

**IN THE MATTER** of the Resource Management Act 1991

**AND**

**IN THE MATTER OF** Queenstown Lakes Proposed District  
Plan – Chapter 12 – Queenstown Town  
Centre Zone, Hearing Stream T08.

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**EVIDENCE SUMMARY – TIM WILLIAMS ON BEHALF OF SUBMITTERS**

Dated: 01 December 2016

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**SOUTHERN PLANNING GROUP**

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1. In my evidence I have outline why I consider the scarcity of the Queenstown town centre land resource is of importance to the district as expressed in the higher order provisions. The compact nature of the town is also relevant and I remain of the view these matters are of significance in balancing the provisions that inform development within the town.

### **Man/Hay/Shotover/Breacon Street block controls**

2. I have attached to this summary **Appendix A** outlining the height controls that have been agreed between Man Street Properties Limited and Mr Thompson. I generally support the height controls illustrated in these plans as they align with the principles identified in my evidence.
3. The principles in my view to be taken into account when considering future building forms and in particular height within this block are:
  - Adopting fixed or known levels such as provided by the Man Street Car Park Podium (327.1masl).
  - The potential impact on views from the Man Street Site from development on Shotover Street as illustrated by the Hamilton Building.
  - The importance of considering the height profile along Man Street and desirability from an urban form perspective for heights to step up with the rising nature of Man Street.
  - The increased heights on the northern side of Man Street (up to 14m) provided through PC50.
4. Taking into account the above I consider heights should step up along Man Street and therefore I support the agreed height controls which in summary are (all measured in terms of masl):
  - Language School Site (new Area D) 334.1 masl, including 10 & 14 Brecon Street. 7m effective height above Man Street,
  - A view shaft alinged with the entry to the car park building,
  - New Area C - 8m above the Car Park Podium. Aligned with the lift shaft building,
  - Area A – 11m above the Car Park Podium, and
  - Area B – 14m above the Car Park Podium

5. The above height controls see a height profile as you move up Man Street of 7m, 8m, 11m & 14m.
6. I support the change in approach recommended in the Council Memorandum dated 18 November, which recommends the height cut off plane (Area E & F) is referenced to a fixed masl. However, I remain of the view the cut of plane should avoid buildings above the Man Street Car Park Podium, 327.1masl.
7. I note the height limit of 330.1 promoted by Ms Jones provides the potential for buildings taller than any other area of the Town Centre. Taking into account the fact that the 4 storey limit does not appear to apply in Area F but would have applied to this area by virtue of it previously forming part of Height Precinct 1, very large buildings can now be anticipated in this area. In my opinion this does not follow the general hierarchy of heights promoted through the height precincts.
8. The cross sections contained in **Appendix A** assist to illustrate this height relationship and also the interrelationship between the 12m rolling height plane and cut off plans proposed in the s42a report and my evidence.
9. I acknowledge in terms of the rolling height plan the modeling updated by Mr Church in the Council Memorandum (18 November) corrects the issue I raised in my evidence in relation to Figure 20.
10. I have also had the opportunity to review the further modeling changes attached to Mr Church's Summary of Evidence. I note that it appears the modeling is still incorrect in terms of representing the Council's rolling height plan rule in Figure 11. I believe the model if correct should be illustrating the envelope rising up (reflecting the rolling height plan proposed) rather than having a flat 'top' as shown in the figure. In this respect I consider the additional cross sections attached (**Appendix A**) assist to illustrate this relationship. In my view these cross sections demonstrate there is little additional building volume to be gained by retaining a rolling height plane. Therefore, given the uncertainty around determining ground levels I continue to prefer the use of a height cut of plane and recession plane to manage the built form in relation to Shotover Street.
11. The provision imposing a reduced building coverage, 75% and requirement to prepare a Comprehensive Development Plan enables consideration of matters such as view shafts. For practical reasons it is very unlikely that a view shaft over the car park entrance would not be provided. Therefore, I consider a view shaft in this location is logical. However, I remain of the view any additional view shafts should be considered as part of the detailed planning for

the site. I note the modeling accompanying Mr Church's evidence and subsequent revisions do not appear to show the 'lean to' on the Hamilton Building that protrudes into the western view shaft. This highlights the potential issues with the position of a second view shaft. Therefore, I remain of the view any consideration of a second view shaft should be considered as part of a resource consent application not imposed via a specific provision in the District Plan.

