

**BEFORE AN INDEPENDENT HEARING PANEL
APPOINTED BY QUEENSTOWN LAKES DISTRICT COUNCIL**

UNDER THE Resource Management Act 1991

IN THE MATTER of a Variation to the proposed Queenstown Lakes District Plan (Te Pūtahi Ladies Mile) in accordance with Part 5 of Schedule 1 to the Resource Management Act 1991

**STATEMENT OF EVIDENCE OF WERNER MURRAY
ON BEHALF OF THE ANNA HUTCHINSON FAMILY TRUST**

DATED: 20 OCTOBER 2023

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MAY IT PLEASE THE HEARING PANEL

1. My full name is Werner Murray. I am a Principal Planner at The Property Group, based in Queenstown. I have been engaged by the Anna Hutchinson Family Trust (**Trust**) to provide evidence in support of its primary and further submissions on the Proposed Queenstown Lakes Proposed District Plan: Te Pūtahi Ladies Mile Variation .

Qualifications and experience

2. I hold the qualification of Bachelor of Arts (Geography) from the University of Otago and a Graduate Diploma of Urban and Regional Planning from the University of New England. I have 16 years' experience in planning and resource management, and I also hold New Zealand Planning Institute full membership. I am a Certified Commissioner (Chair Certificate) under the Ministry for the Environment's 'Making Good Decisions' course.
3. I am a Principal Planner at The Property Group where I have worked since 6 January 2020.
4. My recent project work has included advising on several master planned subdivision proposals, including undertaking environmental effects assessments for both rural and urban subdivisions, preparing consent applications, consultation with affected and interested parties and appearing at Council hearings. In addition, I have also been involved in a number of large-scale projects in the district that have dealt with the amenity effects, and reverse sensitivity effects of change in land use in rural areas.
5. I am a commissioner for Gore District Council and have the delegation to make planning decisions on its behalf.
6. Prior to joining The Property Group, I was employed at the Queenstown Lakes District Council (**Council** or **QLDC**) from November 2017 to January 2020, where I held role of Principal Planner.

7. In my role at QLDC, I oversaw the resource consent technical planning processing for all resource consents and worked on numerous consent applications in the QLDC urban areas, as well as for sites within the Outstanding Natural Landscape and Rural Character Landscape areas. I also led the planning strategy for all the QLDC Environment Court Appeals.

Code of Conduct

8. I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and confirm that I have complied with it in preparing this evidence. I confirm that the issues addressed in this evidence are within my area of expertise, except where I have indicated that I am relying on others' opinions. I have not omitted material facts known to me that might alter or detract from my evidence.

Scope of evidence/matters to be addressed

9. I have prepared evidence in relation to planning matters in support of the submission of the Anna Hutchinson Family Trust (**Trust**), a submitter on the Te Pūtahi Ladies Mile Variation (**Variation**). My evidence includes:
- (a) involvement in the Variation and the Trust's submission;
 - (b) a summary of the principal issues;
 - (c) Issues raised by the Variation relevant to my expertise;
 - (d) Council section 42A report and expert evidence;
 - (e) matters raised by other Submitters;
 - (f) my conclusions and recommendations;
 - (g) a section 32AA assessment in Appendix 1; and
 - (h) a detailed assessment of relevant objectives and policies in Appendix 2.
 - (i) A detailed Geotechnical Assessment in Appendix 3.

Involvement in the Variation and Trust's submission

10. My role in relation to the Trust's submission on the variation has been to provide advice and assessment in relation to planning matters. I have been involved in considering a wide variety of options for development over the Trust's site and adjacent land from Rural lifestyle development in line with the Wakatipu Basin Lifestyle Precinct, to considerations under the Covid Fast-track Act, to submitting and presenting to QLDC in relation to the site being included within the QLDC Spatial Plan. I can confirm that there has been a wide variety of options testing.

11. The current proposal has been advanced in partnership with the Queenstown Lakes Community Housing Trust (**QLCHT**), under a carefully considered medium density and low density scheme which I refer to in this evidence as the Extension Area. It is, in my opinion, the option that best the objectives of the TPLM but also of the Trust and QLCHT, and ultimately the objective 2 of the National Policy Statement on Urban Development 2020 (**NPS-UD**).

12. While I consider that the Variation as notified reflects a strong concept which I support, its execution is only adequate. For the reasons I identify in this statement, I consider that acceptance of the Trust's relief will ensure that the Variation is far more effective across the board, and better meets the relevant higher order requirements, as well as the relevant objectives and policies of the QLDC planning documents.

