-type: none"> <li>Building Restriction areas as shown on the <b>Structure Plan and planning maps</b>;</li> <li>Roads, Open Space, Amenity Access Areas and Landscape Buffer as shown on the Structure Plan</li> <li><b>Stormwater management areas</b></li> </ol> <p>But including any vested or private roads, reserves, accesses and walkways not shown on the Structure Plan.</p>	NC

**Commented [MF30]:** #82 Roman Catholic Bishop of Dunedin

**Commented [MF31]:** #86 Ministry of Education

49.5.17	<p>Building Height</p> <p>49.5.17.1 Buildings shall not exceed the maximum number of storeys shown on the Te Pūtahi Ladies Mile Structure Plan – Building Heights.</p> <p>49.5.17.2 Buildings shall achieve the minimum number of storeys where specified on the Structure Plan – Building Heights.</p> <p>49.5.17.3 Building height shall not exceed the maximum heights shown on the Te Pūtahi Ladies Mile Structure Plan – Building Heights.</p>	<p>NC RD</p> <p>Discretion is restricted to the effects on the ability to achieve the residential density required.</p> <p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> <li>a. Any sunlight, shading or privacy effects;</li> <li>b. External appearance, location and visual dominance of the building;</li> <li>c. Provision of sustainable design responses.</li> <li>d. <a href="#">interface between building height requirements outlined in Schedule 49.8 Te Putahi Ladies Mile Structure Plan – Building Heights</a>;</li> <li>e. <a href="#">Heritage values of the Glenpanel Precinct</a></li> </ul>
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Commented [MF32]: #108 Milstead Trust

Commented [MF33]: Evidence of Mr Millar - subject to scope determination

<p><b>49.5.18</b></p>	<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"> <li>a. Northern boundary: A 55-degree recession plane measured <del>2.5m</del> <u>4m</u> above the boundary;</li> <li>b. Western and Eastern boundaries: A 45-degree recession plane measured <del>2.5m</del> <u>4m</u> above the boundary;</li> <li>c. Southern boundary: A 35-degree recession plane measured <del>2.5m</del> <u>4m</u> above the boundary.</li> </ul> <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"> <li>a. Gable end roofs may penetrate the building recession plane by no more than one third of the gable height;</li> <li>b. Recession planes do not apply to site boundaries adjoining the Commercial Precinct, fronting a road, swale, or adjoining a park or reserve;</li> <li>c. Recession planes do not apply to site boundaries where a common or party wall is proposed between two buildings on adjacent sites.</li> </ul>	<p>RD</p> <p>Discretion is restricted to any visual dominance, sunlight, shading or privacy effects created by the proposal on adjacent sites, <u>including effects on the heritage values of the Glenpanel Precinct.</u></p>
<p><b>49.5.19</b></p>	<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 <u>(for a site at ground level only)</u> 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 3m<sup>2</sup> of soft landscaping located between the road boundary and the front elevation of any building</p>	<p>NC</p> <p>NC</p> <p>RD</p> <p>Discretion is restricted to external appearance and visual dominance of the building when viewed from the <del>street.</del></p>
<p><b>49.5.20</b></p>	<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 <del>blacks</del> and blue greys with a Light Reflectance Value (LRV) of less than 20%.</p>	<p>RD</p> <p>Discretion is restricted to visual effects on Slope Hill when viewed from above</p>

**Commented [MF34]:** #73 Glenpanel Developments Limited, #93 Sanderson Group and Queenstown Commercial Limited, #94 Winter Miles Airstream Limited, #101 Dave Finlin, #108 Milstead Trust

**Commented [MF35]:** Evidence of Mr Millar - subject to scope determination

**Commented [MF36]:** #93 Sanderson Group and Queenstown Commercial Limited

<p><b>49.5.21</b></p>	<p>Building Coverage</p> <p>49.5.21.1 In the Medium Density Residential Precinct, a maximum of 45%.</p> <p>49.5.21.2 In the High Density Residential Precinct, a maximum of 70%.</p>	<p>RD</p> <p>Discretion is restricted to the following:</p> <p>a. external appearance, location and visual dominance of the building(s) as viewed from the street(s) and adjacent sites;</p> <p>b. external amenity values for future occupants of buildings on the site.</p> <p>NC</p>
<p><b>49.5.22</b></p>	<p>Minimum boundary setbacks for buildings</p> <p>49.5.22.1 <del>In the Medium Density Residential Precinct:</del></p> <p>a. Road boundaries: 3m</p> <p>b. All other boundaries: 1.5m</p> <p>e. Garages shall be setback at least 6m from a road boundary.</p> <p>49.5.22.2 <del>In the High Density Residential Precinct:</del></p> <p>a. <del>All boundaries: 3m 1.5m</del></p> <p>b. <del>Garages shall be setback at least 6m from a road boundary.</del></p> <p>Exclusions:</p> <p>a. Setbacks do not apply to site boundaries where a common or party wall is proposed between two buildings on adjacent sites.</p> <p>b. Roof eaves, entrance awnings, window shading/screening devices and other building elements that provide shelter can extend into the road boundary setback by up to 1.5m on buildings up to a maximum of two storeys in height and up to 1m on all other boundaries.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. Any privacy effects created by the proposal on adjacent sites;</p> <p>b. External appearance, location and visual dominance of the building as viewed from the street and adjacent sites; and</p> <p>c. Effects on the safety of the transportation network, including pedestrian safety.</p> <p>d. <u>Heritage values of the Glenpanel Precinct</u></p>

**Commented [MF37]:** #73 Glenpanel Developments Limited, #77 Ladies Mile Property Syndicate, #93 Sanderson Group and Queenstown Commercial Limited

**Commented [MF38]:** Evidence of Mr Millar - subject to scope determination

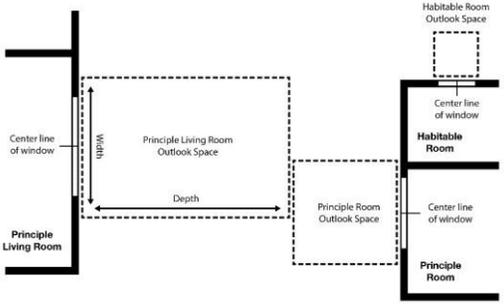
<p><b>49.5.23</b></p>	<p><b>Outlook Space</b></p> <p>An outlook space that meets the following standards shall be provided from the face of a building containing windows to a habitable room in a residential unit:</p> <p>49.5.23.1 Principal living room:  1-2 storeys: 8m in depth and 4m wide  3 storeys: 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> 	<p>RD</p> <p>Discretion is restricted to effects on residential amenity.</p>
<p><b>49.5.24</b></p>	<p><b>Outdoor living space</b></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 20m<sup>2</sup>, 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 –  1 bedroom unit: 8m<sup>2</sup>  2 bedroom unit: 10m<sup>2</sup></p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. effects on residential amenity;</p> <p>b. The extent to which any common space is adequate for providing outdoor</p>