### **Replacement of Height Precinct 4 with Height Precinct 5**

12. I support the proposed changes recommended by Ms Jones as supported by Ms Gillies in their Summary of Evidence recommending greater flexibility to encourage additional height within Precinct 2 & 5. I support the proposed changes recommended by Ms Jones (in her Summary of Evidence) making a breach of the recession plane and/or parapet control a restricted discretionary activity rather than non-complying.

### **Comprehensive Development/75% Building Coverage Rule**

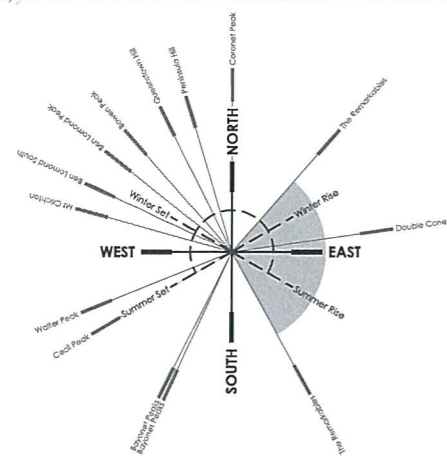
13. In my view within the central part of the town centre there is a good level of connectivity provided by the existing network of lanes. Therefore, it is unnecessary and an inefficient use of this scarce resource to lower the threshold to 1400m<sup>2</sup> effectively capturing additional sites within the core of the town.
14. In my opinion this level of coverage and control is more characteristic and appropriate on the fringe or transitional areas of the Town Centre.

### **Pedestrian Links**

15. In my view the significant financial cost of providing links needs to be carefully consider when determining whether or not to identify a particular link.
16. In terms of the link proposed through Stratton House, Cow Lane already provides a similar level of connectivity. I acknowledge that Cow Lane has a service focus at present however, urban environments are not static, they evolve over time. Searle Lane is an example of an existing lane that has evolved from a largely service focus to a mixed-use function with a high amenity and pedestrians focus.
17. In my view just because Cow Lane doesn't currently present a high pedestrian focus does not mean this cannot occur in the future as occurred in Searle Lane. Therefore, I remain of the

view the presences of Cow Lane means that it is unnecessary and inefficient to specify a link through Stratton House.

# APPENDIX A



- KEY:**
- Property Boundaries
- HEIGHT PLANES**
- A** 11m Height Plane (338.1)  
(above Man St slab RL 327.1)
  - B** 14m Height Plane (341.10)  
(14m above Man St slab RL 327.1)
  - C** 8m Height Plane (335.10)  
(8m above Man St slab RL 327.1)
  - D** 7m Height Plane (334.10)  
(7m above Man St slab RL 327.1)
  - F** 14m Height Plane above Shotover Street  
(Maximum height shall be 327.1masl)

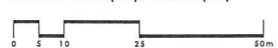


V:\MAN\_Man Street\10\_Master\1\_Pre Planning\MAN\_10\_1\_SK-005.01 (Man Street Height Plane Analysis).dgn



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SCALE: 1:750 (A1); 1:1,500 (A3)



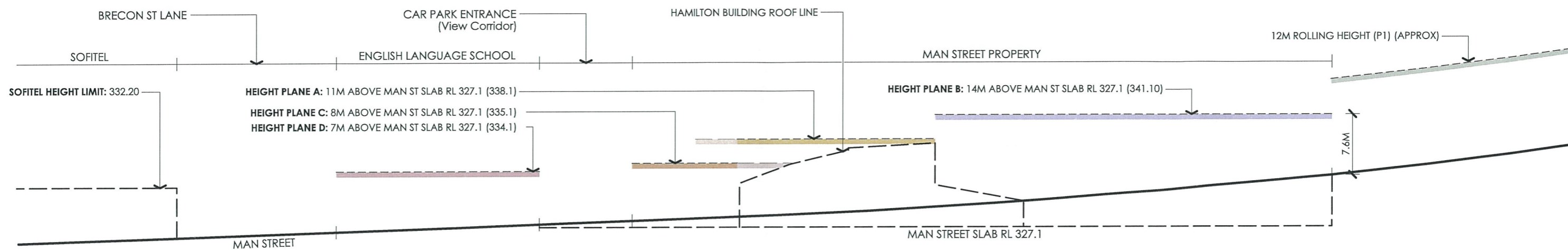
**NOTE:**  
 All boundaries areas are indicative only and subject to survey  
 To be used to give depiction of height limits on different sites,  
 not to be used to determine actual height limits of those sites.