13. In preparing this statement of evidence I have considered the following documents:
 - (a) The NPS-UD;
 - (b) Queenstown Lakes District Proposed District Plan Section 32 Evaluation Report, Implementing Policy 5 of the National Policy Statement on Urban Development Urban Intensification Variation;
 - (c) The Ladies Mile Te Putahi masterplan establishment report dated February 2020;
 - (d) The TPLM masterplan consultation documentation;
 - (e) Te Kirikiri Frankton Masterplan;

- (f) The TPLM variation (and associated documents including the section 32 evaluation report);
- (g) The Queenstown Lakes District housing development capacity assessment 2021;
- (h) QLDC Proposed District Plan character 3 and 4; and
- (i) Section 42A report on the TPLM Variation prepared by Mr Jeff Brown, dated 29 September 2023 and associated appendices (including all supporting expert evidence).

Summary of principal issues

- 14. I believe Mr. Brown and I largely agree on the proposed planning provisions for the Extension Area. The only point of disagreement between us is related to density provisions, pending consideration of the outlined merits within the context of objectives, policies, and the NPS-UD.

- 15. The principal issues have been recorded in the Section 42A report by Mr Brown, these are largely agreed and summarised below.
 - (a) Demand for housing in the district and meeting the requirements of the market in order for houses to be considered affordable and providing supply in accordance with Objective 2 of the NPS-UD;
 - (b) The strategic nature of the location of the Extension Area;
 - (c) The Extension Area that is proposed, relates to potential effects on the amenity of the surrounding environment;
 - (d) Defining the location of a defensible urban edge by aligning the Rural Urban Boundary with strong natural boundaries such as prominent ridgelines; or where strong natural boundaries are not present, then other natural elements. The location of a defensible edge is in dispute; and
 - (e) Engineering matters, while these matters are not in dispute it is relevant to address civil engineering matters and Hazards being any geotechnical hazards that may exist over the site¹.

¹ The S42A report drew mentioned that geotechnical matters should be addressed.

Issues raised by the Variation relevant to my expertise

16. The submission by the Trust focuses primarily on extending the proposed TPLM area towards the west, by extending the Urban Growth Boundary and rezoning portions of the Extension Area to Te Pūtahi Ladies Mile Zone. This would include the Trust's land along with some neighbouring lots to help achieve the objectives of the Variation, specifically to ensure an integrated and well-functioning urban environment.

17. The below provides an assessment of the relief sought against the assessment provided within the section 42A report. For convenience, I have included a detailed section 32AA assessment of the Trust's relief in Appendix 1, a detailed assessment of the relief in terms of the Variation's objectives and policies in Appendix 2 and a detailed geotechnical assessment in Appendix 3

Council section 42A report and expert evidence

Housing demand, affordability, and efficiency

18. I agree with the section 42A report which records that the HDCA finds that there is a current shortfall of housing in price bands below \$500,000 (a shortfall of 2,350 affordable dwellings in 2020 for first home buyers, with the majority of these households in rental accommodation). These housing affordability shortfalls will worsen if there are no interventions to help first home buyers get into the housing market. Indeed, the evidence of Ms Scott and Mr Osborne suggest that affordability shortfalls have worsened considerably in the district in the last 1-2 years. In my view, considerable weight needs to be given to this objective evidence, rather than focusing on theoretical development capacity projections which have proven to be inadequate for many years.

19. Affordability has been an issue that the entire project team has focused on leading to the layout, typologies that area proposed, and ultimately

entering onto an agreement with the QLCHT to look to jointly deliver affordable housing outcomes.

20. The Council's argument for not requiring additional land in the proposed Extension Area to meet housing demand is based on reports by Market Economics and Ms. Fairgray's evidence, which indicate sufficient plan-enabled capacity to fulfil QLDC's housing bottom lines included in Chapter 4 of the District Plan.
21. Council's evidence suggests that the scale of the proposed Extension Area is excessive in relation to the relative projected growth. This, with respect, relies on a methodology outlined in the NPS-UD to help determine what sufficient development capacity is. This in turn has been relied on to support an argument that there is enough zoned or plan-enabled capacity to cater for projected growth. I prefer to rely on Mr Osborne and Mr Heath's assessment that concludes that an understanding of housing capacity needs to be tempered with consideration for the potential market response and therefore the practical outcome. Once this is understood, and the assessment of what is feasible is made, better conclusions around choice and affordability of housing can more accurately be predicted.
22. Another way of looking at this issue is, if plan-enabled or zoned capacity has been sufficient in the district in recent years, why are supply and affordability issues worsening? Mr Heath and Mr Osborne's analysis of the operation of the district's market is telling in this respect.
23. Adopting Mr Osborne and Heath's view enables the Variation to achieve more efficiently and realistically Objective 49.2.2, which provides for development of a range of residential intensity and diversity, in this instance a mixture of low density and medium density dwellings within walking and cycling distance from a rapid transit stop and both the TPLM centre and the Five Mile corridor. This will promote affordable homes, a self-sustaining community, and above all efficient use of urban land. It is important to note that the proposal is for the Trust to work closely with the QLCHT to further ensure the promotion of affordable homes.

