

Appendix R

District Plan Matters Requiring Consent

Appendix R – Compliance Assessment against Queenstown-Lakes Proposed District Plan

Chapter 21 – Rural

Rule or Standard	Activity Status	Commentary	Approval needed	Assessment Matters
<i>Section 21.4 – Table 1 Activities in Rural Zone</i>				
Residential Activities, Subdivision and Development				
Rule 21.4.5 One residential unit, which includes a single residential flat for each residential unit and any other accessory buildings, within any building platform approved by resource consent.	Permitted	Rule 21.4.5 will not be met as it requires residential units to be within a building platform approved by resource consent. No building platforms are proposed (or needed due to the size and specific design for the units). A total of 250 residential units are proposed. As such, the activity is considered to be a Non-Complying Activity under Rule 21.4.37 of the PDP.	Yes	No matters of discretion 21.21 Assessment Matters (Landscape) are relevant, specifically: 21.21.2 Rural Character Landscape (RCL) 21.21.2.1 Landscape character 21.21.2.2 Visual amenity values 21.21.2.3 Design and density of development: 21.21.2.4 Tangata Whenua, biodiversity and geological values 21.21.2.5 Cumulative effects 21.21.2.6 Landscape assessment methodology 21.21.3 Other factors and positive effects, applicable in all the landscape categories (ONF, ONL and RCL)
Rule 21.4.9 The use of land or buildings for residential activity except as provided for in any other rule.	Discretionary	The proposal will include the use of land (the units) for residential purposes and therefore requires resource consent.	Yes	
Rule 21.4.11 The construction of any building including the physical activity associated with buildings including roading, access, lighting, landscaping and earthworks, not provided for by any other rule.	Discretionary	The proposal will involve the construction of residential buildings and buildings for the early childcare centre, retail and café as well as recreational facilities and infrastructure that are not explicitly be provided by other rules in the Rural chapter. As such, this rule will not be met.	Yes	
Commercial Activities				
Rule 21.4.23 Restaurant including bar.	Discretionary	A restaurant is defined as “any land and/or buildings, or part of a building, in which meals are supplied for sale to the general public for consumption on the premises, including such premises which a licence has been granted pursuant to the Sale and Supply of Alcohol Act 2012”. The proposal includes a café and cafés fall within the definition of restaurant. The café may be licensed within the meaning of a restaurant and include a bar area and use where alcohol may be served and consumed, with or without food, under the respective alcohol license. As a result, this rule is infringed. The district plan ‘bar’ definition is not explicitly relevant as it relates to a hotel or tavern and means “any part of a hotel or tavern which is used principally for the sale, supply or consumption of liquor on the premises. Bar area shall exclude areas used for storage, toilets or like facilities and space”.	Yes	No matters of discretion
Other Activities				
21.4.25 Recreation and/or Recreational Activity.	Permitted	‘Recreation’ means “activities which give personal enjoyment, satisfaction and a sense of well being”, and ‘Recreational Activity’ means “the use of land and/or buildings for the	No	

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		<i>primary purpose of recreation and/or entertainment. Excludes any recreational activity within the meaning of residential activity”.</i> The proposal includes and recreational facilities in the two open space areas and the walkway.		
Rule 21.4.37 Any activity not otherwise provided for in Tables 1, 9, 10, 12, 14	Non-complying	The proposal includes the following activities that are not anticipated within the Rural zone: • Medium to high density terrace housing, walk-ups, multi-unit/duplex houses • Reserves • Early childcare centre • Retail As such, these activities will require resource consent.	Yes	No matters of discretion Assessment matters above are relevant.
<i>Section 21.5 – Table 2 General Standards in Rural Zone</i>				
Rule 21.5.1 Setback from internal boundaries. The setback of any building from internal boundaries shall be 15m.	Restricted discretionary	The proposal seeks to develop medium to high-density housing that will consist of a mixture of terrace and duplex housing. Each unit will infringe the 15m internal boundary setback required in the rural zone. The building setback plans in Appendix E1 (Sheets 120 – 125) show the offsets between all buildings, all buildings infringe the 15m internal setback. No dimensions are shown where buildings are share common wall boundaries. The activity is a restricted discretionary activity under Rule 21.5.1.	Yes	Discretion is restricted to: - Rural amenity and landscape character - Privacy, outlook and amenity from adjoining properties
Rule 21.5.2 Setback from roads The setback of any building from a road boundary shall be 20m, except, the minimum setback of any building from State Highway 6 between Lake Hayes and the Shotover River shall be 50m. The minimum setback of any building for other sections of State Highway 6 where the speed limit is 70 km/hr or greater shall be 40m.	Restricted discretionary	Albert Town-Lake Hawea Road (SH6) adjacent to the eastern boundary of the site has a speed limit of 80km/h and so is subject to a setback of 40m. The retail/café building (Lot 101) is located 27.24m at its closest to this road boundary and so infringes this rule. The apartment building on Lot 102 is located 13.14m at its closest from this boundary and so also infringes this rule, as do the units on Lots 56 - 62. The Wānaka-Luggate Highway (SH84) and the proposed internal roading is subject to a 20m building setback. Units 1 - 5, 300 – 312, 331 – 333 infringe the 20m setback from SH84. All other proposed lots with buildings infringe the 20m internal road setback. Building setbacks are shown in Appendix E1 (Sheets 120 – 125). Due to the road setback infringements, the activity is a Restricted Discretionary Activity under Rule 21.5.2.	Yes	Discretion is restricted to: - Rural amenity and landscape character - Open space - The adverse effects on the proposed activity from noise, glare and vibration from the established road. - Where Electricity Sub-transmission Infrastructure or Significant Electricity Distribution Infrastructure as shown on the District Plan web mapping application is located within the adjacent road, any adverse effects on that infrastructure.
Rule 21.5.7 Lighting and Glare 21.5.7.1 - All fixed exterior lighting must be directed away from adjoining sites and roads; and 21.5.7.2 - No activity on any site will result in greater than a 3.0 lux spill (horizontal and vertical) of light onto any other site measured	Non-complying	The proposal seeks to establish a medium to high-density urban development in the Rural zone. It is anticipated that the lighting for the development will in places exceed 3.0 lux spill across proposed boundaries within the project site. However, this is an urban development and such light spill is expected in urban areas and the design of nearby buildings has been designed to take this into account and therefore the exception contained in Rule 21.5.7.2 applies.	No	Complies