NO.	DESCRIPTION	DATE	DRAWN	REVIEWED	APPROVED
-	For Information Only	17.11.16	TG	JC	-
A	Additional Cross Sections	24.11.16	TG	JC	-
B	8m Height Plane C	30.11.16	TG	JC	-

**MAN STREET  
 HEIGHT PLANE  
 PRECINCT 7 MAP**

PLAN STATUS: **DRAFT**      JOB CODE: **MAN\_10\_1 SK-005.01**      DRAWING NO:      REV: **(B)**

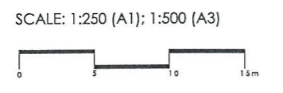
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**LONG CROSS SECTION - HEIGHT PLANE DIAGRAM**

# APPENDIX A

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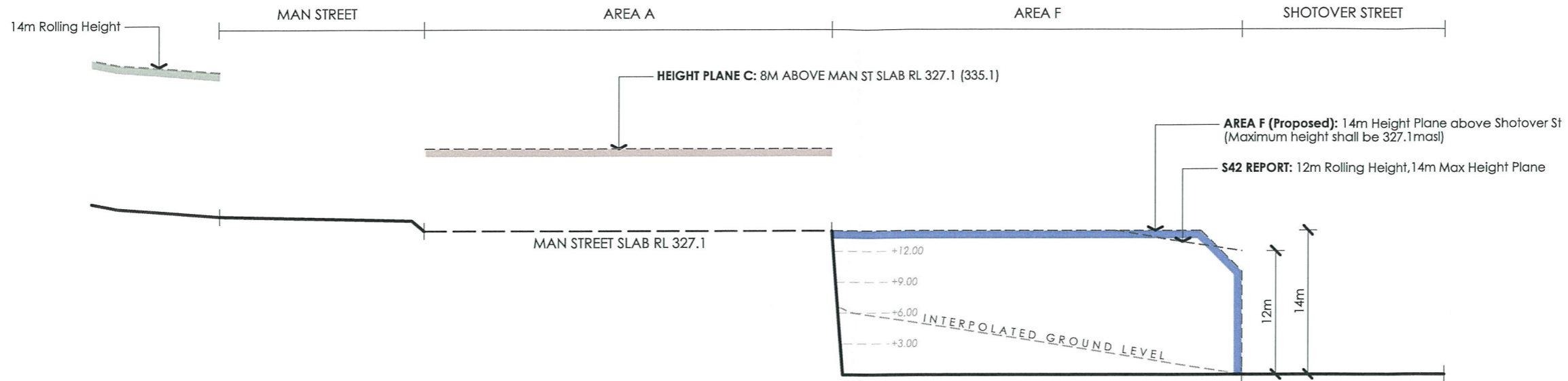
REVISION:					
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-	For Information Only	17.11.16	TG	JC	-
A	Additional Cross Sections	24.11.16	TG	JC	-
B	8m Height Plane C	30.11.16	TG	JC	-

## MAN STREET HEIGHT PLANE DIAGRAM LONG CROSS SECTION

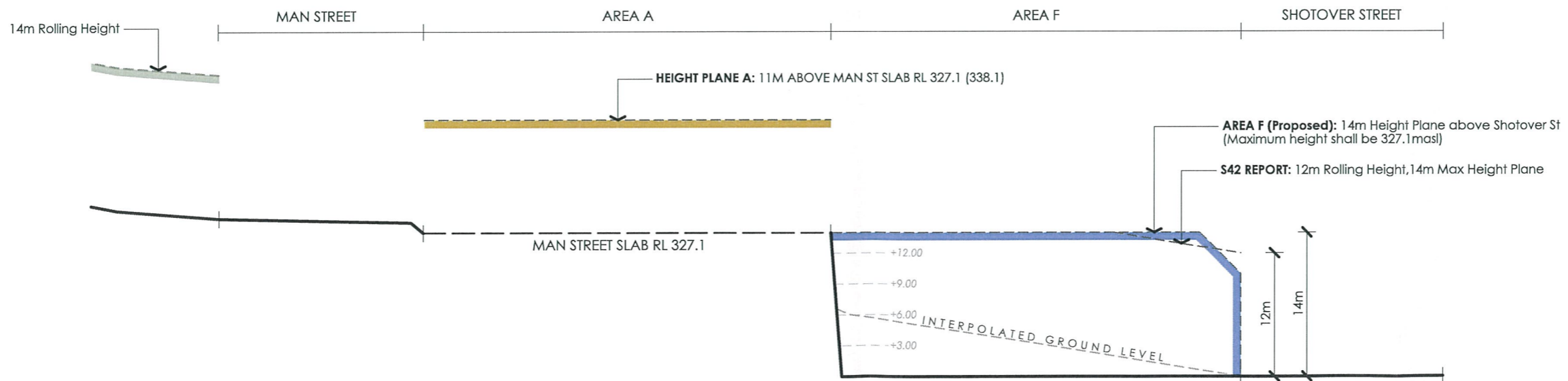
PLAN STATUS: **DRAFT**      JOB CODE: **MAN\_10\_1 SK-005.02**      DRAWING NO:      REV: **B**