Table 2	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct	Non-compliance status
	<p>3 or more-bedroom unit: 12m<sup>2</sup> 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 4m<sup>2</sup> 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>seating, landscaping, and informal play spaces and receives adequate sunlight access, and is accessible to all units it is intended to serve.</p>
49.5.25	<p>Lighting and Glare</p> <p>49.5.25.1 All exterior lighting shall be directed downward and away from adjacent sites and roads.</p> <p>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.</p>	<p>RD</p> <p>Discretion is restricted to effects of light and glare on amenity values, the transportation network and the night sky</p>
49.5.26	<p>Building separation within sites</p> <p>The minimum separation distance between buildings containing residential units within the site shall comply with the following:</p> <p>49.5.26.1 Up to two storeys: 2m 3 storeys: 4m 4 storeys: 6m 5 or more storeys: 8m</p> <p>Except that this shall not apply to shared walls for terrace or other attached building typologies.</p> <p>49.5.26.2 Where there is a difference in the number of storeys of the two buildings, the larger separation distance shall apply.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. External appearance, location and visual dominance of the building; and</p> <p>b. Effects on residential amenity.</p>
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 2m<sup>3</sup> per one bedroom and an additional storage space of 1m<sup>3</sup> for every bedroom thereafter.</p>	<p>RD</p> <p>Discretion is restricted to effects on residential amenity, including provision of alternative storage solutions.</p>
49.5.29	<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>RD</p> <p>Discretion is restricted to external appearance, location</p>

Table 2	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct	Non-compliance status				
	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.	and visual dominance of the building				
49.5.30	<p>Garages</p> <p>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.</p> <p>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.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. External appearance, location and visual dominance of the building when viewed from the street;</p> <p>b. Effects on passive surveillance of the street;</p>				
49.5.31	<p>Location of mechanical plant</p> <p>Externally mounted mechanical plant shall not be visible from the street or any public place.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <p>a. External appearance, location and visual dominance of the building when viewed from the street;</p> <p>b. Effects on residential amenity.</p>				
49.5.32	<p>Road noise – State Highway 6</p> <p>Any new residential buildings or 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<sub>eq(24h)</sub> for habitable spaces.</p>	NC				
49.5.33	<p>Staging development to integrate with transport infrastructure</p> <p>Development (except for utilities, <a href="#">the specified transport infrastructural works</a> and other physical infrastructure) within the Te Pūtahi Ladies Mile Sub-Areas shown on the Structure Plan shall not occur prior to <b>all</b> the corresponding transport infrastructural works listed below being completed <b>specific to the relevant stage</b>.</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="256 1612 862 1686"> <thead> <tr> <th>Sub-Area</th> <th>Transport infrastructural works</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>Intersection on Lower Shotover Road at Spence Road</td> </tr> </tbody> </table>	Sub-Area	Transport infrastructural works	A	Intersection on Lower Shotover Road at Spence Road	NC
Sub-Area	Transport infrastructural works					
A	Intersection on Lower Shotover Road at Spence Road					

Commented [MF39]: #51 G Erving, #55 Neil McDonald and Clarke Fortune McDonald & Associates

Table 2	Standards for activities located in the Medium Density Residential Precinct and the High Density Residential Precinct		Non-compliance status
	B	Bus stops on State Highway 6, west of the Stalker Road intersection (one on each side of the State Highway 6) <u>Safe Pedestrian</u> cycle crossing of State Highway 6 west of Stalker Road intersection	
	C	<u>Appropriately upgraded</u> 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)	
	E	<u>Safe Pedestrian</u> cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m)	
	F	Eastern Roundabout on State Highway 6	
	G	Bus stops on State Highway 6 west of the Eastern Roundabout (one on each side of the State Highway 6) <u>Safe Pedestrian</u> / cycle crossing of State Highway 6 west of the Eastern Roundabout	
	<u>B, C, E, F, G</u>	<u>Dedicated westbound bus lane on State Highway 6</u>	<u>NC</u>

Commented [MF40]: #104 Waka Kotahi

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<p><b>49.5.34</b></p>	<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>
<p><b>49.5.35</b></p>	<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 60m<sup>2</sup>.</p> <p>49.5.35.4 Activities and storage of materials shall be indoors.</p>	<p>D</p>
<p><b>49.5.36</b></p>	<p>Minimum size of residential units in the High Density Residential Precinct</p> <p>49.5.36.1 30m<sup>2</sup> for studio units</p> <p>49.5.36.2 45m<sup>2</sup> for one or more bedroom units</p>	<p>D</p>
<p><b>49.5.37</b></p>	<p><u>Residential Visitor Accommodation</u></p> <p><u>Residential Visitor Accommodation where the total nights of occupation by paying guests on a site do not exceed a cumulative total of 90 nights per annum.</u></p>	<p><u>NC</u></p>

<b>Table 3</b>	<b>Standards for activities located in the Commercial Precinct and the Glenpanel Precinct</b>	<b>Non-compliance status</b>
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49.5.37	<p>Development shall be consistent with the Structure Plan at 49.8, except that:</p> <ol style="list-style-type: none"> <li>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.</li> <li>The location where Collector Road Type C intersects with State Highway 6 may be varied by up to 20m to integrate with this intersection</li> <li>the location of the Key Crossing shown on the Structure Plan may be varied by up to <del>30</del> <u>40</u>m.</li> </ol>	NC
49.5.38	<p>Retail activity</p> <p>49.5.38.1 The maximum retail floor area of a single retail tenancy shall be 300m<sup>2</sup>, 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 2000m<sup>2</sup>.</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
49.5.39	<p>Office activity</p> <p>The maximum gross floor area of a single office tenancy shall be 200m<sup>2</sup>. Except that this rule shall not apply to tenancies operating as a commercial coworking space.</p>	NC
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> <ol style="list-style-type: none"> <li>the effects on visual amenity;</li> <li>consistency with the character of the locality; and</li> <li>whether the safety and efficiency of pedestrian and vehicle movement is compromised.</li> </ol>
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 Pūhahi Ladies Mile Structure Plan – Building Heights.</p>	<p><del>NC</del> RD</p> <p><u>Discretion is restricted to:</u></p> <ol style="list-style-type: none"> <li><u>Any sunlight, shading or privacy effects;</u></li> <li><u>External appearance, location and visual dominance of the building;</u></li> </ol>