24. Mr Heath further addresses the relationship that residential activity has with commercial areas of both the TPLM centre and also the Frankton town centre. He concludes that the more residential activity in close proximity to the TPLM centre, the better the centre will perform and function. In my opinion, the inclusion of the Extension Area will support the TPLM centre rather than detract from it. Large parts of the Extension Area are better and more conveniently located than areas within the Variation zone to the south of SH6. Including the extension area aligns with policy 4.2.2.3 that seeks to enable an increased density of well-designed residential development in close proximity to town centres, public transport routes, community and education facilities, while ensuring development is consistent with any structure plan for the area and responds to the character of its site, the street, open space and surrounding area.
25. I agree with Mr Brown where he states in the rationale for the TPLM zone that NPS UD Policy 2 and 1(a)(i) require that the Council provides at least sufficient development capacity to meet expected demand for housing and business land over the short, medium and long terms. They also require that planning decisions contribute to well-functioning urban environments that, as a minimum (and among other things), have a variety of homes that meet the needs of different households in terms of type, price and location.
26. Meeting the market with a more affordable housing is clearly missing in the Queenstown context² and it is my view that including the extension area into the TPLM will better meet Objective 2 of the NPS-UD. This is considered a key attribute of the extension area, that is being able to provide for affordable dwellings along with housing choice within a well-functioning urban environment.
27. Even if it is concluded that the Variation as notified would allow QLDC to meet Objective 2 of the NPS-UD, it is considered that the inclusion of the Extension Area will allow the TPLM to better and more efficiently meet both

² Mr Osborne discusses the Queenstown housing Market

Objective 2 of the NPS-UD and the objectives of the TPLM. This is further addressed in Appendix 1 to this statement..

The strategic nature of the location

Integration with the Five Mile Corridor

28. Ms Fairgray concludes that the extension area is in a less efficient location further from the TPLM commercial precinct and the development could detract from intensification of the commercial precinct. In relation to this issue, I rely on the evidence of both Mr Church, Mr Heath and Mr Osborne as this issue is related to urban design and economics. My view is that the evidence and process relied on by the Council, from the consultation on the masterplan through to the SPP Variation, focused largely internally on TPLM area.
29. Little attention was given to the wider context. As Mr Church sets out in his evidence, TPLM needs to be considered holistically with the wider urban growth planning of Te Pūtahi / Eastern Corridor and Wakatipu Basin generally. Once the wider context is understood, it is clear that the extension site effectively stitches the Ladies Mile together with the adjacent Five Mile Urban Corridor, resulting in improved connectivity between the two centres.
30. Including the Extension Area better achieves Policy 4.2.2.3 of the PDP, but also achieves Objective 3 of the NPS-UD. Considering Mr Church, Mr Osborne and Mr Heath's views about the importance of considering the employment, and shopping hubs between Frankton and Five Mile, it is my opinion that the extension area is required for the Variation to meet Objective 3 of the NPS-UD, which is for district plans to enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:
- (a) the area is in or near a centre zone or other area with many employment opportunities
 - (b) the area is well-serviced by existing or planned public transport

- (c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.

Walking catchments

31. Most experts that have made comment on the Extension Area agree that at least a low-density form of housing may well be acceptable on the proposed Extension Area. Mr Shields is an exception, and concludes that the Extension Area is further away from the proposed centre, and is also located more than 800 metres from a proposed **bus stop**. I consider this statement to be factually incorrect, more accurately the site can be described as being between 500 and 900 metres from the nearest **rapid transit stop**³.
32. Understanding this context is critical to understanding the strategic nature of the Extension Area, as this puts the Extension Area within a walkable catchment of a rapid transit stop. One of the reasons Mr Church recommends an expanded node adjacent to the rapid transit stop utilises a TOD approach, which has consistently been applied within Te Kirikiri Frankton Masterplan. I rely on both Mr Church's evidence and the traffic evidence that clearly describe the importance of walking catchments around critical pieces of nationally significant infrastructure⁴. I offer the below additional support to this opinion.
33. I note that Mr Church sets out what in his opinion constitutes the spectrum of walking distances being 400 metres – 1.2 Km. Mr Weir also explains the urban design methodology behind walkable catchments. I adopt both Mr Church and Mr Weir's assessments around walking catchments.