Rule or Standard	Activity Status	Commentary	Approval needed	Assessment Matters
at any point inside the boundary of the other site, provided that this rule shall not apply where it can be demonstrated that the design of adjacent buildings adequately mitigates such effects. 21.5.7.3 - There must be no upward light spill.				
<i>Section 21.7 – Table 4 Standards for buildings</i>				
Rule 21.7.1 Structures Any structure which is greater than 5 metres in length, and between 1 metre and 2 metres in height must be located a minimum distance of 10 metres from a road boundary, except for: 21.7.1.1 Post and rail, post and wire and post and mesh fences, including deer fences; 21.7.1.2 Any structure associated with farming activities as defined in this plan.	Restricted discretionary	Some structures that are not buildings /houses will not meet this rule, including playground equipment such as the Lot 801 integrated playground, the rubbish sheds on Lots 200 (x2) and 202 that will exceed these dimensions and be closer than 10m to proposed internal roads.	Yes	Discretion is restricted to: - effects on landscape character, views and amenity, particularly from public roads; - the materials used, including their colour, reflectivity and permeability; - whether the structure will be consistent with traditional rural elements. - Where Electricity Sub-transmission Infrastructure or Significant Electricity Distribution Infrastructure as shown on the District Plan web mapping application is located within the adjacent road, any adverse effects on that infrastructure.
Rule 21.7.2 Buildings Any building, including any structure larger than 5m², that is new, relocated, altered, reclad or repainted, including containers intended to, or that remain on site for more than six months, and the alteration to any lawfully established building, are subject to the following: All exterior surfaces must be colours in the range of browns, greens or greys, including: 21.7.2.1 Pre-painted steel and all roofs must have a light reflectance value not greater than 20%; and 21.7.2.2 All other surface ** finishes except for schist, must have a light reflectance value of not greater than 30%. 21.7.2.3 In the case of alterations to an existing building not located within a building platform, it does not increase the ground floor area by more than 30% in any ten year period.)	Restricted discretionary	Given the change of use for the site from rural to an urban environment, the design and colours of the buildings will not be limited to a range of browns, greens or greys or comply with the light reflectance values. This element requires resource consent as a Restricted Discretionary Activity.	Yes	Discretion is restricted to: - external appearance; - visual prominence from both public places and private locations; - landscape character; - visual amenity.
Rule 21.7.3 Building size The ground floor area of any building must not exceed 500m².	Restricted discretionary	The total ground floor area of each of the two apartment buildings (Lots 102 and 103) will exceed 500m ² , both are 1,264m ² , and the café and market building which is 557m ² .	Yes	Discretion is restricted to: - External appearance - Visual prominence from both public places and private locations - Landscape character

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Rule 21.7.4 Building height The maximum height shall be 8m	Restricted discretionary	Type A (T1 and T2) units are 5m above ground level and so comply with the maximum height limit. Type B (T3) units are approximately 7.7m above ground level and so comply. Type C (T4 – T6) units are approximately 7.6 – 8.1m above ground level depending on roof form and so some units will infringe the height limit. Type D (T9 – T11) units are approximately 7.5m above ground level and so comply. Type E (T7 – T8) units are approximately 9m above ground level and so infringe the 8m height limit. The two apartment buildings are approximately 10m above ground level and so infringe the 8m height limit.	Yes	d. Visual amenity e. Privacy, outlook and amenity from adjoining properties Discretion is restricted to: a. Rural amenity and landscape character b. Privacy, outlook and amenity from adjoining properties c. Visual prominence from both public places and private locations
<i>Section 21.9 – Table 6 Standards for Commercial Activities</i>				
Rule 21.9.4 Retail Sales Buildings that have a gross floor area that is greater than 25m² to be used for retail sales identified in Table 1 must be setback from road boundaries by at least 30m	Restricted discretionary	The retail and café building on Lot 101 totals 557m² and is proposed to be setback 2.5m from Mountain Road East and 3.5m from Junction Road and 27.2m from SH6 and so will infringe the road setbacks to all road boundaries and require resource consent as a Restricted Discretionary Activity.	Yes	Discretion is restricted to: a. Landscape character and visual amenity b. Access safety and transportation effects c. On-site parking
Rule 21.9.5 Residential Visitor Accommodation The total nights of occupation by paying guests on a site do not exceed a cumulative total of 120 nights per annum from the date of initial registration	Controlled	This application does not include any application for residential visitor accommodation. Indeed 80% of the units are proposed to be subject to a consent notice preventing this activity from occurring on that site. This limits potential residential visitor accommodation to those sites not subject to the consent notice and those that comply with this rule or obtain resource consent.	No	Complies (or restricted beyond plan permitted)

Chapter 25 – Earthworks

Rule or Standard	Activity Status	Commentary	Approval needed	Assessment Matters
25.3.2 Interpreting and Applying the Rules				
25.3.2.5 - Earthworks associated with subdivisions under Chapter 27 are exempt from the following Rules: a. Table 25.2 Maximum Volume;	NA	The project is a combined land use and subdivision under the QLD CDDP, as such rules for earthworks volume, cut, fill and cleanfill transportation volume are exempt under Chapter 25, but are identified below and assessed in the substantive application AEE in	Yes	Part 25.7 Matters of discretion: 25.7.1.1 Soil erosion, generation and run-off of sediment.

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b. Rule 25.5.15 Cut Standard; and c. Rule 25.5.16 Fill Standard; and d. Rule 25.5.21. All other rules in the Earthworks Chapter apply to earthworks associated with a subdivision. Applications for earthworks that are associated with subdivision shall be considered against the matters of discretion for earthworks in Part 25.7 and assessment matters in Part 25.8. Applications for subdivision involving any earthworks shall be considered against the matters of discretion for earthworks in Part 25.7 and assessment matters in Part 25.8.		accordance with the matters of discretion in Part 25.7 and assessment matters in Part 25.8.		25.7.1.2 Landscape and visual amenity values. 25.7.1.3 Effects on infrastructure, adjacent sites and public roads. 25.7.1.4 Land stability. 25.7.1.5 Effects on water bodies, ecosystem services and biodiversity. 25.7.1.6 Cultural, heritage and archaeological sites. 25.7.1.7 Nuisance effects. 25.7.1.8 Natural Hazards. 25.7.1.9 Functional aspects and positive effects.
<i>Section 25.4 – Table 25.1 – Earthworks Activities</i>				
Rule 25.4.2 Earthworks that do not comply with the standards for the maximum total volume of earthworks in Table 25.2, except for earthworks covered by Rules 25.4.1A and 25.4.1B	Restricted discretionary	The earthworks for the site will not meet the standards for the maximum total volume of earthworks but are exempt under 25.3.2.5. The earthworks are not for the removal and deposition of material associated with natural hazards.	No	Exempt
<i>Section 25.5 – Standards</i>				
<i>Table 25.2 – Maximum Volume</i>				
Rule 25.5.6 Rural Zone: Maximum volume is 1000m ³	Restricted discretionary	The total volume of the earthworks proposed for the site will exceed 1,000m ³ as approximately 36,650m ³ of earthworks are proposed to undertake the development. These earthworks are shown on the Preliminary Engineering Design Plans (Appendix F) Sheets 200 – 202.	No	Exempt
<i>Table 25.3 - Standards</i>				
<i>Nuisance effects, erosion, sediment generation and run-off</i>				
Rule 25.5.11 - Earthworks over a contiguous area of land shall not exceed the following area: 25.5.11.2: 10,000m ² where the slope is less than 10 degrees	Restricted discretionary	Earthworks are proposed across the total site area of 5.98 ha where the slope is less than 10 degrees as shown on the Preliminary Engineering Design Plans (Appendix F) Sheets 200 – 202.	Yes	Discretion is restricted to the matters listed in Part 25.7 above.
<i>Height of cut and fill and slope</i>				
Rule 25.5.15 The maximum depth of any cut shall not exceed 2.4 metres 25.5.15.1 This rule shall not apply to roads 25.5.15.2 The maximum depth of any cuts for trails shall not exceed 1.5 metres	Restricted discretionary	The maximum depth of cut is 0.9m as shown on Sheet 202 of the earthworks plans.	No	Exempt