Commented [MF44]: #104 Waka Kotahi

		<ul style="list-style-type: none"> <li>c. <a href="#">Provision of sustainable design responses.</a></li> <li>d. <a href="#">How the proposal aligns with the overall structure plan height strategy for the TPLM Zone</a></li> </ul>
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
49.5.41.4	Building height shall not exceed the maximum heights shown on the Te Pūtahi Ladies Mile Structure Plan – Building Heights.	RD Discretion is restricted to: <ul style="list-style-type: none"> <li>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;</li> <li>b. the amenity of surrounding streets, lanes, footpaths and other public spaces, including the effect on sunlight access and the provision of public space;</li> <li>c. the protection of public views of Slope Hill and the Remarkables Range; and</li> <li>d. effects on residential amenity, dominance and access to sunlight.</li> </ul>

**Commented [MF45]:** #93 Sanderson Group and Queenstown Commercial Limited

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"> <li>a. the visual effects of the height, scale, location and appearance of the building, in terms of <ul style="list-style-type: none"> <li>i. dominance;</li> <li>ii. loss of privacy on adjoining sites; and</li> <li>iii. any resultant shading effects.</li> </ul> </li> </ul>
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"> <li>a. the maintenance of an active street frontage;</li> <li>b. effects on residential amenity.</li> </ul>
49.5.44	<p>Education Activities</p> <p>The maximum gross floor area of a single Education Activity shall be 300m<sup>2</sup>.</p>	<p>RD</p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> <li>a. The scale of the activity, including effects on residential amenity;</li> <li>b. Effects on the transportation network;</li> <li>c. Effects on the vitality of the Commercial Precinct.</li> </ul>
49.5.45	Acoustic Insulation	RD

Table 3	Standards for activities located in the Commercial Precinct and the Glenpanel Precinct	Non-compliance status
	<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>Discretion is restricted to:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b. The extent of insulation proposed; and</li> <li>c. Whether covenants exist or are being volunteered which limit noise emissions on adjacent site and/or impose no complaints covenants on the site.</li> </ul>
<p><b>49.5.46</b></p>	<p>Road noise – State Highway 6</p> <p>Any new buildings containing Activities Sensitive to Road Noise, located within:</p> <ul style="list-style-type: none"> <li>a. 80m of the boundary of State Highway 6 where the speed limit is 70kmph or greater; or</li> <li>b. 40m of the boundary of State Highway 6 where the speed limit is less than 70kmph</li> </ul> <p>shall be designed and constructed to ensure that the internal noise levels do not exceed 40dB LA<sub>eq</sub>(24h) for habitable spaces.</p>	<p>NC</p>
<p><b>49.5.47</b></p>	<p>Lighting and Glare</p> <p>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.</p> <p>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.</p> <p>49.5.47.3 No activity shall result in a greater than 3 lux spill</p>	<p>RD</p> <p>Discretion is restricted to effects of light and glare on amenity values, the transportation network, <a href="#">ecological health</a> and the night sky.</p>

Commented [MF46]: #100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga

Table 3	Standards for activities located in the Commercial Precinct and the Glenpanel Precinct	Non-compliance status								
	( 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.									
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								
49.5.50	Staging development to integrate with transport infrastructure Development (except for utilities, <a href="#">the specified transport infrastructural works</a> 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.	NC								
	<table border="1"> <thead> <tr> <th>Sub-Area</th> <th>Transport infrastructural works</th> </tr> </thead> <tbody> <tr> <td>B</td> <td><a href="#">Appropriately upgraded</a> 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) <a href="#">Safe</a> Pedestrian/ cycle crossing of State Highway 6 west of Stalker Road intersection</td> </tr> <tr> <td>D</td> <td><a href="#">Appropriately upgraded</a> Intersection on State Highway 6 at Howards Drive Bus Stops on State Highway 6, west of Howards Drive intersection <a href="#">Safe</a> 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> <tr> <td><a href="#">B, D</a></td> <td><a href="#">Dedicated westbound bus lane on State Highway 6</a></td> </tr> </tbody> </table>	Sub-Area	Transport infrastructural works	B	<a href="#">Appropriately upgraded</a> 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) <a href="#">Safe</a> Pedestrian/ cycle crossing of State Highway 6 west of Stalker Road intersection	D	<a href="#">Appropriately upgraded</a> Intersection on State Highway 6 at Howards Drive Bus Stops on State Highway 6, west of Howards Drive intersection <a href="#">Safe</a> Pedestrian/ cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m)	<a href="#">B, D</a>	<a href="#">Dedicated westbound bus lane on State Highway 6</a>	
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<a href="#">B, D</a>	<a href="#">Dedicated westbound bus lane on State Highway 6</a>									
49.5.51	Building Coverage Within the Glenpanel Precinct, the maximum building coverage shall be 50%.	RD Discretion is restricted to:								

Commented [MF47]: #55 Neil McDonald and Clarke Fortune McDonald & Associates

Commented [MF48]: #104 Waka Kotahi

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		<ul style="list-style-type: none"> <li>a. Building dominance;</li> <li>b. Design and integration of landscaping;</li> <li>c. The traffic effects associated with the additional building coverage.</li> </ul>
49.5.52	<p>Landscaped permeable surface</p> <p>At least 20% of the site shall comprise permeable surface.</p>	NC

Table 4	Standards for activities located in the Open Space Precinct	Non-compliance status				
49.5.53	Development shall be consistent with the Structure Plan at 49.8.	NC				
49.5.54	<p>Building Height</p> <p>Building height shall not exceed 12m, except that the maximum height of lighting shall be 23m.</p>	D				
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> <ul style="list-style-type: none"> <li>a. Effects of lighting and glare on amenity values;</li> <li>b. Effects of lighting and glare on the transportation network; and</li> <li>c. Effects of lighting and glare on the night sky.</li> </ul>				
49.5.56	<p>Staging development to integrate with transport infrastructure</p> <p>Development (except for utilities, <a href="#">the specified transport infrastructural works</a> 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" 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;">J</td> <td> <p><a href="#">Appropriately upgraded</a> intersection on State Highway 6 at Howards Drive</p> <p>Bus Stops on State Highway 6, west of Howards Drive intersection</p> <p><a href="#">Safe P</a>edestrian/ 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 infrastructural works	J	<p><a href="#">Appropriately upgraded</a> intersection on State Highway 6 at Howards Drive</p> <p>Bus Stops on State Highway 6, west of Howards Drive intersection</p> <p><a href="#">Safe P</a>edestrian/ cycle crossing of State Highway 6 east of Howards Drive intersection at the location shown on the Structure Plan as Key Crossing (+/- 40m)</p>	NC
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49.5.57	Building Coverage	RD				

