

PROPOSED TE PŪTAHI LADIES MILE PLAN VARIATION

SUMMARY OF EVIDENCE OF NATALIE DIANNE HAMPSON ON BEHALF OF THE QUEENSTOWN LAKES DISTRICT COUNCIL

1. As directed by paragraph 12.2 of Hearing Minute 1, I set out below a summary of the key points of my evidence. I have prepared a statement of evidence in chief dated 27 September 2023, and a statement of rebuttal evidence dated 10 November 2023. I have provided answers to written questions from submitters dated 24 November 2023.
2. **Appendix A** of this summary provides a written response to the Hearing Panel Minute: Pre-Hearing Questions dated 21 November 2023.

Succinct summary of key points of my evidence

3. The TPLM Variation expands and complements the network of commercial centres east of the Shotover River, and in doing so, enhances the functional and social amenity delivered to residents and businesses located in this part of the Queenstown urban environment. This includes improved access to day to day shopping and commercial service activities as well as providing increased local employment opportunities.
4. The Commercial Precinct will provide a local centre role and serve the day to day needs of the Eastern Corridor and wider secondary trade catchment (including Arrowtown and the Wakatipu Basin). The Glenpanel Precinct could, depending on development outcomes, function as a complementary neighbourhood centre.
5. The gross area of the Commercial Precinct has been increased to better account for potential loss of development capacity due to internal roading and to provide a small increase in floorspace capacity on account of the increase in the anchor supermarket, the new consenting pathway for a service station, and an allowance for visitor accommodation lobbies on the ground floor in the Commercial Precinct. The scale of the Commercial Precinct is considered sufficient to meet projected long-term demand for day to day needs in its trade catchment, while avoiding adverse distributional effects on higher order centres.

Latest position on the matters remaining in dispute (including any answers through the question process)

6. If the Extension Area proposed by the **Anna Hutchinson Family Trust (AHFT)** was included in the urban development of Ladies Mile, then I support the provision of a

neighbourhood centre at the western end of the TPLM Structure Plan area to improve accessibility for those future residents to convenience retail activity. This is not a matter of dispute amongst the economic experts, rather is a matter of dispute in terms of scope and on other grounds. I note that consideration should be given to whether the opportunity to secure a neighbourhood centre site in this locality is protected should the Extension Area not be included in the Variation, but could be proposed for urban zoning at a later date.

7. I remain opposed to a proposed neighbourhood centre on the **Winter Miles Airstream Limited** (WMAL) site, with further explanation set out in my response to submitter's questions.
8. I do not support the inclusion of the **Doolytle & Sons** land as (modified) Commercial Precinct in the TPLM Variation. I do support the use of the land for more intensive residential development (as recommended by Mr Brown), as these additional residents, within walking distance of the Commercial Precinct (and Kawarau Park centre), will further support the viability and vitality of those centres.
9. The potential for mixed-use development on the site was raised in the Friday 3 November Planning JWS. I have sought further clarification from Mr Brown as to the intended meaning of mixed-use in that context. His thinking was along the lines of a 'live-work units' type development, that excluded retail activities. There are examples of such developments on Glenda Drive in Frankton and Gordon Road in Wanaka.
10. On the basis that residential is considered suitable on the site, the concept of live/work units is also acceptable if able to exclude retail activities. This is because retail is the most important activity to consolidate in the Commercial Precinct as co-located retail generates the greatest potential for travel efficiency on shopping trips.
11. I've already stated in evidence that it may not be an efficient (effective) location for office activity, and there are net benefits from including that employment in the Commercial Precinct also. However, I accept that activities that are attracted to live/work units may not always be businesses that would seek a centre location.
12. The Variation did not go as far as to include zoned areas for light industrial, trade supply or service activities to increase the 'self-sufficiency' of the Eastern Corridor. I support this approach given the proximity of Frankton Flats. However, if the concept of live/work units on the Doolytle site could provide limited capacity for small scale manufacturing, service and other commercial activity (and office could be included in this mix).

13. There would be benefits in terms of additional employment opportunities within the Eastern Corridor and a more diverse range of businesses in the Eastern Corridor generally that complements the existing and proposed centres. So long as retail in particular is avoided in the live/work units (other than ancillary retail activity which would be acceptable), there would be no material distributional effects other than a bit of office dilution perhaps.
14. I could therefore support some form of live/work unit development outcome on the site that excluded retail activities. The same activity mix without the linked live/work unit typology (i.e. the various commercial activities on the ground floor and residential dwellings above ground floor) would have the same economic effects, so I could support that too, so long as the various commercial activities were still small scale. Relative to a PDP High Density Residential Zone outcome, the above scenario of development would generate greater economic benefits.

Dated: 4 December 2023

Appendix A - Response to Hearing Panel Minute: Pre-Hearing Questions

1.10 *While the transport evidence does mention it briefly, please provide more information on how TPLM may reduce traffic on SH6 (for example by providing a commercial area, open space and potential school etc outside of the Shotover bridge).*

15. The provision of the Commercial Precinct will mean that most (but not necessarily all) of day-to-day shopping by residents in the primary and secondary trade catchment could be met east of the Shotover Bridge in future. Many of those shopping trips may be combined with a trip to/from work (or other purpose) which will not reduce the traffic or bus volumes on SH6 *per se* (just where they choose to stop on their journey to carry out their shopping).
16. Day to day shopping trips to/from home for residents east of the Shotover Bridge will however see a net reduction in residents crossing the Shotover Bridge compared with the status quo. The provision of the Commercial Precinct (and other enabled business activities) will also mean greater employment opportunities east of the Shotover Bridge. Some (an unknown portion) of those jobs may be filled by residents east of the Shotover Bridge. In the absence of those job opportunities (businesses), new residents that are in the workforce and that do not work from home in the Eastern Corridor will mainly be employed west of the Shotover Bridge (as is the case for existing residents in the main trade catchment).