Rule or Standard	Activity Status	Commentary	Approval needed	Assessment Matters
Rule 25.5.16 The maximum height of any fill shall not exceed 2 metres. 25.5.16.1 The rule shall not apply to roads and to the backfilling of excavations 25.5.16.2 The maximum height of any fill for trails shall not exceed 1.5 metres.	Restricted discretionary	The maximum depth of fill is 0.9m as shown on Sheet 202 of the earthworks plans.	No	Exempt
<i>Setbacks from boundaries</i>				
Rule 25.5.18 Earthworks greater than 0.5 metres in height or depth shall be set back from the site boundary the following minimum distances: 25.5.18.1 Earthworks not supported by retaining walls: a. a distance at least equal to the maximum height of the fill, as measured from the toe of the fill, with a maximum batter slope angle of 1:3 (vertical: horizontal); or b. 300mm plus a batter slope angle of a maximum of 1:3 (vertical: horizontal), as measured from the crest of the cut. 25.5.18.2 Earthworks supported by retaining walls: a. Cut or fill supported by a retaining wall must be setback a distance at least equal to the height of the retaining wall; Cut and fill equal to or less than 0.5m in height is exempt from this rule.	Restricted discretionary	The earthworks have been designed to maintain ground levels at the boundaries and so that earthworks greater than 0.5m cut or fill are setback more than 0.5m from the boundaries and no retaining is required in proximity to the boundaries of the site. The works therefore comply with this rule.	No	Complies
<i>Cleanfill</i>				
Rule 25.5.21 No more than 300m³ of Cleanfill shall be transported by road to or from an area subject to Earthworks.	Restricted discretionary	The earthworks design requires approximately 8,635m ³ of imported topsoil and roading metal. Note that Rule 25.3.2.5 exempts earthworks associated with subdivision from this rule.	No	Exempt

Chapter 27 – Subdivision

Rule or Standard	Activity Status	Commentary	Approval needed	Assessment Matters
<i>Section 27.5 – Rules for Subdivision</i> <i>Subdivision Activities - District Wide</i>				
Rule 27.5.6 Any subdivision that does not fall within any rule in Section 27.5	Discretionary	The proposal seeks approval to undertake an urban scale subdivision in the Rural zone resulting in freehold titles.	Yes	No matters of discretion

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27.5.17 A Unit Titles Act subdivision lodged concurrently with an application for building consent, or land use consent.	Discretionary	This application does not seek approval to undertake a unit title subdivision of the units in the two apartment blocks (Lots 102 and 103 respectively). For simplicity these will be the subject of a future subdivision application(s).	N/A	N/A
27.5.22 Subdivision that does not comply with the minimum lot areas specified in Part 27.6	Non-complying	There is no minimum lot size for allotments in the Rural Zone under Rule 27.6.1. There is no minimum lot size for allotments created for access, utilities, roads and reserves under Rule 27.6.2.	N/A	N/A
27.5.23 A subdivision under the Unit Titles Act not falling within Rules 27.5.5 or 27.5.17 where the building is not completed (meaning the applicable code of compliance certificate has not been issued), or building consent or land use consent has not been granted for the buildings.	Non-complying	A unit title subdivision is not proposed.	N/A	N/A
27.5.28 Subdivision that does not comply with the standards related to servicing and infrastructure under Rule 27.7.39.	Non-complying	All lots are serviced for the intended use with reticulated potable water, wastewater connections and to electricity and telecommunications networks.	No	Complies
Section 27.7 Zone-Location Specific Rules				
Rule 27.7.34 In the following zones, every allotment created for the purposes of containing residential activity shall identify one building platform of not less than 70m ² in area and not greater than 1000m ² in area: a. Rural Zone; b. Gibbston Character Zone; c. Rural Lifestyle Zone; d. Rural Visitor Zone, limited to Lots 1 to 11 as per the building platform layout shown on the Arcadia Rural Visitor Zone Structure Plan at 27.13.19A.	Non-complying	Rule 27.7.34 is a subdivision standard and will not be met as no building platforms are proposed. The application includes specific building designs for each lot, and the lots are designed around the buildings. As such, the activity is a Non-Complying Activity under Rule 21.7.34.	Yes	No assessment matter for these non-complying activities. These are non-complying under Rule 27.7.36: <i>Subdivision applications not complying with either Rule 27.7.34, Rule 27.7.34A, or Rule 27.7.35 shall be non-complying activities.</i>
27.7.35 The dimensions of lots in the following zones, other than for access, utilities, reserves or roads, shall be able to accommodate a square of the following dimensions: - All other zones: 15m x 15m	Non-complying	The individual residential lots do not meet the shape factor dimension.	Yes	
27.7.39 Standards related to servicing and infrastructure				
Water 27.7.39.1 Subject to Rule 27.7.39.3, all lots, other than lots for access, roads, utilities and reserves except where irrigation is required, shall be provided with a connection to a reticulated water supply laid to the boundary of the net area of the lot, as follows:	Non-complying See rule 27.5.28	All lots are connected to Council reticulated services	No	Complies

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To a Council or community owned and operated reticulated water supply: a. all Residential, Business, Town Centre, Local Shopping Centre Zones, and Airport Zone - Queenstown; b. Rural Residential Zones at Wānaka, Lake Hawea, Albert Town, Luggate and Lake Hayes; c. Millbrook Resort Zone and Waterfall Park Zone; d. Settlement Zone at Luggate, Glenorchy, Cardrona and Kingston. 27.7.39.2 Where any reticulation for any of the above water supplies crosses private land, it shall be accessible by way of easement to the nearest point of supply.				
Telecommunications/Electricity 27.7.39.4 Electricity reticulation must be provided to all allotments in new subdivisions (other than lots for access, roads, utilities and reserves). 27.7.39.5 Telecommunication services must be available to all allotments in new subdivisions in the Rural Zone, Gibbston Character Zone and Rural Lifestyle Zone (other than lots for access, roads, utilities and reserves).	Non-complying See rule 27.5.28	Utility providers have confirmed capacity in their respective networks to make the proposed connections for electricity and telecommunication reticulation	No	Complies