Commented [MF53]: #51 G Erving, #55 Neil McDonald and Clarke Fortune McDonald & Associates

Commented [MF54]: #104 Waka Kotahi

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	The total maximum ground floor area of all buildings is 500m <sup>2</sup> .	Discretion is restricted to: a. Building dominance; b. Design and integration of landscaping; c. The traffic effects associated with the additional building coverage.
<u>49.5.XX</u>	<p><u>Landscape buffer</u></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"> <li>• <u>a diverse range of 70% native species with a minimum plant spacing of 1.5m to enhance biodiversity values.</u></li> <li>• <u>no less than 30% of planting which will reach a mature height of over 10 meters.</u></li> <li>• <u>no less than 30% of planting which shall reach a mature height of over 4 meters.</u></li> <li>• <u>the balance of the species can be shrubs and small trees which contribute to biodiversity and amenity values.</u></li> </ul>	<p><u>RD</u></p> <p><u>Discretion is restricted to:</u></p> <ul style="list-style-type: none"> <li>a. <u>Effects on, or contribution to, biodiversity and amenity</u></li> <li>b. <u>Screening benefits or effects to adjacent properties</u></li> </ul>

Commented [MF56]: #71 GW & SE Stalker

## 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 **Rules 49.4.4, 49.5.15, 49.5.16, 49.5.19, 49.5.21.2**

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

**The following activities shall not be notified, but may require the written approval of the New Zealand Transport Agency:**

49.6.4 **Rule 49.5.21.2**

## 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.
- (iii) Integrates with, protects and enhances the character and heritage values of the Glenpanel Precinct and wider setting.

**Commented [MF57]:** Evidence of Mr Millar - subject to determination of scope

### 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.
- (v) Ensure that buildings respond to the interface between adjoining sites, encouraging a soft transition between building heights

**Commented [MF58]:** #108 Milstead Trust

### 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.

- (vi) [Ensure that buildings respond to the interface between adjoining sites, encouraging a soft transition between building heights](#)

Commented [MF59]: #108 Milstead Trust

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; [including a provision for underground or internal parking and storage of bikes, cars, and scooters where possible](#); 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.
- (v) [Provides for appropriate emergency access onto the site that is clear, unobstructed and visible](#)

Commented [MF60]: #105 Maryhill Limited

Commented [MF61]: #36 Fire and Emergency New Zealand

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 [and contribute to the Kāi Tahu values set out in Policy 4.2.2.21.f](#), 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 [and considering the form and functioning of ecological corridors.](#)
- (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 [and gives effect to the Guiding Principles for Stormwater Management set out in Chapter 27 Assessment Matters at 27.9.8.](#)

Commented [MF62]: #100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga

Commented [MF63]: #100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga

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.

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:

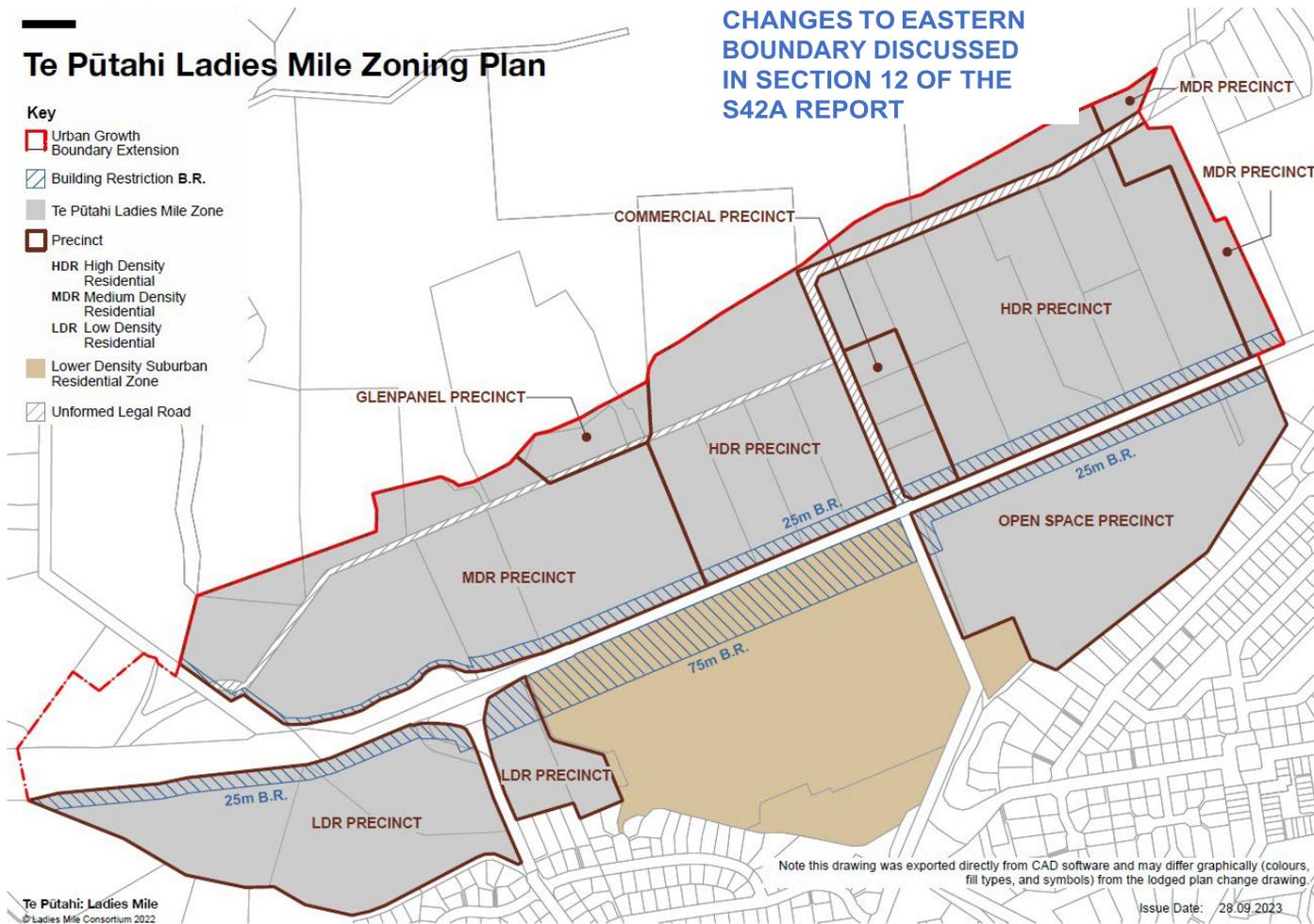
- a. A travel demand management plan (Residential, Workplace or School Travel Plan), is to be prepared in conjunction with the Council, that includes:
  - i. An assessment of actual mode share of travel and operational and management measures to be implemented to reduce private vehicle trips;
  - ii.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