1.20 *Please provide a comparison of the assumptions, and if there is variation between the two, the significance and implications of that variation, of the Tracks transportation model and the retail economic assessment around the number of jobs available within the TPLM area.*

17. I have sought detail from Mr Shields on the employment assumptions in the Tracks model. The Tracks modelling has assumed a ratio of 1 worker per 25sqm GFA of retail and commercial office space. I support this as a high-level average. For my evidence in chief, I estimated a floorspace yield of all retail/commercial (non-residential) activities in the notified Commercial Precinct area of between 16,000sqm-19,600sqm GFA.¹ The Tracks Model adopts the upper limit of 19,600sqm, and yields an employment count of 784.² To that they have added estimated employment in the primary and secondary school sites based on a ratio of one worker for every 15 students. At 60 workers in the primary school, this indicates an assumption of a 900

¹ Refer N Hampson statement of evidence paragraph 117(i). Note, in the latest recommended Commercial Precinct area, that range increases slightly to 16,890-20,560sqm GFA.

² Using the Tonkin and Taylor ratios, the lower range of employment would be 640 in the Commercial Precinct based on 16,000sqm GFA.

student roll.³ At 120 workers in the secondary school, this indicates an assumption of an 1,800 student roll.⁴ Combining the schools and Commercial Precinct, this is a combined job count of 964 in the Tracks Model.

18. The RCG report estimated employment in the Commercial Precinct only. Their total estimated employment ranged from 200-300 workers, (and noting this was based on a supermarket estimated between 1,000-2,000sqm GFA).
19. The Tracks Model assumes employment in the Commercial Precinct that is 2-3 times greater than in the early RCG report. While I did not quantify employment in my evidence, I consider that the Track's Model assumptions for the Commercial Precinct are more realistic, but potentially conservative if commercial visitor accommodation (now provided for in the Precinct) eventuates. I consider that the schools related jobs are potentially overstated in the Tracks Model on the basis that I would expect the future rolls of those two schools to be lower than assumed.
20. Neither RCG or the Tracks Model consider employment created in the Glenpanel Precinct, Storage overlay, or potential for commercial activities in the MDR and HDR precincts. These would be additional.
21. My conclusions with regard to who will likely take up the job opportunities provided for in the TPLM Variation area (i.e. Eastern Corridor residents versus residents from elsewhere) and the relativities of jobs to future additional population in the Eastern Corridor⁵ (and the need for many in the workforce to commute to employment west of the Shotover Bridge) are unchanged.

1.22 How is the development of TPLM housing (LD, MD and HD) intended to occur over time and how will that link to the development of the commercial precinct? If it is not coordinated and managed then could that result in inefficient outcomes (including a reduction in housing variety) and deliver adverse environmental effects (including on infrastructure)?

22. There is no formal link between residential development and the development of the Commercial Precinct. There is no certainty on the timing of development in the Commercial Precinct. Currently, the Precinct is owned by two landowners. One may choose to develop before the other. Development may not, therefore, be coordinated across the whole Precinct.

³ To put this in context, the Shotover Primary School roll in 2023 was 590, the Arrowtown Primary School roll in 2023 was 486 and the Remarkables Park Primary School role was 463 in 2023.

⁴ To put this in context, the Wakatipu High School roll in 2023 was 1,339 (and rising).

⁵ Which I understand to be roughly around 4,000-5,000 in the TPLM Variation area depending on dwelling yields.

23. While the Commercial Precinct will be sustained in part by existing residents in the primary catchment (south of SH6) and secondary catchment, I consider that development of the Commercial Precinct is more likely than not to be tied to evidence of development on adjoining landholdings within the TPLM Zone. That is, development within its immediate walkable catchment is likely to be a key trigger.
24. The sooner that there is a critical mass of new households in the TPLM Zone, the sooner most businesses within the Commercial Precinct would be sustainable (viable). Future tenants may also be 'reassured' if there is a relatively dense development pattern in the immediate walkable catchment. As I understand it, the provisions were modified to enable landowners in the HDR to get underway with medium density housing supply in the short-medium term to help ensure that that land nearest the Commercial Precinct was not left extensively 'vacant' for a sustained period.
25. I consider that there is a synergistic relationship between the residential precincts (but especially the HDR Precinct) and the Commercial Precinct (i.e. they need, and benefit from, each other). To the extent that further 'coordination or management' of development in the residential precincts could involve staging or deferred zoning on certain landholdings, I would not support this from an economic perspective. The sooner the Commercial Precinct is operational, the sooner it can assist in changing travel patterns for existing and new residents in the wider trade catchment, and the sooner it will help create the necessary amenity to support higher density housing in the HDR Precinct. Anything that delays establishing a critical mass of new residents (and/or visitors) within the Zone may delay or slow the development of the Commercial Precinct in the short-medium term.