Chapter 29 – Transport

Rule or Standard	Activity Status	Commentary	Approval needed	Assessment Matters
<i>Table 29.1 – Transport related activities outside a road</i>				
29.4.3 Parking for activities listed in Table 29.4 and Table 29.5.5, other than where listed elsewhere in this table	Permitted	The proposal does not include any of the activities listed in Table 29.4.	No	
29.4.4 Loading spaces, set down spaces, manoeuvring (including the installation of vehicle turntables), and access	Permitted	Loading spaces are provided for the market and café building on Lot 101	No	
29.4.5 Bus shelters, bicycle parking, and development of the active transport network	Permitted	Bicycle parking facilities are proposed outside roads.	No	Complies

Rule or Standard	Activity Status	Commentary	Approval needed	Assessment Matters
Rule 29.4.11 High traffic generating activities Any new land-use or subdivision activity including changes in use that exceeds the traffic generation standards or thresholds set out in Table 29.5, excluding in the Airport Zone.	Restricted discretionary	The proposal is a high traffic generating activity under Rule 29.4.11 as it contains more than 50 residential units (29.9.1) and as it will generate more than 400 additional vehicle movements a day.	Yes	Discretion is restricted to effects on the transport network in relation to: a. Integration with the existing transport network; b. Measures to reduce traffic generation; c. Measures to facilitate modal shift; d. Any functional and operational needs of the activity to locate in that environment; e. Any positive effects on the efficient use or amenity of the site or overall subdivision layout; f. Any positive effects on the urban design quality of the land use or subdivision activity; and g. Any recommendations from an Integrated Transport Assessment.
Assessment Matters 29.7.7 Restricted Discretionary and Controlled Activities – High Traffic Generating Activities	As appropriate to the nature and scale of the proposal, whether and to what extent: a. an Integrated Transport Assessment has been provided with the application and is sufficiently detailed to understand the anticipated trip generation by all modes of transport, the accessibility of a proposal by all modes of transport, the transport effects of the proposal, and the proposed methods of avoiding or mitigating the transport effects; b. the trip generation and transport effects of the proposed land use or subdivision will be the same or similar in character, intensity and scale to those assessed in an approved Integrated Transport Assessment that relates to the site as submitted in a previously approved resource consent; c. the proposed landuse or subdivision is in accordance with district plan provisions that were informed by a detailed Integrated Transport Assessment and will result in associated trip generation and transport effects that are the same or similar in character, intensity and scale to those identified in the previous assessment; d. the proposed activity integrates with the transport network, taking into account other methods incorporated into the District Plan designed to facilitate modal shift and reduce traffic generation, including to the extent relevant, any structure plan or comprehensive development plan; e. any improvements to the transport network either within the site or in the vicinity of the site are proposed, including additions or improvements to the active and public transport network and infrastructure and the road; f. the site and/ or its frontage have been designed to accommodate any planned public transport infrastructure proposed by Council; g. public and active transport infrastructure is proposed to be provided or upgraded or, where planning for such infrastructure is not sufficiently advanced, space is provided for such infrastructure to be installed in the future; h. public transport stops are provided in locations and at spacings that provide safe and efficient access to users; i. a Travel Plan is proposed to be provided containing travel demand management techniques; j. the amount of accessory parking proposed will contribute toward travel demand management; k. electric vehicle charging points are proposed to be provided; l. The proposed design of the road, pedestrian and cycle network results in improved transport outcomes that justify a departure from the Land Development and Subdivision Code of Practice (2018); m. The proposed activity facilitates further development otherwise provided for in the District Plan.			
29.4.12 Parking for any activity not listed in Table 29.4 and the activity is not a permitted or controlled activity within the zone in which it is located.	Discretionary	The proposed residential, commercial and community activities proposed are not permitted or controlled activities in the Rural Zone. The parking demand across the project is assessed in the Integrated Transport Assessment (Internal)	Yes	No matters of discretion, the assessment matters under 29.7.7 are relevant.
29.5 Rules – Table 29.3 Standards for activities outside roads				
Parking and loading				

Rule or Standard	Activity Status	Commentary	Approval needed	Assessment Matters
Rule 29.5.1 Location and availability of parking spaces a. Any parking space required by Table 29.4 or loading space shall be available for staff and visitors during the hours of operation and any staff parking required by this rule shall be marked as such. b. No parking space required by Table 29.4 shall be located on any access or outdoor living space required by the District Plan, such that each parking space required by Table 29.5 shall have unobstructed vehicular access to a road or service lane, except where tandem parking is specifically provided for by Rule 29.5.8. c. Parking spaces and loading spaces may be served by a common manoeuvring area (which may include the installation of vehicle turntables), which shall remain unobstructed.	Restricted discretionary	All parking provided is unobstructed and can be independently accessed. The application does not include a visitor accommodation component and this is restricted by proposed consent notice to a maximum of 50 units in the development and should owners of these units chose to use that unit for visitor accommodation then that unit would have to comply with all the relevant rules for visitor accommodation or apply for separate resource consents. Table 29.4 Minimum Parking Requirements <i>Rule 29.8.2 - Unit type visitor accommodation (includes all units containing a kitchen facility such as motels and cabins) except in those zones listed in standards 29.8.1 above</i> <i>Where over 30 units are proposed over one or more sites: 1 coach park per 30 units, provided that coach parks may overlay car parking spaces or may be located off-site, provided that where located off-site in accordance with Rule 29.5.2, a loading area shall be provided on the site containing the visitor accommodation.</i>	No	Complies
Rule 29.5.2 Size of required parking spaces and layout a. All provided parking spaces and associated manoeuvring areas are to be designed and laid out in accordance with the Car Parking Layout requirements of Table 29.7 and Diagram 3 (car space layouts) of Schedule 29.2. This standard does not apply to parking, loading and associated access areas for Ski Area Activities in the Ski Area Subzone. b. The installation of a vehicle turntable for residential units and residential flats is an acceptable alternative to achieve the required turning manoeuvres of the swept path Diagram 4. Advice note: Refer to Rule 29.5.8 for additional design requirements of residential parking spaces.	Restricted discretionary	On-street parking is sized to meet or exceed the Class 2 requirements in Table 29.7, meaning their dimensions are suitable for both familiar (Class 1) and unfamiliar drivers. Non-residential off-street parking is generally sized to meet Table 29.7. The dimensions for car park 7B and 8B spaces have stall widths between 2.6m and 2.7m with a proportionately longer aisle width for manoeuvring. As these are intermediate values, being widths different to those listed, conservatively a technical infringement is applied for with respect to the Class 2 unfamiliar user.	Yes	Discretion is restricted to the size and layout of parking spaces and associated manoeuvring areas.
Rule 29.5.3 Gradient of Parking Spaces and Parking Areas Parking spaces and parking areas other than mobility parking spaces shall have a gradient of no more than 1 in 20 parallel to the angle of parking, and a gradient of no more than 1 in 16 in any other direction.	Restricted discretionary	The site is relatively flat and so the parking spaces will have a maximum gradient of at most 1 in 20 (5%) and flatter than this in many locations	No	Complies
Rule 29.5.4 Mobility Parking spaces a. Other than in relation to residential units and visitor accommodation with less than 6 guests, mobility parking	Restricted discretionary	The units that are not encumbered by the no Residential Visitor Accommodation consent notice are expected to operate as a permitted activity, meaning they will accommodate less than six guests and not trigger the part a. mobility requirement.	Yes	Discretion is restricted to: a. The number, location, and design of mobility parking spaces, including the accessibility of