## **49.8 Structure Plan**

# Te Pūtahi Ladies Mile Zoning Plan

- Key**
-  Urban Growth Boundary Extension
  -  Building Restriction B.R.
  -  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

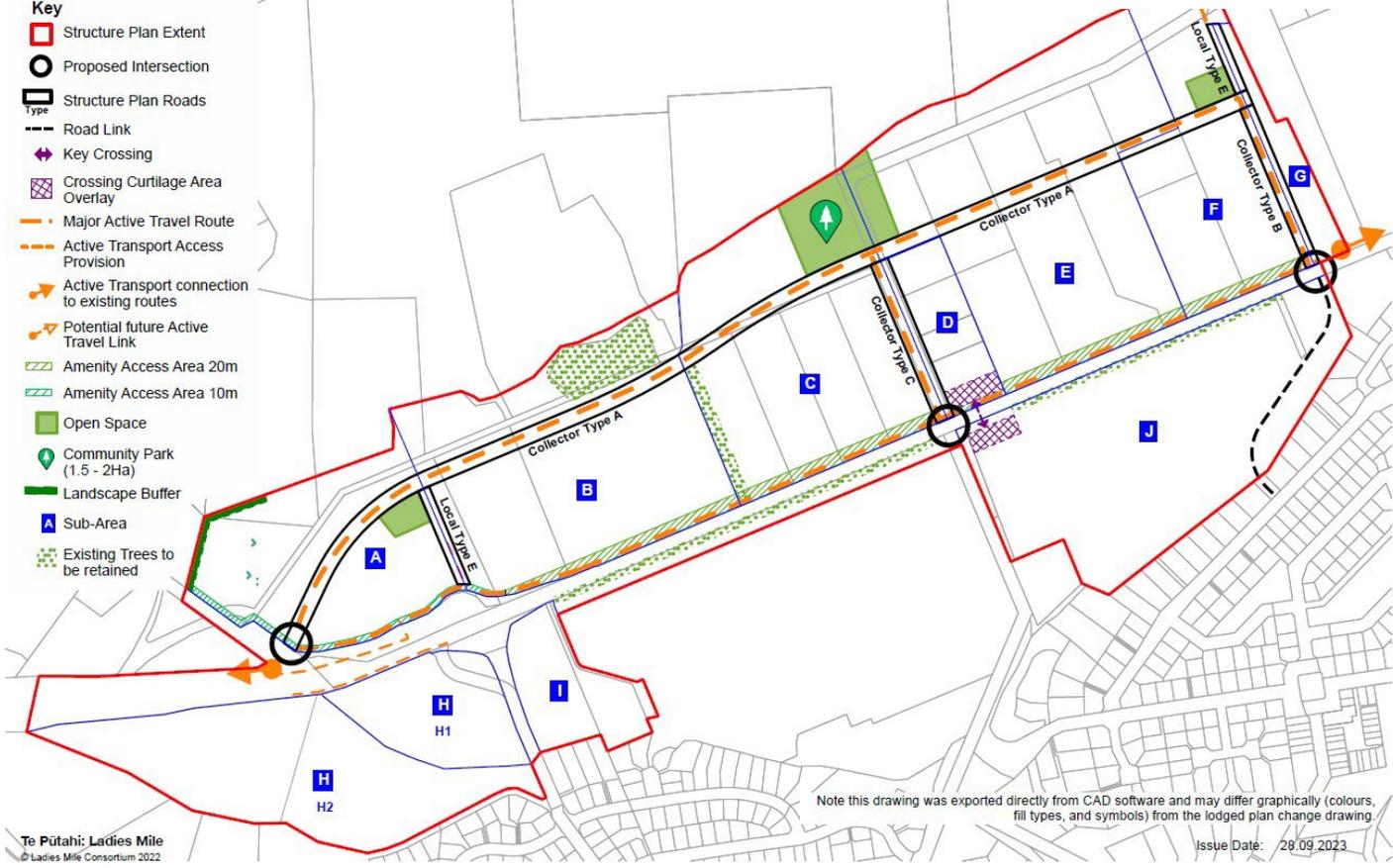
**REFER TO  
RECOMMENDED  
CHANGES TO EASTERN  
BOUNDARY DISCUSSED  
IN SECTION 12 OF THE  
S42A REPORT**



# Te Pūtahi Ladies Mile Structure Plan - General

REFER TO RECOMMENDED CHANGES TO EASTERN BOUNDARY DISCUSSED IN SECTION 12 OF THE S42A REPORT

- Key**
- Structure Plan Extent
  - Proposed Intersection
  - Structure Plan Roads
  - Road Link
  - Key Crossing
  - Crossing Curtilage Area Overlay
  - Major Active Travel Route
  - Active Transport Access Provision
  - Active Transport 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
  - A Sub-Area
  - Existing Trees to be retained