³ rapid transit stop is defined in the NPS-UD and means a place where people can enter or exit a rapid transit service, whether existing or planned. Also rapid transit service means any existing or planned frequent, quick, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic.

⁴ Under the NPS-UD nationally significant infrastructure means all of the following: **State highways**; the national grid electricity transmission network; renewable electricity generation facilities that connect with the national grid; the high-pressure gas transmission pipeline network operating in the North Island; the refinery pipeline between Marsden Point and Wiri; the New Zealand rail network (including light rail); **rapid transit services (as defined in this clause [see footnote 2])**; any airport (but not its ancillary commercial activities) used for regular air transport services by aeroplanes capable of carrying more than 30 passengers; the port facilities (but not the facilities of any ancillary commercial activities) of each port company referred to in item 6 of Part A of Schedule 1 of the Civil Defence Emergency Management Act 2002

34. Along with Mr Weir and Mr Church’s opinions, I note that this concept also ties into mode shift and transport matters and have included a table below from the Waka Kotahi website that talks about walkability, to help inform the appropriate distance for development intensification from a rapid transit stop or station.

Walking catchment	For
≤400m or 5min walk	Low frequency public transport stops
≤800m or 10min walk	High frequency public transport stops (a service at least every 15min)
≤1200m or 15min walk	High frequency and rapid public transport stops or stations

35. I agree with Mr Bartlett and Mr McKenzie’s conclusion that a planned bus stop along SH6, in combination with higher frequency (express) services along SH6 and inter-connection with possible local bus services through the Variation Zone, would positively contribute to greater catchment areas and accessibility to bus services. In relation to the catchment area matter, I consider that the higher frequency services along SH6 accessing a bus interchange at this western end of the Variation Zone would support adoption of a greater walking catchment of potentially up to 800m, rather than the “preferred 500m” catchment distance that Mr Shields discusses in his statement.

36. I rely on both the urban design evidence and the transport evidence discussed above along with Waka Kotahi published advice and the guidelines⁵ around walkable catchments and conclude that, in order for the TPLM to better meet policy 49.2.6.2, 49.2.6.2(a), 49.2.6.4(a), and(e), the Extension Area should be accepted.

⁵ Understanding and implementing intensification provisions for the National Policy Statement on Urban Development

37. As can be seen in the diagram below, the majority of the proposed medium density areas within the extension area, are well within the 800m circumference as defined by Waka Kotahi above.

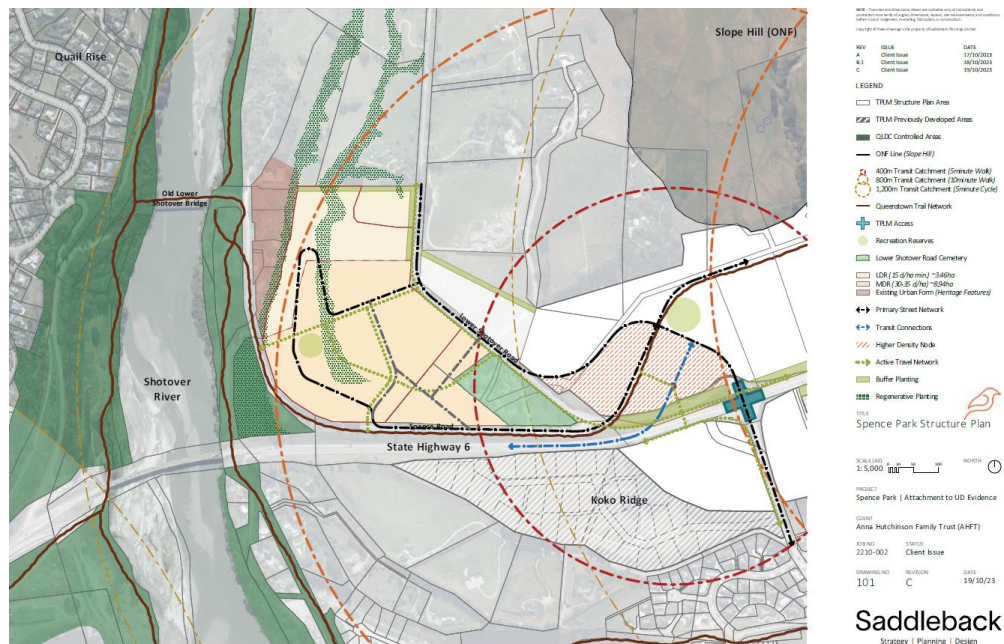


Figure 1: Updated structure plan covering the extension area

38. Mr Bartlett and Mr McKenzie further show how walking and cycling connections can be used to achieve the mode share targets supporting the overall transport outcomes of the Variation. With the addition of the Extension Area, there are additional, superior active mode connections especially directed towards the Old Shotover Bridge where cyclists and walkers will have access to onward travel routes to the Frankton Flats and, for those more active travellers, onto Queenstown.