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spaces shall be provided in accordance with the following minimum standards: b. Where two or more activities are located on one site, the activity with the greater mobility parking requirement is the number of mobility parks provided. 29.5.4.10 - Commercial Activity: $251 - 2,500\text{m}^2 = 2$ spaces 29.5.4.15 - Restaurant: $1 - 250\text{m}^2 = 2$ space 29.5.4.28 - Day care facility: 1-100 children = 2 spaces c. Mobility parking spaces shall be: d. on a level surface; e. clearly signposted; f. located on the same site as the activity; g. as close as practicable to the building entrance; and h. accessible to the building via routes that give direct access from the car park to the building.		One mobility car park is provided for the daycare facility (Lot 100 / Carpark 3) whereas two are required under the PDP. The retail and café are located on the same site (Lot 101 / Carpark 4). One mobility car park is provided whereas two are required under the PDP. No mobility parks are required for residential activities; six mobility parks are provided and spread across the residential parking areas, one each in Carpark 2 and 5, and two each in Carpark 6 and 8A.		the spaces to the building(s); and b. Effectiveness of the associated signage.
Rule 29.5.5 Drop off/ pick up (set down) areas in all zones except in the Queenstown Town Centre Zone, the Wānaka Town Centre Zone, the Arrowtown Town Centre Zone and within the Te Pūtahī Ladies Mile Zone a. All day care facilities, educational activities, and healthcare facilities must provide drop off/ pick up (set down) areas to allow vehicles to drop off and pick up children, students, elderly persons, or patients in accordance with the following standards: i. A daycare facility designed to cater for six or more children/persons to provide 1 drop-off/ pick up car space per 5 persons that the facility is designed to cater for (excluding staff). b. In calculating the total number of drop-off/ pick up car spaces required, where the required amount results in a fraction of a space less than 0.5 it shall be disregarded and where the fraction is 0.5 or higher, then the requirement shall be rounded up to the next highest whole number and where there are two activities on one site (such as healthcare and day care) the total required shall be combined prior to rounding.	Restricted discretionary	The ITA identifies 13 parks are needed for the activity and 15 parks are provided. All 15 car parking spaces can operate as drop off/ pickup spaces.	No	Complies Discretion is restricted to effects on safety, efficiency, and the amenity of the site and of the transport network, including the pedestrian and cycling environment.
Rule 29.5.6 Reverse manoeuvring for any day care facility, educational facility, or healthcare facility a. Where on-site manoeuvring areas or drop off/ pick up (set down) areas are required, these shall be located and	Restricted discretionary	a. The car park area for the daycare is designed for manoeuvrability and forwards egress.	No	Complies

Rule or Standard	Activity Status	Commentary	Approval needed	Assessment Matters										
designed to ensure that no vehicle is required to reverse onto or off any road. [...] f. On-site manoeuvring shall be provided for a B85 vehicle to ensure that no such vehicle is required to reverse either onto or off any local road where: i. ten or more parking spaces are to be serviced by a single accessway, or ii. five or more residential units share a single accessway, or iii. the activity is on a rear site.		f. The roads proposed to be vested will become 'local' roads where reverse manoeuvring from individual lots fronting the road. The larger shared car parking areas are sized to enable manoeuvring within and forwards egress.												
Rule 29.5.7 Residential parking space design a. The minimum width of the entrance to a single garage shall be no less than 2.4 m. b. The minimum length of a garage shall be 5.5m. c. Where a car space is proposed between a garage door and the road boundary, the minimum length of this car space shall be 5.5m. d. Where onsite manoeuvring is required, the minimum manoeuvring area between the road boundary and the garage entrance shall be designed to accommodate a B85 design vehicle e. Where two parking spaces are provided for on a site containing only a single visitor accommodation unit or a single residential unit, which may also include a single residential flat, the parking spaces may be provided in tandem	Restricted discretionary	The residential garages are designed consistent with the PDP at 5.5m depth and 3.1m width (minimum). Communal residential car parks generally comply with Table 29.7. The dimensions for spaces in Carpark 5 and 6 have stall widths between 2.5m and 2.6m with a proportionately longer aisle width for manoeuvring. As these are intermediate values, being widths different to those listed, conservatively a technical infringement is applied for with respect to the Class 1 familiar users. These spaces are suitable for PDP permitted Residential Visitor Accommodation use.	Yes	Discretion is restricted to: a. The design of residential parking spaces. b. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment.										
Rule 29.5.8 Queuing a. On-site queuing space shall be provided for all vehicles entering a parking or loading area in accordance with the following: <table><tr><th>Number of parking spaces</th><th>Minimum queuing length</th></tr><tr><td>3-20</td><td>6m</td></tr><tr><td>21-50</td><td>12m</td></tr><tr><td>51-100</td><td>18m</td></tr><tr><td>101-150</td><td>24m</td></tr></table>	Number of parking spaces	Minimum queuing length	3-20	6m	21-50	12m	51-100	18m	101-150	24m	Restricted discretionary	Queuing space only applies where more than two parking spaces are provided on a site and is not required for the residential lots as they provide a maximum of two on-site spaces. Consent for queuing shortfall is sought as follows: - Carpark 1 – 6m provided where 12m is required - Carpark 4 – 9m provided where 12m is required - Carpark 7 – 15m provided where 18m is required - Carpark 8 – 11m provided where 12m is required	Yes	Discretion is restricted to effects on safety, efficiency, congestion, and amenity of the site and of the transport network, including the pedestrian and cycling environment.
Number of parking spaces	Minimum queuing length													
3-20	6m													
21-50	12m													
51-100	18m													
101-150	24m													