# Te Pūtahi Ladies Mile Structure Plan - Building Heights

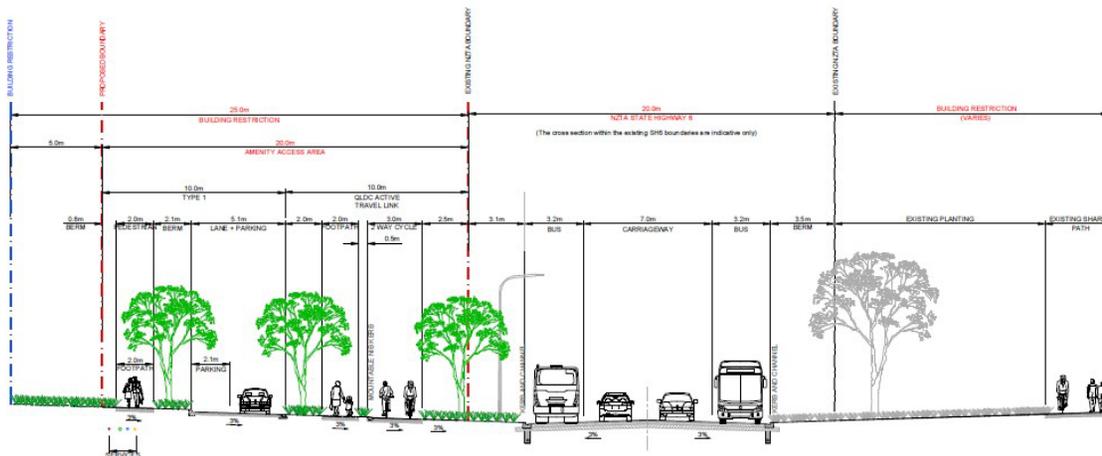
- Key**
- Structure Plan Extent
  - 8m max
  - 13m max
  - min 2 storey overlay
  - max 3 storey overlay
  - 24.5m max (max 6 storey)

REFER TO RECOMMENDED CHANGES TO WESTERN BOUNDARY 8M HEIGHT LIMIT DISCUSSED IN SECTION 12 OF THE S42A REPORT

REFER TO RECOMMENDED CHANGES TO EASTERN BOUNDARY DISCUSSED IN SECTION 12 OF THE S42A REPORT

Note this drawing was exported directly from CAD software and may differ graphically (colours, fill types, and symbols) from the lodged plan change drawing.

### Te Pūtahi Ladies Mile Structure Plan - Roading Sections



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



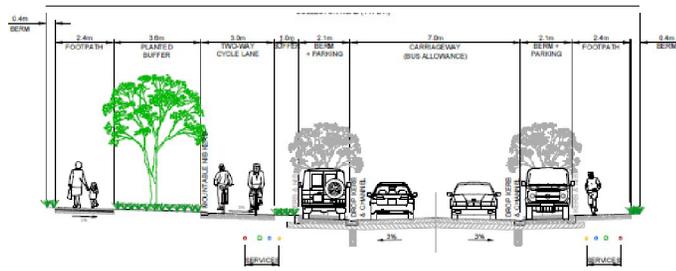
REV	DESCRIPTION	BY	APP'D	DATE
-	FOR DISCUSSION ONLY	A/C	A/C	22-03-21
A	PROPOSED WIDENING REMOVED	WJ	BH	20-04-22



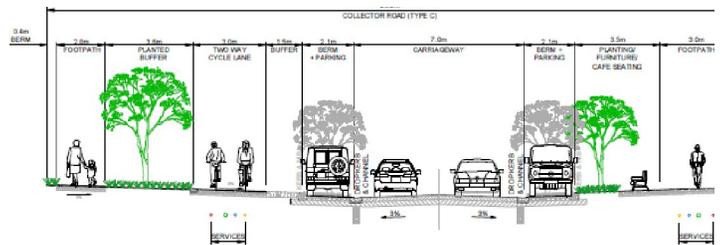
PROJECT	LADIES MILE TYPICAL ROAD SECTION (SHEET 1 OF 3)
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CLIENT	QUEENSTOWN LAKES DISTRICT COUNCIL
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PURPOSE		
FOR DISCUSSION ONLY		
DESIGN	APPROVED	SCALE
DRAWN A/C	BY: BH	1:200 @ A3
CHECK: BH	DATE: MAR 2021	
PROJECT NO.	DRAWING NO.	REV
1457	3-500	A



24.411m WIDE COLLECTOR ROAD TYPE A  
SCALE 1:151E@A.J



28.2m WIDE COLLECTOR ROAD TYPE C  
SCALE 1:100m@A.3



## 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, including education activities, a commercial centre that meets needs of local residents, and connections to the surrounding landscape and residential communities;
- b. high and medium density residential development to enable diversity of housing choice through different typologies to contribute to increased supply of housing and affordable homes;
- c. a landscaped treatment of the edge of adjoining State Highway 6 to increase amenity for both road users and adjoining residential areas;
- 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 Kāi 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.

Commented [MF64]: #86 Ministry of Education

Commented [MF65]: #105 Maryhill Limited

Commented [MF66]: #104 Waka Kotahi

Commented [MF67]: #100 Te Rūnanga o Ngāi Tahu, Papatipu Rūnanga

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.

## 25 Earthworks

...

### 25.5 Rules - Standards

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

## 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, ecological corridors and areas for stormwater management, and open spaces for active and informal recreation, and a network of walkways and cycleways, that:**
- complements and integrates with existing urban development and the surrounding landscapes; and**
  - 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.**

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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:XX) to promote the integrated, efficient and co-ordinated location of activities, primary roading, key intersections, open spaces, green networks, stormwater management, and walkway / cycleway routes.

27.

**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.

**27.3.24.3** Require a range of open spaces and facilities including:

- Sports grounds (for active and informal recreation) and associated community activities;
- Local parks for informal recreation;
- 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
- 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.
- Areas that function as ecological corridors and stormwater management areas, as part of a wider blue-green network.

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

- Avoiding the creation of rear lots and cul-de-sacs unless walking and cycling links provide additional connections to streets;
- Encouraging a predominantly north-south street layout to achieve residential amenity through solar gain and improved visual connections to surrounding landscapes;
- Promoting a visual connection of development with State Highway 6 through legible frontages with good passive surveillance over the Amenity Access Area;
- Supporting visual links north to open spaces at the base of Slope Hill and the Slopehill ONF when viewed from the intersections on State Highway 6 shown on the Structure Plan, and views to The Remarkables from State Highway 6;
- Providing for integration with, and passive surveillance over, streets and public spaces;
- 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

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parking; and

- g. Encouraging integrated applications for subdivision and land use for medium and high density residential development proposals.

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.XX);
- 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 identified for Sub Areas A - I in Rules 49.5.10, 49.5.33, 49.5.50 and 49.5.56 have not been completed for their respective Sub Area(s), unless it can be demonstrated that development will avoid future and cumulative adverse effects from additional traffic movements on State Highway 6.

27.3.24.7 Require the design of stormwater management systems to avoid direct 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 and to neighbouring sites.