39. In addition, Policy 5(a) of the NPS-UD requires Tier 2 urban environments to enable heights and density of development commensurate to the level of accessibility of active or public transport to a range of commercial activities and community services. The NPS-UD guidance “Understanding and implementing intensification provisions for the National Policy Statement on Urban Development”, outlines that Tier 2 local authorities, while not specifically directed under Policy 3(c) of the NPS-UD, are guided to incorporate walkability and walkable catchments as a tool in determining intensification settings.

40. I am of the firm view that the Extension Area is a walkable and cyclable distance not only from the nearest rapid transit stop but also is within easy cycle distance of the proposed TPLM centre and the Five Mile Urban Corridor⁶. Also note that in accordance with travel times recorded in the TPLM Transportation strategy⁷ the Extension Area is 18 minutes walk from both the TPLM centre (less than that to the Glenpanel neighbourhood centre) and Five Mile, that equates to a 4 minute and 30 second bike time. Noting Mr Church's comments around the gravity of a site, and Mr Heath's evidence on a number of jobs that are located in the Five Mile/Frankton area, having an affordable residential neighbourhood within such a close walking and cycling catchment would significantly contribute to the success of the TPLM.

Viability of public transport

41. Mr Shields also concludes that LDR Precinct in the Extension Area could also compromise the Transport Strategy as it relates to sustaining a viable public transport network. It is unclear to me how this view fits in with the intensification guidelines under the NPS-UD⁸ that have come about as a result of the plan changes required across the country for Teir 1, 2, and 3 Councils. These guidelines look to intensify in areas of high amenity or where rapid transport or frequent transport are available. Section 2 of this guideline states:

*"The intensification provisions are particularly important where they apply in areas close to current or **planned** rapid transit and frequent public transport services, as well as places where people can access many opportunities within walking distance. The provisions recognise the benefits of integrating transport and land-use policy. They allow for transport investment that can induce landuse change by encouraging greater supply of development capacity, thereby lifting the number of*

⁶ The significance of this is further described by Mr Church and Mr Osborne

⁷ Page 63 of the Te Pūtahi Ladies Mile Masterplan Transport Strategy

⁸ Understanding and implementing intensification provisions for the National Policy Statement on Urban Development

people living in high-amenity areas. This can help improve the economic case for public and active transport investments, for example by increasing the likely number of people using public transport services. Intensification is also important to support the reduction of greenhouse gas emissions and therefore has a role in climate change mitigation.”

42. In their joint statement, Mr McKenzie and Mr Bartlett state that including Extension Area into the TPLM Variation will add resilience to achieve the Transport Strategy outcomes by reducing reliance upon the SH6 corridor via development of an enhanced local road network. This will provide benefits not only for vehicular traffic, but also public transport (buses) and walking/cycling movements. I adopt this view rather than the one of Mr Dun who suggests that the extension will dilute the density that is sought around the proposed amenity and would likely lead to a more business as usual approach to car orientated development. I prefer the view that the Extension Area will enhance the public transport system.
43. To further address this point Mr Bartlett, Mr McKenzie, Mr Church and Mr Weir have assessed the transport and roading layout that would best help the TPLM meet objective 49.2.1.1 policies 49.2.6.4, and 27.3.24.5. These collectively require that development is consistent with the Structure Plan to ensure the integrated, efficient and co-ordinated location of activities, primary roading, key intersections, open spaces, green networks, and walkway / cycleway routes by looking at how the TPLM integrates with the western part of Ladies Mile and also lower Shotover Road.
44. I agree with the views of Mr Bartlett and Mr McKenzie where they are saying that there should be multiple paths to achieve the Transport Strategy outcomes, not just a single direction as expressed by Mr Shields and the Variation proponents. The preferred transport outcome is to seek, as much as possible through the Variation provisions, a future transport system that develops a strong supporting local road network that enables public transport connections and local access for vehicular and active mode users, to be delivered “off highway” within the Variation Zone and Extension Area.