Rule or Standard	Activity Status	Commentary	Approval needed	Assessment Matters
151 or over 30m b. Where the parking area has more than one access the required queuing space may be divided between the accesses based on the expected traffic volume served at each access point. c. Queuing space length shall be measured from the road boundary at the vehicle crossing to the nearest vehicle control point				
Rule 29.5.9 Loading Spaces a. Off-street loading shall be provided in accordance with this standard on every site in the Coneburn Industrial Zone, General Industrial and Service Zone, Business Mixed Use Zone, the Town Centre zones, and the Local Shopping Centre Zone, except in relation to unstaffed utility sites and on sites where access is only available from the following roads: [...][no roads in the application listed] b. Every loading space shall meet the following dimensions: ii. All other activities except residential, visitor accommodation, and those listed in Rule 29.5.9 b.i above. - 9m length, 3.5m wide, 4.5m high c. Notwithstanding the above: i. Where articulated trucks are used in connection with any site sufficient space not less than 20m in depth shall be provided. ii. Each loading space required shall have unobstructed vehicular access to a road or service lane. iii. Parking areas and loading areas may be served in whole or in part by a common manoeuvre area, which shall remain unobstructed.	Restricted discretionary	The site is not in a listed zone that requires specific loading spaces but one is provided for the café and market.	No	Complies
Rule 29.5.10 Surface of Parking Spaces, Parking Areas, and Loading Spaces a. The surface of all parking, loading and associated access areas and spaces shall be formed, sealed, or otherwise maintained so as to avoid creating a dust or noise nuisance, to avoid water ponding on the surface, and to avoid run-off onto adjoining roads. b. The first 10m of such areas, as measured from the edge of the traffic lane, shall be formed and surfaced to ensure that	Restricted discretionary	All surfaces will be sealed in accordance with the QLDC code of practice	No	Complies

Rule or Standard	Activity Status	Commentary	Approval needed	Assessment Matters
material such as mud, stone chips or gravel is not carried onto any footpath, road or service lane.				
Rule 29.5.11 Lighting of parking areas a. Excluding parking areas accessory to residential activity, where a parking area provides for 10 or more parking spaces, which are likely to be used during the hours of darkness, the parking and manoeuvring areas and associated pedestrian routes shall be adequately lit. b. Such lighting shall be designed in accordance with the Queenstown Lakes District Council Southern Light Part One - A Lighting Strategy (March 2017) and Queenstown Lakes District Council Southern Light Part Two – Technical Specifications (March 2017). c. Such lighting shall not result in a greater than 10 lux spill (horizontal or vertical) of light onto any adjoining site within the Business Mixed Use Zone, the Town Centre Zones, and the Local Shopping Centre Zone, measured at any point inside the boundary of any adjoining site. d. Such lighting shall not result in a greater than 3 lux spill (horizontal or vertical) of light onto any adjoining site that is zoned High Density Residential, Medium Density Residential, Lower Density Suburban Residential, Airport Zone, or the land subject to Designation #2 measured at any point more than 2m inside the boundary of the adjoining site.	Restricted discretionary	Carparks will be lit in accordance with this rule.	No	Complies
Rule 29.5.12 Bicycle parking and the provision of lockers and showers Bicycle parking, lockers, and showers shall be provided in accordance with the minimum requirements specified in Table 29.6 and the layout of short term bicycle parking, including aisle depth, shall have minimum dimensions presented in Diagram 5 (bicycle layouts) of Schedule 29.2. Advice note: Further guidance on alternative bicycle parking layouts such as hanging bikes is presented in the Cycle Facilities Guidelines, QLDC 2009.		Bicycle parking is not specifically required for residential activities The following is required: - Four cycle park spaces for the childcare centre (2 cycle parking spaces for caregivers / children plus 1 space per 10 employees). - Two cycle parks for the café customers Bike parking for the childcare centre and café is proposed with space to accommodate the required bicycles. A condition of consent proposed (see draft conditions – Appendix Q).	No	Discretion is restricted to: a. The amount, location, and design of the cycle parks, charging areas, lockers, and showers proposed. b. Effects on the mode share of those walking and cycling to and from the location.
Access				

Rule or Standard	Activity Status	Commentary	Approval needed	Assessment Matters						
Rule 29.5.13 Access and Road Design a. All vehicular access to fee simple title lots, cross lease, unit title or leased premises shall be in accordance with Table 3.2 (Road Design Standards) of the QLDC Land Development and Subdivision Code of Practice 2018, including the notes within Table 3.2 and Appendices E and F; except as provided for in 29.5.13b below.	No	The road designs are generally as per the QLDC Code of Practice with slight deviations at Roads 2 and 3, and the Junction Road extension, and Roads 1, 2 and 3 include angled parking, thereby not meeting a. • RoW 1: - o 6 lots, therefore Road Type E9 is appropriate (1 to 6 lots); - o Road Type E9 is provided; • Mountain Road West: - o 66 units, therefore Road Type E12 is appropriate (21 to 200 units); - o Road Type E12 is provided; • RoW 5: - o 5 lots, therefore Road Type E9 is appropriate (1 to 6 lots); - o Road Type E9 is provided; • Lane 4: - o 35 spaces, therefore Road Type E12 is appropriate (21 to 200 units); - o Road Type E12 is provided; • Road 1: - o 60 spaces, therefore Road Type E12 is appropriate (21 to 200 units); - o Road Type E12 is provided; • Road 2: - o 18 spaces but also provides a through route and connects to Car Park 5 (25 spaces), therefore Road Type E12 is appropriate (21 to 200 units); - o The road provides for one-way traffic flow which is not contemplated in the Code of Practice; • Road 3: - o 18 spaces but also provides a through route, therefore Road Type E12 is appropriate (21 to 200 units); - o The road provides for one-way traffic flow which is not contemplated in the Code of Practice; • Junction Road Extension: - o 56 units and also provides access to Car Parks 6 (21 spaces) and 8 (43 spaces), therefore Road Type E12 is appropriate (21 to 200 units); - o The road largely achieves this, but provides for a shared walking and cycling route which is not contemplated in the Code of Practice; • RoW 2: - o 4 lots, therefore Road Type E9 is appropriate (1 to 6 lots); - o Road Type E9 is provided; • Mountain Road East: - o 13 units, and also provides access to Car Parks 7 (54 spaces) and 8 (43 spaces), therefore Road Type E12 is appropriate (21 to 200 units); - o Road Type E12 is provided.	Yes	Discretion is 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. b. The design of the access, including the width of the formed and legal width. c. The on-going management and maintenance of the access. d. Urban design outcomes, including any positive effects on urban design quality. e. The vesting of the access in Council. f. Any positive effects on achieving planned intensification and compact urban form.						
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. <table><tr><td>1 to 6</td><td>2.75 - 3.0</td><td>4.0</td></tr><tr><td>7 to 12</td><td>5.5 - 5.7</td><td>6.7</td></tr></table> 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 5.5m - 5.7m and a legal width of at least 6.7m for a minimum length of 6m, as measured from the legal road boundary. 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). iii. [...] c. No private way or private vehicle access or shared access n any zone shall serve sites with a potential to accommodate more than 12 units on the site and adjoining sites. d. Private shared vehicle accesses shall have legally enforceable arrangements for maintenance put in place at the time they are created. e. All vehicle access design shall comply with Schedule 29.2.	1 to 6	2.75 - 3.0	4.0	7 to 12	5.5 - 5.7	6.7	Restricted discretionary	Rule is not applicable as the site is zone Rural. As the project is urban development to urban density, the ITA has considered the design against this urban land use rule.	N/A	The zone is Rural however, the urban standards are assessed.
1 to 6	2.75 - 3.0	4.0								
7 to 12	5.5 - 5.7	6.7								
29.5.14 Width and design of vehicle crossings - urban zones a. The following vehicle crossing widths shall apply as measured at the property boundary:										