...

## 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	Low Density Residential Precinct 450 (300m <sup>2</sup> ) All other Precincts No minimum

...

## 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.XX Te Pūtahi Ladies Mile Zone).	C
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<p><b>7.7.28</b></p>	<p><b>Te Pūtahi Ladies Mile Zone</b></p> <p><u>27.7.28.1 Subdivision of land within the Te Pūtahi Ladies Mile Zone</u></p> <p>Discretion is restricted to:</p> <ul style="list-style-type: none"> <li>a. <u>the matters contained in Rule 27.5.7;</u></li> <li>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"> <li>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></li> <li>ii. <u>Open spaces and blue-green or ecological corridors, and their intended function(s), including those open spaces and blue-green corridors required by the Structure Plan, Indicative Parks as shown on the Structure Plan, and any additional open spaces necessary to serve the future needs of the site and the wider Sub-Area;</u></li> <li>iii. <u>Three waters infrastructure, including the retention and treatment of stormwater, and integration with the stormwater network within the Zone;</u></li> <li>iv. <u>Heritage and archaeological values, specifically with regard to how the subdivision design integrates with and enhances the character of the Glenpanel Precinct and wider setting.</u></li> </ul> </li> <li>c. <u>how the subdivision design will enable the achievement of the minimum residential density requirements set out in the relevant Zone provisions;</u></li> <li>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></li> <li>e. <u>within Sub-Areas B and C, the impact of development on existing established trees identified on the Structure Plan;</u></li> <li>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></li> <li>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></li> <li>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></li> <li>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></li> <li>i. <u>How the stormwater management proposed for the subdivision will</u></li> </ul>	<p>RD</p>
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be managed as part of a centralised, integrated stormwater management system for the TPLM Zone north of SH6.

Information requirements:

- a. A statement demonstrating how the subdivision layout will enable:
- i. the densities expected in the relevant Precinct; and
  - 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 other instrument) to ensure such diversity.
- b. A statement and supporting plans and specifications with a level of detail as necessary to demonstrate how the stormwater management proposed will be managed as part of a centralised, integrated stormwater management system for the TPLM Zone north of SH6, including:
- i. the manner by which the system within the land subject to the application will integrate with the system on adjoining or nearby land within the same catchment or sub-catchment, and where stormwater management devices can be shared for development across multiple properties;
  - ii. the manner by which a fully integrated stormwater management solution for Slope Hill and the TPLM Zone north of SH6 (including treatment) is to be co-ordinated across development blocks to provide between 1 and 4 facilities (detention basins and/or soakage devices) across the TPLM Zone north of SH6, including co-ordinated overland flow paths through the developments to ensure no adverse effects on downstream properties;
  - iii. the manner by which land along the toe of Slope Hill will be made available for stormwater management;
  - iv. how pre-treatment of Slope Hill Runoff and treatment of first flush from roads, carparks etc will be provided to ensure longevity of soakage devices;
  - v. how stormwater runoff from events up to and including the 1% AEP event are to be soaked to ground. If this is proven infeasible, how stormwater from events up to and including the 5% AEP is to be soaked to ground
  - vi. The easements to be provided as required for new stormwater trunks and swales cross private property. Where possible infrastructure will be coordinated within QLDC-owned road corridors and the State Highway 6 corridor;
  - vii. Sediment and erosion control plans, prepared by a suitably qualified temporary works engineer and be implemented for the duration of the construction;
  - viii. How the stormwater management system(s) have been designed considering climate change adjusted rainfall (RCP6.0 for the period 2081-2100).

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**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 and provision for clear and unobstructed emergency access;
    - (e) that avoids the use of cul-de-sac roads or private ways unless these are short (less than 50m) or walking and cycling connections are provided to other streets;
    - (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.
  - 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 a centralised, integrated management system for the TPLM Zone land north of SH6, through water sensitive design and through the retention and treatment of stormwater, and integration with the stormwater network within the Zone, taking into account the Guiding Principles for stormwater management in the TPLM 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;

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- (e) existing natural and cultural features to be accessible to the public and, where appropriate, form prominent features within the overall design;
- (f) 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;
- (g) 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.
- (h) the extent to which the subdivision protects, maintains or enhances indigenous biodiversity;
- (i) Applications for staged subdivisions involving the creation of larger 'bulk' lots intended for further subdivision and/or development in the future demonstrate infrastructure servicing (access and all utilities) that is sufficient for the zoned development potential of all of the "bulk" lots to be created, to ensure the land is able to be serviced and developed for the anticipated, zoned land use and density capacity, including:
  - (i) Provision for access approvals or legal instruments necessary for the provision of infrastructure services to the bulk lots;
  - (ii) Methods to integrate with existing or adjacent developments;
  - (iii) Consideration and contribution to (where appropriate) infrastructure that is necessary to both service the development but may also benefit or service the wider community and future development on adjoining or nearby land where subdivision and/or development of that land would rely on the bulk lots for infrastructure.

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Guiding Principles for stormwater management in the TPLM Zone:

- a. Utilise stormwater management solutions that mimic the natural water cycle and enhance the water quality;
- b. Employ an integrated stormwater management approach that supports connectivity to the natural environment and gives effect to Te Mana o te Wai and the community wellbeing;
- c. Manage flooding and surface water flow to safeguard the community and infrastructure in a sustainable manner.
- d. The hydrological regime in the area is replicated such that the maximum rate of discharge and peak flood levels post development are no greater than pre-development;
- e. That there are no overland flows from attenuation systems or soak pits for 1% AEP events or less unless there is a defined and acceptable overland flow path
- f. Ensure that there is a maximum 24-hour drain-down for any attenuation systems basis/soak pits for 1% AEP events;
- g. That there are no overland flows across SH6 for 1% AEP events or less;
- h. That there are no direct discharges from the development area into Lake Hayes;
- i. That runoff from all roads is managed through appropriate treatment device(s);
- j. Avoid a proliferation of multiple stormwater management systems and devices. Depending on location and land ownership structures this may necessitate co-operation of multiple landowners to ensure an acceptable approach;
- k. Implement stormwater management solutions that deliver lifecycle operational and economic resilience;
- l. Align 'blue' stormwater solutions and the wider 'green' landscape and open space strategies wherever possible

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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.~~

...

## 27.13 Structure Plans

...

### 27.13.19 Te Pūtahi Ladies Mile Structure Plan

[insert Structure Plan]

## 29 Transport

...

