

PROPOSED TE PŪTAHI LADIES MILE PLAN VARIATION

SUMMARY OF EVIDENCE OF STUART JAMES DUN 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.
2. I have prepared a statement of evidence in chief dated 29 September 2023, and a statement of rebuttal evidence dated 10 November 2023. I have provided answers to written questions from submitters dated 10 November 2023.
3. **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

4. My evidence in chief was primarily set out to describe how the TPLM Structure Plan and Variation achieved the outcomes sought by QLDC and provides for a well-functioning urban environment that integrates transport and land use solutions to create liveable and connected communities.
5. The proposed TPLM Variation is a considered response to a complex range of opportunities and constraints that seeks to urbanise a highly visible rural environment. In my opinion, the Variation does this in a balanced way that reflects the need to use the limited resource of land efficiently and wisely, ensures a critical mass of population to support improved public transport and social infrastructure for both proposed and existing communities, will provide for high quality walkable neighbourhoods, and responds to the unique attributes of the site and promotes a strong sense of place.
6. The TPLM Variation provides for consolidated growth with a long-term approach to density that will not enable the proliferation of more single lot, car orientated stand-alone housing.
7. The urban design outcomes that the TPLM Variation (including the TPLM Structure Plan) is intended to achieve can be grouped under four key headings: identity and place; housing provision; liveability and wellbeing, and transport. My evidence in chief described the elements of the Variation that will achieve these outcomes.
8. It is my opinion that the approach to higher density living, combined with the spatial arrangement of the Structure Plan and associated provisions, will achieve the

outcomes sought by QLDC, represent an efficient use of land, and will provide for positive urban design outcomes.

9. Through a considered and holistic approach to developing the TPLM Structure Plan and TPLM Variation it is my opinion that the proposed TPLM Variation will result in an integrated and well-functioning urban environment consisting of well-connected liveable neighbourhoods.

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

10. My evidence also provided a response to a number of issues raised by submitters, and my rebuttal evidence responded to submitters urban design expert evidence primarily relating to proposed amendments to the Glenpanel site, the setbacks on SH6, the requested inclusion of the Anna Hutchinson Family Trust (**AHFT**) land, and requested rezoning of Doolytle & Sons property on Howards Drive south of SH6.
11. As stated, I support the proposed amendments to the Glenpanel site (excepting the proposal to build above the current ONF for which I defer to the landscape expert opinion), and I support the zoning of Doolytle & Sons property for PDP high density residential with a 12m height limit, but not commercial. I also support the expansion of the commercial precinct by 50% as requested by Sanderson Group.
12. Following initial urban design expert conferencing, and additional transport and urban design conferencing, the key areas remaining in dispute relating to my primary evidence are the setbacks to SH6 and the inclusion or otherwise of the AHFT land.
13. I maintain that a landscaped setback to the north side of SH6 with a double layer of tree planting, high quality active travel link, and housing that positively addresses the state highway is critical to achieving the urban design, transport and arrival experience outcomes sought. The JWS records agreement that the setback can be reduced at the Howards Drive and Stalker Road intersections. The reduced 20m building setback with 18m amenity area (without a vehicle lane) for the remainder of Ladies Mile SH6 corridor, as proposed in the Council experts' alternative cross section produced for the conferencing, represents the *minimum* setback that achieves the desired outcomes in my opinion. I do not support the further reduced setbacks proposed by the submitters' experts. I address the submitters' experts position further below in response to the Panel's questions.
14. In the initial conferencing it was agreed that a 25m minimum setback on the south side of SH6 could also be supported along with building controls to ensure views to

the Remarkables are preserved. I maintain that this is an appropriate setback, and do not support further reduction of this setback.

15. Regarding the AHFT land I maintain that, given the maximum of 2400 dwellings that can be supported by the transport modelling, the approach taken in the TPLM Variation to focus development around the Commercial Precinct, community park, sports hub, and potential schools with a focus on walkable neighbourhoods centred around Howards Drive is an appropriate response. Although within 800m (but beyond 400m) of the proposed bus stop on SH6 at Stalker Road, the majority of the AHFT land is beyond 1200m from the proposed Town Centre, the anticipated High School, community park, and sports hub which is outside of a comfortable walking catchment and will likely encourage more vehicle trips from this location. I also maintain that the western edge in the TPLM Variation Structure Plan is a logical and defensible edge.

Dated: 4 December 2023

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

1.37 Please explain in its entirety the 'gateway' into Queenstown from 'end to end', including with reference to the setback along the southern side of SH6 adjacent to Frankton Flats? How important is the 'gateway' and is it referred to in any District Plan objectives or policies? Other than a landscaped setback, what other ways can a gateway be expressed and were these considered? (This is particularly relevant to the Panel's consideration of what form of development and development setback might be most appropriate.)