**CROSS SECTION A-A HEIGHT PLANE DIAGRAM**  
Comparison between Council S42 Report & Man Street Properties Submission



**CROSS SECTION B-B HEIGHT PLANE DIAGRAM**  
Comparison between Council S42 Report & Man Street Properties Submission



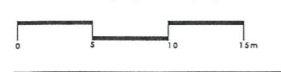
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SCALE: 1:250 (A1); 1:500 (A3)



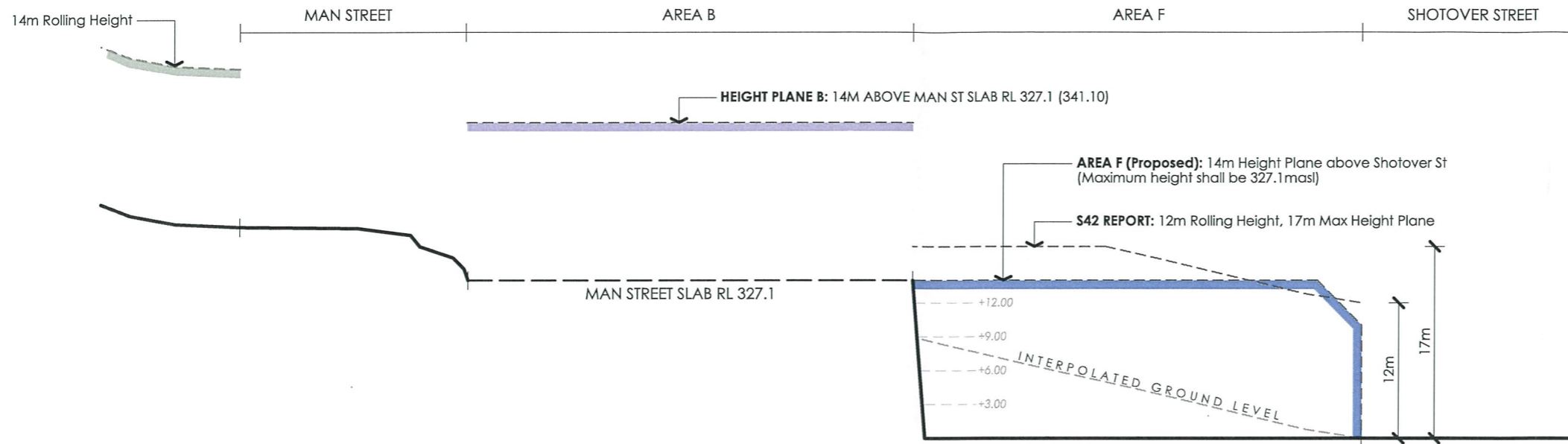
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-	For Information Only	17.11.16	TG	JC	-
A	Additional Cross Sections	24.11.16	TG	JC	-
B	8m Height Plane C	30.11.16	TG	JC	-

**MAN STREET**  
HEIGHT PLANE DIAGRAMS  
CROSS SECTION A-A & B-B

PLAN STATUS: **DRAFT**      JOB CODE: **MAN\_10\_1 SK-005.03**      DRAWING NO:      REV: **B**

**CROSS SECTION C-C HEIGHT PLANE DIAGRAM**  
 Comparison between Council S42 Report & Man Street Properties Submission



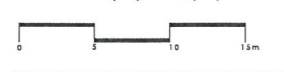
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**REVISION:**

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-	For Information Only	17.11.16	TG	JC	-
A	Additional Cross Sections	24.11.16	TG	JC	-
B	8m Height Plane C	30.11.16	TG	JC	-

## MAN STREET HEIGHT PLANE DIAGRAMS CROSS SECTION C-C

PLAN STATUS:  
**DRAFT**

JOB CODE: MAN\_10\_1 SK-005.04  
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 REV:

**B**