Rule or Standard	Activity Status	Commentary	Approval needed	Assessment Matters											
<table><tr><th rowspan="2">Land use</th><th colspan="2">Width of crossing (m) at the property boundary</th></tr><tr><th>Minimum</th><th>Maximum</th></tr><tr><td>a. Residential</td><td>3.0</td><td>6.0</td></tr><tr><td>b. Other</td><td>4.0</td><td>9.0</td></tr></table> b. Vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.15 shall comply with Diagram 2 and with either Diagram 6 or 7 in Schedule 29.2, depending on the activity served by the access, such that: i. the access crosses the property boundary at an angle of between 45 degrees and 90 degrees; ii. the vehicle crossing intersects with the carriageway at an angle of 90 degrees plus or minus 15 degrees; iii. roading drainage shall be continuous across the length of the crossing; iv. all vehicular accessways adjacent to State Highways shall be sealed from the edge of the carriageway to the property boundary. c. For vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.15, the width of the vehicle crossings at the kerb shall be 1.0m wider than the width at the boundary. d. All vehicle crossings in all zones other than in those rural zones which are regulated by Rule 29.5.15 shall be located at least 500mm from any internal property boundary and from any other vehicle crossing on the same site.	Land use	Width of crossing (m) at the property boundary		Minimum	Maximum	a. Residential	3.0	6.0	b. Other	4.0	9.0				
Land use		Width of crossing (m) at the property boundary													
	Minimum	Maximum													
a. Residential	3.0	6.0													
b. Other	4.0	9.0													
Rule 29.5.15 Design of vehicle crossings – Rural Zone [...]. Rural Residential Zone, Rural Lifestyle Zone, Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct Vehicle crossings providing access to a road in the Rural Zone, Rural Residential Zone, Rural Lifestyle Zone, and Wakatipu Basin Rural Amenity Zone, and the Wakatipu Basin Lifestyle Precinct [...] shall comply with Diagram 2 and with either Diagram 8, 9, or 10 of Schedule 29.2, as determined by the following standards, except that in relation to vehicular crossings providing access to a State Highway reference to Diagram 9 shall be replaced with Diagram 10.	Restricted discretionary	Vehicle crossings are designed for residential and commercial use. Direct crossings to residences are shared with adjoining units and are between 7-7.5m wide. Commercial crossings are 9m wide. This would usually engage diagram 8 (residential) and 9 (commercial) in the Rural Zone. The crossings proposed exceed these diagram dimensions.	Yes	Discretion is restricted to: effects on safety, efficiency, and amenity of the transport network, including the pedestrian and cycling environment.											
Rule 29.5.16 Maximum Gradient for Vehicle Access a. The maximum gradient for any private way used for vehicle access shall be 1 in 6. [...]	Restricted discretionary	The site, and accesses, are relatively flat.	No	Complies											

Rule or Standard	Activity Status	Commentary	Approval needed	Assessment Matters												
Rule 29.5.17 Minimum Sight Distances from Vehicle Access on all roads other than State Highways a. The following minimum sight distances from any access, shall be complied with, as measured from the points shown on Diagram 11 of Schedule 29.2: <table><tr><td>Posted speed limit (km/hr)</td><td>Posted speed limit (km/hr)</td><td>Posted speed limit (km/hr)</td></tr><tr><td></td><td>Residential Activity</td><td>Other Activities</td></tr><tr><td>50</td><td>45</td><td>80</td></tr><tr><td>60</td><td>65</td><td>105</td></tr></table>	Posted speed limit (km/hr)	Posted speed limit (km/hr)	Posted speed limit (km/hr)		Residential Activity	Other Activities	50	45	80	60	65	105	Restricted discretionary	The posted speed limit on local roads in the Queenstown-Lakes district is 40km/hr and is the speed limit that will apply inside the development. The ITA has extrapolated these values and found that a sight distance of 30m is appropriate for residential activities, and 57m for non-residential activities which is generally achieved except for: RoW 5: 18m (east) Lot 58: 13m (west) Lots 416 and 417: respective south and northern sightlines cross each other. Lots 430 to 436: respective north and south sightlines cross each other. Carpark 4: 46m (north) Carpark 8: 20m (each direction).	Yes	Discretion is restricted to: a. Effects on safety, efficiency, and amenity of the site and of the transport network, including the pedestrian and cycling environment. b. Any positive effects on achieving planned intensification and compact urban form. c. Any positive effects on the efficient use of the site or efficiency of the overall subdivision layout.
Posted speed limit (km/hr)	Posted speed limit (km/hr)	Posted speed limit (km/hr)														
	Residential Activity	Other Activities														
50	45	80														
60	65	105														
Rule 29.5.21 Minimum distances of Vehicle Crossings from Intersections a. No part of any vehicle crossing shall be located closer to the intersection of any roads than the following minimum distances permitted below and as shown in Diagram 12 of Schedule 29.2: b. Roads with a speed limit of less than 70 km/hr: - 25m (Local Road) [...] d. Except that where the boundaries of the site do not enable a conforming vehicle crossing to be provided, a single vehicle crossing may be constructed provided it is located 0.5m from the internal boundary of the site in the position that most closely complies with the above provisions.	Restricted discretionary	Once Junction Road and Mountain Road are vested intersections will be created and the following exceedances: - Mountain Road West / Road 1: - Lot 21: 16m separation; - Lot 22: 12m separation; - Lot 23: 0m separation; - Lot 24: 0m separation; - Entry to Car Park 2: 9m separation; - Junction Road / Mountain Road (southwest): - Lot 417m: 19m separation; - Mountain Road East / Road 2 (south): - Entry to Car Park 7: 2m separation; - Mountain Road East / Road 2 (north): - Lot 31: 22m separation; - Lot 32: 18m separation; - Lot 33: 6m separation; - Lot 34: 2m separation; - Lot 35: 9m separation; - Lot 36: 13m separation; - Mountain Road East / Road 3 (south): - No non-complying lots; - Mountain Road East / Road 3 (north): - Lot 35: 24m separation; - Lot 36: 20m separation; - Lot 37: 8m separation; - Lot 38: 4m separation; - Lot 39: 4m separation; - Lot 40: 8m separation; - Lot 41: 23m separation; - Junction Road / Mountain Road (northeast): - Lot 45: 18m separation; - Lot 46: 14m separation; - Lot 47: 0m separation;	Yes	Discretion is restricted to: a. Effects on the efficiency of land-use, including positive effects. b. Effects on the safety and efficiency of the transport network, including the pedestrian and cycling environment. c. Urban design outcomes. d. The efficiency of the land-use or subdivision layout. e. Any positive effects on the efficient use of the site or efficiency of the overall subdivision layout. f. Any positive effects on achieving planned intensification and compact urban form.												