16. Rather than a single 'moment' the future 'gateway' into Queenstown could be considered as a series of experiences that reflect the changing context and combine to create an overall sense of arrival. For many coming from the east this may be their first impression of Queenstown.
17. From the east this sequence brings people in from a rural environment around the southern end of Lake Hayes and up onto the Te Putahi Ladies Mile upper river terrace, at which point views to Slope Hill and the Remarkables are revealed. As recorded in the JWS for urban design *'All agreed that the urban gateway / entrance experience starts at the (proposed) eastern roundabout and extends west to and around the Lower Shotover Road / Stalker Road intersection and incorporates and integrates Spence Road as part of the urban Active Travel network. All agreed that a high quality landscape treatment is an important component of the gateway / entrance experience.'*
18. The intent of this section of the arrival experience into Queenstown is to reflect the change from a rural environment into a more urban environment, as well as reflect the heritage aspects of the Ladies Mile (such as the trees on the southern side) and maintain views to the wider landscape with clear views to the Remarkables over the lower Lake Hayes and Shotover Country neighbourhoods. The proposed signalised intersection at Howards Drive and the bringing forward of the building line at the commercial centre (and potentially around the intersection on the southern side) will clearly indicate a transition from a rural to a more urbanised environment. Along the Ladies Mile a generous tree lined SH6 with filtered views to development on the north side, and tree lined but with more open views to the wider landscape on the south will be a distinctive and memorable part of the arrival sequence into Queenstown.
19. The arrival experience transitions again as you drop down and pass over the Shotover Bridge and rise again onto the Frankton flats and in to a much more urban environment along the Five Mile Urban Corridor as envisaged in the Frankton Masterplan and associated with the metropolitan centre. Much more urban in context with mixed use development up to the state highway on both sides and significant large format retail, residential, and light industry in behind on the south this section of

the state highway has a very different character from the Ladies Mile and the road condition responds accordingly.

20. The gateway aspect has been part of the thinking behind the development of Ladies Mile since my involvement on the project, and was a key concern of the community through engagement and open days.
21. Without a landscaped setback along SH6, the 'gateway' would be a much more abrupt threshold passing from rural east of the eastern roundabout into urban or suburban with building edges right up to the state highway. However, without the building mass, or mix of uses envisaged at Five Mile I consider that this would result in a poor outcome for the arrival experience into Queenstown and would rely solely on the architectural quality of the residential development delivered.

1.39 With the potential 60km/h speed for SH6, please consider further the amenity and building setbacks appropriate to that speed (including to maintain that speed rather than promote faster speeds) and liaise with the transportation experts as to what the SH6 transportation corridor cross section should contain to support a 60km/h speed limit. Please consider the combined width of SH6 and landscaped setbacks either side of that, and comment on the extent to which this may become a severance rather than an integrator for north-south pedestrian travel and integrating the two communities either side of SH6.

22. I have addressed this in my evidence in chief and rebuttal evidence, and in my summary of evidence. I also refer to the JWS following additional conferencing between urban design and transport experts.
23. All experts agreed that a built form and / or landscape response that helps safely manage the 60km/hr design speed is appropriate. Generally, all experts also agreed that urban design / landscape features can create the side friction as an important part of this.
24. I maintain that a landscaped setback to the north side of SH6 with a double layer of tree planting, high quality active travel link, and housing that positively addresses the state highway is critical to achieving the urban design, transport and arrival experience outcomes sought.
25. The reduced 20m building setback with 18m amenity area (without a vehicle lane) for the remainder of the Ladies Mile, as proposed in the Council experts' alternative cross section produced for the conferencing, represents the *minimum* setback that achieves the desired outcomes in my opinion.
26. Submitters' urban design experts would like to see this setback reduced to 14m setback with 12m amenity area. This in my view would compromise the landscape attributes of the setback, remove the ability for substantial tree planting as part of the

'gateway' experience, and compromise the experience of the active travel link by pushing it closer to traffic. In terms of severance I don't believe that the difference between an 18m or 12m setback would make a lot of material difference, but would come at quite a cost in terms of those aspects outlined above.

27. I note also that as recorded in the JWS experts agreed it is appropriate to have 10m minimum building setback from the carriageway on the north side adjacent to the two intersections to maximise accessibility, increased legibility around transit stops, visibility of community infrastructure and to slow approaching vehicles from east and west, and agreed that the building setback on the south side could be reduced from 25m, to differentiate from mid-block cross section, but no distance was agreed. These points then form the primary connection points across SH6 at appropriate locations with minimal severance.
28. Lastly, I note that the final road corridor has not been designed in detail by Waka Kotahi and final detailed design may impact further on the ability to deliver the intended outcomes. As such, maintaining the corridor width is important to future proof the ability to achieve a consistent high quality landscape treatment and the user experience of the active travel link.