### 29.5 Rules – Standards for activities outside roads

	Table 29.3 –Standards for activities outside roads	Non-Compliance status
...	...	...
29.5.5	Dropoff/ pick up (set down) areas in all zones except in the Queenstown Town Centre Zone, the Wanaka Town Centre Zone, and the Arrowtown Town Centre Zone, and within the Te Pūtahi Ladies Mile Zone ...	RD ...
...	...	...
29.5.12A	<p><u>Maximum Parking Requirements</u></p> <p><u>On land located in the Te Pūtahi Ladies Mile Zone, the number of parking spaces shall not exceed the following rates:</u></p> <p><u>Residential Activity –</u></p> <p style="padding-left: 40px;">Studio or 1 bedroom - 0.5 spaces</p> <p style="padding-left: 40px;">2 bedrooms – 1 space</p> <p style="padding-left: 40px;"><del>3 or more bedrooms – 1.5 spaces</del></p> <p style="padding-left: 40px;">3 or more bedrooms in the LDR Precinct only – 2 spaces</p> <p style="padding-left: 40px;"><del>4 or more bedrooms – 2 spaces</del></p> <p><u>Offices – 1 per 50m<sup>2</sup> GFA</u></p> <p><u>Retail – 1 per 50m<sup>2</sup> GFA</u></p> <p><u>Education – 0.5 per FTE employee plus 1 visitor space per classroom</u></p> <p><u>Activities not listed – no maximum</u></p> <p><u>Except that this rule will not apply to mobility spaces.</u></p> <p><u>Note: Maximum parking rates are to be calculated cumulatively.</u></p>	<p>RD</p> <p><u>Discretion is restricted to:</u></p> <p>a. <u>The adequacy of parking for the activity;</u></p> <p>b. <u>Effects on residential intensification and urban design; and</u></p> <p>c. <u>Effects on the transportation network, including on the uptake of public and active transport modes.</u></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 except where such direct property access already exists as at 9 June 2023 for the purpose of access to the Airways Corporation Nav Aid on Slope Hill.</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>RD</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>

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Table 29.3 –Standards for activities outside roads		Non-Compliance status									
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).										
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).										
<b>29.5.25</b>	<b>Carparking within the Te Pūtahi Ladies Mile Zone</b>	<b>RD</b>									
29.5.25.1	Within the Medium Density Residential and the High Density Residential Precincts, uncovered parking between the building and the road boundary of residential units shall be limited to a maximum of one car park per residential unit (provided that any such car park is not additional to the maximum parking requirements).	Discretion is restricted to:									
29.5.25.2	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.	a. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment; and									
29.5.25.3	Common parking areas (including open areas or areas within a building at ground-level) that comprise more than two spaces must:	b. Effects on the amenity of the Zone when viewed from the street									
	a. Not front a street or public open space										
	b. 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.										
29.5.X	a. All vehicular access to fee simple lots, cross lease, unit title or leased premises shall be in accordance with Table 3.2 (Road Design Standards) of the QLDC Land Development and Subdivision Code of Practice 2018, including the notes within Table 3.2 and Appendices E and F; except as provided for in 29.5.14b below.	<b>RD</b>									
	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:	Discretion is									
	(i)										
	<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>	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	3.0	4.0									
7 to 12	5.5 – 5.7	6.7									
	(ii) Except:										
	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										

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5.5m - 5.7m and a legal width of at least 6.7m for a minimum length

restricted to:

- a. Effects,  
including  
positive effects,  
on the safety,  
efficiency, and  
amenity of the  
site and of the  
transport  
network,  
including the  
pedestrian and  
cycling  
environment  
and provision  
for sufficient  
emergency  
access.
- b. The design of  
the access,  
including the  
width of the  
formed and  
legal width.

<p>of 6m, as measured from the legal road boundary.</p> <p>ii. To allow vehicles to pass, formed access widths for 1 to 6 units shall include widening to not less than 5.5 m over a 15m length at no more than 50 m spacing (measured from the end of one passing bay to the beginning of the next).</p> <p>iii. The above access width rules do not apply at the time of subdivision to any developments authorised and given effect to by a land-use consent as at the date these provisions are made operative.</p> <p>c. No private way or private vehicle access or shared access in any zone shall serve sites with a potential to accommodate more than 12 units on the site and adjoining sites.</p> <p>d. Private shared vehicle accesses shall have legally enforceable arrangements for maintenance put in place at the time they are created.</p> <p>e. All vehicle access design shall comply with Schedule 29.2.</p> <p>f. The above access width rules do not apply to existing private shared vehicle accessways for the purpose of controlling the number of units that may be built using the accessways, unless the total land served by the accessway could provide for more than 12 units.</p>	<p>c. The on-going management and maintenance of the access.</p> <p>d. Urban design outcomes, including any positive effects on urban design quality.</p> <p>e. The vesting of the access in Council.</p> <p>f. Any positive effects on achieving planned intensification and compact urban form.</p>
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**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. In addition, within the Te Pūtahi Ladies Mile Zone, for staff 1	Nil, except that within the Te Pūtahi Ladies Mile Zone the following shall be provided: For students 1 locker per every space required.

Table 29.6				
	Activity	Customer/Visitor Short-Term Bicycle Parking	Private Long-Term Bicycle Parking. This is for the use of staff, students, and residents	End of trip facilities
			<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 &gt;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>

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 150m<sup>2</sup> would require one Private Long-Term Bicycle Parking space and an office of 510m<sup>2</sup> would require four spaces.

29.10.16 Private Long Term Bicycle parking shall be secure and positioned within the site in order to be accessible from the street.

29.10.17 Cycle parking for residential activity in the Te Pūtahi Ladies Mile Zone can be located in a communal area, including within garaging or cycle storage sheds.

29.10.158 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 Pūtahī Ladies Mile Zone
31.14.1	Signs for commercial activities and community activities <a href="#">and Visitor Accommodation in the Commercial Precinct</a> Control is reserved to the matters set out in Rule 31.18.	C	...	C
31.14.2	Identification of a signage platform for a commercial activity or community activity Control is reserved to the matters set out in Rule 31.18.	C	...	C
31.14.3	Signs for visitor accommodation	D	...	D
31.14.4	Signs not associated with commercial activities, community activities or visitor accommodation	P	...	P
31.14.5	Any sign activity which is not listed in Table 31.4 or Rules 31.14.1 to 31.14.4 inclusive.	D	...	D

...

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## 36 Noise

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