Landscape Mattes

45. Another aspect where the proposal does not find support from the Council's experts is landscape. Mr Skelton acknowledges that rural lifestyle development would likely occur under the current zoning. Mr Weir has prepared a concept plan that demonstrates what could be applied for under the current zone⁹. Note the 75 metre setback pushes development away from Lower Shotover Road. The escarpment on the site is not protected by the 50m set back from any Escarpment, Ridgeline or River Cliff Feature shown on the District Plan web mapping application.
46. Mr Skelton has assessed the Extension Area from a number of viewpoints. Mr Milne, Mr Church and Mr Weir all have views on the landscape and urban form within that landscape. I rely on these assessments and agree with Mr Milne that the Extension Area, will not result in any more than adverse effects on the natural character of the Shotover River terraces to a low-moderate degree. This is because development will be restricted to the terraces, with the terrace risers (scarps) revegetated with native planting that would in fact increase the biodiversity of the Extension Area and River Corridor.

Defendable edge

47. One of the issues raised through the s42A assessment is the importance of a defensible urban edge to the Variation zone, and the risk that proposed Extension Area will blur this, creating a risk of urban sprawl beyond the notified boundary. Mr Skelton also suggests that the proposed Extension Area compromises the defendable edge of the TPLM.
48. As outlined within the landscape evidence prepared by Mr Milne, best practice is to align a defendable edge with natural boundaries where available. Mr Milne states that the 'containment' of the TPLM Variation Area, are the fluvial terraces of the Shotover River at the western extent of

⁹ Wakatipu Basin Lifestyle Precinct shown in the Saddleback WBLPZ Baseline Concept

the Extension Area. These provide a 'distinct biophysical feature' to bookend the TPLM Spatial Plan area. Mr Milne identifies that this is a more suitable western defensible edge, that also includes a defined gully system to the north, in comparison to that currently provided for by Lower Shotover Road. Further the proposed structure plan includes a planted buffer which is the same mechanism that is used by the TPLM to define the notified urban edge east of Lower Shotover Road.

49. I observe that considerable work has gone into establishing where an appropriate defensible edge along the western edge of TPLM is. I rely on evidence from Mr Church, Mr Milne, and Mr Weir with regard to this edge and note that it is proposed to strengthen this edge via a decrease in density to LDR, and a planted buffer (this is the same treatment that was proposed by the TPLM Variation as notified, east of Lower Shotover Road).
50. In my opinion, the Extension Area provides benefits to a defensible edge of the Variation overall, with natural landforms such as the escarpments and the Shotover River, aligning with best practice landscape and urban design principles, as identified in Mr. Milne's landscape evidence.

Incorporating the Extension Area into the TPLM

51. Mr Weir describes how the Extension Area fits into the TPLM and what factors have been considered in the design of the structure plan for the Extension Area, and the important factors that have been considered. I rely on this and am of the opinion that including the Extension Area as part of the Variation will better achieve Policies 4.5.1 and 4.5.3 of the Otago Regional Policy Statement.
52. With regard to the density that is proposed I rely on Mr Weir's evidence that states that the proposed Low Density Zone (LDR) within the Extension Area should have a density of 15-20 dwellings per hectare, and the proposed Medium Density Zone (MDR) within the extension area should have a density of 30-35 dwellings per hectare. I note that this is a reduction in density from the Trust's original submission. The change has come about

in light of evidence received including further details of walkable catchments, and wanting to provide a larger buffer to neighbouring residences from the MDR Zone. The difference is due to an increase in LDR land and decrease in size of MDR land within the Extension Area, creating an overall reduced density from the original relief sought.

53. I consider the proposed density commensurate with the level of accessibility by planned active or public transport to a range of commercial activities and community services Five Mile Corridor and the TPLM centre, or relative demand for housing and business use in that location. It is considered that this density better enables density and urban form in accordance with Policy 5 of the NPS-UD.

Civil engineering matters

54. Civil engineering matters have been assessed by Mr Reagan and Mr Ladbrook have concluded that there is no technical reason why a stormwater management system, and servicing the site with water and wastewater, should prevent rezoning for urban purposes.

Hazards – Geotechnical information

55. Geotechnical matters were raised in Mr Browns section 42A report and I have attached (Appendix 3) geotechnical evidence from Mr Andrew Klahn from Initia Ltd that explains the mapping and ground conditions of the Extension Area. He concludes that there are no geotechnical matters that would impede development in the Extension Area.

Matters raised by other Submitters

56. The submitter from 75 Lower Shotover Road requested that buffer planting be installed between their land and the Extension Area, and this has been included within the structure plan for the extension area.