Rule or Standard	Activity Status	Commentary	Approval needed	Assessment Matters
		- Lot 48: 0m separation; - Lot 49: 12m separation; - Lot 50: 16m separation.		
Rule 29.5.22 Minimum distances of Vehicle Crossings from Intersections onto State Highways a. No part of any vehicle crossing shall be located closer to the intersection of any state highway than the following minimum distances permitted below and as shown in Diagram 12 of Schedule 29.2: i. 30 metres where the posted speed is less than 70 km/h	Restricted discretionary	The vehicle crossing serving the café and retail activities is located more than 30m from the State Highway 6 / State Highway 84 / Riverbank Road roundabout	No	Complies

Chapter 36 – Noise

Rule or Standard	Activity Status	Commentary	Approval needed	Assessment Matters						
Rule 36.5.1 Rural Zone Any point within the notional boundary of a residential unit: <table><tr><th>Time</th><th>Noise limit</th></tr><tr><td>0800 to 2000h</td><td>50 dB $L_{Aeq}(15\text{ min})$</td></tr><tr><td>2000h to 0800h</td><td>40 dB $L_{Aeq}(15\text{ min})$ 75 dB $L_{AF\text{ max}}$</td></tr></table>	Time	Noise limit	0800 to 2000h	50 dB $L_{Aeq}(15\text{ min})$	2000h to 0800h	40 dB $L_{Aeq}(15\text{ min})$ 75 dB $L_{AF\text{ max}}$	Non-complying	Daytime The noise assessment (Appendix U) notes (para 3.1.1) that noise levels from the development are expected to comply with daytime noise levels at the boundary of neighbouring residential units and would exceed the 50dB limit at 1 Balneaves Lane (a church) and 2 Balneaves Lane / 20 Albert Town-Lake Hawea Road (a veterinary clinic) which receive noise levels of up to 52 – 55 dB respectively. Internal to the development the loading bay of the café and market is predicted to result in 66 dB L_{Aeq} at the upper facades of the apartments to be built on Lot 102. This exceeds the District Plan daytime noise standards, however this is expected to be similar to noise levels from the adjacent highway and apartments in this area are required to meet an NZTA noise mitigation condition requiring an indoor noise level of 40 dB $L_{Aeq}(24hr)$ inside all habitable spaces with ventilation standards (see section 4.0 of the noise assessment (pp11-12). This infringement is internal to the development. Nighttime The acoustic assessment (p10 – 11) concludes that nighttime noise levels will comply. Construction noise See below assessment for Rule 36.5.13.	Yes	N/A for Non-Complying Activity
Time	Noise limit									
0800 to 2000h	50 dB $L_{Aeq}(15\text{ min})$									
2000h to 0800h	40 dB $L_{Aeq}(15\text{ min})$ 75 dB $L_{AF\text{ max}}$									
Rule 36.5.10 Vibration	Non-complying	Vibration from construction is expected to comply with this standard. Vibration is an issue that is proposed to be controlled and mitigated through the Construction Noise and Vibration Management Plan (CNVMP). The CNVMP is a recommendation of the Acoustic report (para 5 of the acoustic assessment (pp15 – 16) that has been included in the draft recommended conditions of consent in Appendix Q .	No							

Vibration from any activity shall not exceed the guideline values given in DIN 4150-3:1999 Effects of vibration on structures at any buildings on any other site. Rule 36.5.13 Construction noise Construction sound must be measured and assessed in accordance with NZS 6803:1999 Acoustics - Construction Noise. Construction sound must comply with the recommended upper limits in Tables 2 and 3 of NZS 6803. Construction sound must be managed in accordance with NZS 6803.	Discretionary	Construction noise is covered at para 5 of the acoustic assessment (pp15 – 16). The site substrate is all gravel and so will not require rock breaking and the shallow earthworks proposed will not require sheet piling. The report recommends a CNVMP be adopted to mitigate construction noise. This recommendation has been carried through to the draft conditions of consent in Appendix Q.	No	Refer to relevant standard.
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Chapter 31 – Signs

Rule or Standard	Activity Status	Commentary	Approval needed	Assessment Matters								
Rule 31.5.8 Free Standing Signs Freestanding signs shall comply with the following standards: <table><tr><td>31.5.7.1</td><td>Shall have a maximum height of 3.5m;</td></tr><tr><td>31.5.7.2</td><td>if located above a footpath, shall be elevated a minimum height of 2.5m above the footpath</td></tr><tr><td>31.5.7.3</td><td>shall not extend more than 1 metre over any footpath; and</td></tr><tr><td>31.5.7.4</td><td>shall have a maximum area of 2m² (both faces of the sign can be sign-written)</td></tr></table>	31.5.7.1	Shall have a maximum height of 3.5m;	31.5.7.2	if located above a footpath, shall be elevated a minimum height of 2.5m above the footpath	31.5.7.3	shall not extend more than 1 metre over any footpath; and	31.5.7.4	shall have a maximum area of 2m ² (both faces of the sign can be sign-written)	Discretionary	Signage platforms are sought for the café, market and childcare centre. There will be a freestanding standard sign for each of these buildings (not designed yet) and signage attached to buildings in the locations shown on the architectural plans. The size of this signage will be greater than 2m ² .	Yes	N/A for Discretionary Activity
31.5.7.1	Shall have a maximum height of 3.5m;											
31.5.7.2	if located above a footpath, shall be elevated a minimum height of 2.5m above the footpath											
31.5.7.3	shall not extend more than 1 metre over any footpath; and											
31.5.7.4	shall have a maximum area of 2m ² (both faces of the sign can be sign-written)											
Rule 31.11 Signage within the Rural Zone Up to 2m ² of signage per site with no internal or external illumination of the sign.	Discretionary	Signage platforms are sought for the café, market and childcare centre. There will be a free standard sign for each of these buildings (not designed yet) and signage attached to buildings in the locations shown on the architectural plans. The size of this signage will be greater than 2m ² .	Yes	N/A for Discretionary Activity								