

PROPOSED TE PŪTAHI LADIES MILE PLAN VARIATION

SUMMARY OF EVIDENCE OF ROLAND BRUCE HARLAND 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 24 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. The TPLM Variation including the Structure Plan, was developed in parallel with the TPLM Masterplan which included obtaining a comprehensive understanding of the wider context issues and included engagement with Iwi, wider community, landowners and other stakeholders such as Waka Kotahi and Ministry of Education.
5. The overall intention of the TPLM Variation is to enable the further development of the Eastern Corridor to become part of a well-functioning urban environment with increased choices/reasons to stay on the eastern side of the Shotover River, while at the same time ensuring that it is well connected and accessible to the wider urban environment by improving alternative transport options (e.g public transport and active modes) such that it does not give rise to adverse effects on the adjacent and wider transport network.

Latest position on the matters remaining in dispute with submitters

6. **Rationale for western boundary**: My position on the proposed zoning extent and structure plan for the western end of the TPLM zoning has not changed. The proposed western boundary is well defined by the cemetery, the toe of Slope Hill, Lower Shotover Road and can be managed as one integrated catchment. The western extent of the notified TPLM zoning is within 1200m (15 minute walk or 5 minute cycle) of the central town centre / activity hub which will accommodate many day to day needs including a supermarket, convenience retail, community functions and parks.
7. Furthermore, based on the maximum additional dwelling yield of 2,400 that can be supported by the transport modelling there is a strong focus of the TPLM Variation to achieve a compact urban form focused on the centrally located town centre / activity hub, which also provides a central heart for existing residents south of SH6.

8. **Commercial node at western end and possible inclusion of Hutchinson land:**

Based on the current extent of the Variation and population yields there is no need for a commercial zoning at the western end as this has potential to undermine the ability of the town centre as outlined in Natalie Hampson's rebuttal evidence (paragraphs 19c & 22). It is noted that the TPLM Variation provides for small scale non residential activities as a restricted discretionary activity in the medium density residential precinct, which provides scope for further local convenience activities.

9. However, should the Hearing Panel be of a mind to include the Anna Hutchinson Family Trust land then this additional population could justify a small local convenience centre near the Stalker Road Intersection and western transit stops (with a maximum gross site area of 2000m²). Similarly, if the Hearing Panel was minded to include the Anna Hutchinson Family Trust land, then consideration should be given to limiting the extension of residential to the northern elevated terrace of the Hutchinson land which is generally within a 800m flat walk of the bus stops with a medium density precinct to ensure mode shift and transport implications are appropriately managed.

10. Through further consideration of the western boundary, I believe that a beneficial amendment to the notified Variation would be to allow a 13m maximum height between Stalker Road and the south side of the Collector Road Type A. This would create more flexible options for different housing typologies and localised density within close proximity of proposed bus stops but would not change the density requirements of 40-48 residential units /ha (Rule 49.5.16) and overall yield.

11. The location of a small commercial node, a signalised intersection at Stalker Road (including how Lower Shotover Road may connect), the final location of bus stops, and the location of open space are all intertwined components to local placemaking at the western end. Three initial concepts have been included in my reply to questions dated 24 November 2023, but these would require further investigation including inputs from transport specialists. Key factors to consider include:

- (a) Ensure legible links of the active travel network including connections to Spence Road (being the easiest gradient and direct route to the Old Shotover Bridge) are achieved.
- (b) Changes to 'Local Road Type E' to accommodate the northern extension of Stalker Road (to a Collector Road) while still maintaining views to Slope Hill and the Remarkables.

- (c) How Lower Shotover Road connects to the signalised intersection at Stalker Road.

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.)

- 1. Mr Dun has primarily addressed this question in his summary. In addition to Mr Dun's comments, I add the following matters:
- 2. The gateway experience through the Ladies Mile corridor is captured on pages 51-53 of the TPLM Masterplan document which then leads to the Frankton area which is identified as the Metropolitan Centre in the Queenstown Spatial Plan and is developed in more detail as part of the Te Kirikiri Frankton Masterplan (TKFM) (Sections 4.4, and 4.7 – 4.8). Refer to Image 1 taken from page 42 of the Te Kirikiri Frankton Masterplan which reflects the intensive Metropolitan centre context.



TE KIRIKIRI/FRANKTON MASTERPLAN 42

Image 1 – Taken from page 42 of Te Kirikiri / Frankton Masterplan showing SH6 Looking west near Grants Road

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.

12. As above, Mr Dun has primarily addressed this question in his summary. I add the following comments:

13. In the Urban Design / Transport JWS dated 24 November 2023 it was agreed that design guidance should be developed to achieve a consistent landscape treatment between public and private realms along the SH6 corridor, as both are likely to contribute to the gateway / arrival experience. It was also agreed that District Plan provisions (e.g. build to line, and access and activation provisions) and / or design guides need to be considered to ensure development positively addresses the SH6 corridor. In my opinion, further design guidance is very important due to the fragmented landownership (particularly on the north side) and the need to ensure a consistency of landscape treatment and built form response along the corridor.