57. Submitter 35 mentioned Whoosh¹⁰ would be a good alternative transport system. I am supportive of alternative modes of transport and believe that provision should be put in place now to allow for alternative modes (for instance greenways) that can cater for active travel, green space and a gondola corridor.
58. It may also be worth noting that the area where LDR is proposed in the Extension Area has been increased, which further acts as a buffer to medium density residential development for the residents that live along Spence Road.
59. Finally, in response to submission [71] from Mr and Mrs Stalker, which raises concerns about the Extension Area including some of their land to the east of Lower Shotover Road, updated plans have prepared by Mr Weir. These show that it is feasible to achieve the benefits identified in the Trust's submission in terms of a better functioning roading network and public/active transport provision to the western end of the Variation area, without necessarily having to rely on this land.

My conclusions and recommendations

60. The inclusion of the extension area has been considered holistically with the wider urban growth planning of Te Pūtahi / Eastern Corridor and Wakatipu Basin generally. It has been well considered by a large panel of technical experts who have had a role of peer reviewing and stress testing each other's work, giving consideration to a wide range of structure planning issues in the design of the structure plan that accompanies the proposal to include the extension area. In my experience for a diverse panel such as the one that the Trust have engaged, to aid and review the design of the Extension Area, is unique and speaks volumes as to the merits of the proposal.
61. A section 32AA assessment has been included within Appendix 1 that concludes that the proposal to include the extension area in the TPLM plan variation will enable the TPLM to better achieve the objectives and policies of the plan.

¹⁰ [Whoosh® - Introducing a new transportation solution.](#), and [Smart Transportation for More Sustainable and Connected Cities | Swyft Cities](#)

62. For these reasons, and in reliance on the expert evidence for the Trust (as well as Ms Scott's statement), I firmly believe that the Trust's relief can make a significant improvement to the TPLM Variation as notified, by making what was adequate better meet relevant higher order policy directives as well as the objectives of the Variation itself. In reliance on the same evidence, it is clear that these significant benefits can be achieved by acceptance of the Extension Area, without incurring any material costs.

DATED this 20th day of October 2023

A handwritten signature in black ink, appearing to read 'Werner Murray', is written above a horizontal line.

Werner Murray

APPENDIX 1 – S32 AA ASSESSMENT

Table 1: Option 1 - Expansion of TPLM with Medium and Low-Density Housing

<p>Effectiveness and efficiency</p>	<ul style="list-style-type: none"> • The proposed westward expansion of the TPLM zoning and medium/ low density provisions, is within the recommended walkable catchments and so is a more effective and efficient means of giving effect to higher order documents, particularly the NPS-UD as well as the PDP strategic objectives (specifically chapters 3 and 4). • More efficient and effective means of achieving key TPLM Zone Objectives (including but not limited to 49.2.2, 49.2.3, 49.2.6, 49.2.7).¹¹ • More effective and efficient means of achieving NPS-UD key Objectives and Policies (included but not limited to Objectives 1, 2 and 3, and Policies 1(a)(i), (b), (c), (d), 3(d), 6(c-d)). Specifically increased residential density through the relief sought, supports:¹² <ul style="list-style-type: none"> - Well-functioning urban environment - Improved affordability - Housing variety - Density targets - Competitive market - Improved housing, employment, community services and open space accessibility - Densities of urban form commensurate with the level of commercial and community services. • Increased resiliency to effectively achieve Transport Strategy outcomes, reduced reliance on SH6 corridor by enhanced local roading network and active transport utilisation ¹³
<p>Costs/Benefits</p>	<ul style="list-style-type: none"> • The zone extension is consistent with the direction provided by the NPS-UD, the graduation from low density to medium will clearly support and signal where the greatest level of intensification is anticipated and directed to, being the central TPLM area. • Significant degree of additional capacity is enabled, providing for a change in housing preferences over time and thereby improving housing choice and affordability.

¹¹ Appendix 2

¹² Statement of Evidence of Timothy James Heath (Paragraph 20 -26)

¹³ Joint Statement of Evidence of Don McKenzie and Jason Bartlett (Paragraph 26 – 31, 34-35, 45)

	<ul style="list-style-type: none"> • The utilisation of greater density and the more efficient land use, allows for lower residential site costs, greater infrastructure efficiency (lower marginal costs) and utilisation, improved amenity and greater access to employment and service opportunities. • Strategically located to enabled greater connectivity with Frankton¹⁴ adjacency of Lower Shotover Road, Spence Road and active transport connections¹⁵ to the Frankton Flats area.^{16,17} • Increased chance of transport modal shift ¹⁸ • Local network extension - wider and more effective range of access options ¹⁹ • The increased spatial extent will result in a greater degree of change to the character of the existing rural environment. This may result in a cost to rural amenity and character, albeit aligning with the proposed adjacent TPLM • Defendable edge comprised of natural feature/ landforms - best practice Urban Design ^{20,21} • The increased development catchment enables the creation of an orbital public transport route, reducing community separation, enhancing connectivity within the Extension Area, and expanding the reach of frequent public transport nodes.²² • The increased development catchment allows for a phased approach to achieve long-term multi-modal transport goals and supports a short-term primary bus corridor along SH6.²³ • Additional medium density housing can increase yield and maintain contiguous densities within the structure plan without requiring a Low-Density Residential buffer along Shotover Road.²⁴ • The Trust's relief would boost the efficiency, productivity, and amenity of the Variation's commercial centre. Greater
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¹⁴ Joint Statement of Evidence of Don McKenzie and Jason Bartlett (Paragraph 17-20)

¹⁵ Joint Statement of Evidence Don McKenzie and Jason Bartlett (Paragraph 37)

¹⁶ Statement of Evidence of Timothy John Church (Paragraph 31 and 44)

¹⁷ Statement of Evidence of Bruce Charles Weir (Paragraph 54 - 56)

¹⁸ Joint Statement of Evidence of Don McKenzie and Jason Bartlett (Paragraph 36-41, 45(b))

¹⁹ Joint Statement of Evidence of Don McKenzie and Jason Bartlett (Paragraph 45)

²⁰ Statement of Evidence of Timothy John Church (Paragraph 32-33)

²¹ Statement of Evidence of Bruce Charles Weir (Paragraph 61- 67)

²² Statement of Evidence of Timothy John Church (Paragraph 44)

²³ Statement of Evidence of Timothy John Church (Paragraph 49)

²⁴ Statement of Evidence of Timothy John Church (Paragraph 49)

	<p>residential activity near a centre enhances its amenity, vibrancy, and productivity, benefiting the community's economic and social well-being.²⁵</p> <ul style="list-style-type: none"> • Increased residential density and catchment area will result in flow on economic benefits²⁶ • Increased opportunities for the Queenstown Community Housing Trust. • Increased urban development to meet density targets within a walkable catchment area²⁷ • Medium density housing predicted to result in short term uptake (compared with higher densities) will facilitate the viability of the TPLM, commercial area, public transport system and density targets²⁸
<p>Risk of acting or not acting</p>	<ul style="list-style-type: none"> • The appropriateness of adopting the relief sought must be considered in the context of the direction set out in higher order policy documents, in particular the NPS-UD. • The risk of not acting is that failing to extend the TPLM Zoning and density provisions may result in intensification or redevelopment opportunities are not taken up or are unnecessarily prevented from occurring due to the complexity of navigating the rule framework and maps in the District Plan. • It could result in an ad hoc uptake of rural lifestyle development reducing connectivity and enabling a fragmented TPLM development with the urban areas of Frankton and Queenstown. • Failing to act could reduce housing variety outcomes intended through Policy 1²⁹ of the NPS-UD. Specifically, risk that High Density housing will not be taken up by the market and additional low and medium density options are required in order to achieve a well-functioning urban environment
<p>Decision about more appropriate action</p>	<ul style="list-style-type: none"> • The recommended spatial amendments are therefore considered to be a more appropriate in achieving strategic objectives of the PDP and the TPLM variation than the notified version of the TPLM spatial boundaries.

²⁵ Statement of Evidence Timothy James Heath (Paragraph 35-36)

²⁶ Statement of Evidence of Timothy James Heath (Paragraph 40-42)

²⁷ Statement of Evidence of Bruce Charles Weir (Paragraph 32-41)

²⁸ Statement of Evidence of Bruce Charles Weir (Paragraph 49-53)

²⁹ NPS-UD (Policy 1)

Table 2: Option 2: Expansion of TPLM with Low Density Housing

<p>Effectiveness and efficiency</p>	<ul style="list-style-type: none"> • The majority of the medium density zoned land within the proposed expansion area is within the recommended walkable catchments and so overall is a more effective and efficient means of giving effect to higher order documents, particularly the NPS-UD as well as the PDP strategic objectives (specifically chapters 3 and 4). This is balanced with the importance of being in close proximity with the wider area including the Five Mile Corridor and the new TPLM centre, against the landscape and amenity consideration of the locality. • The amendment is also a more efficient and effective means of achieving key TPLM Zone Objectives (including but not limited to 49.2.2, 49.2.3, 49.2.6, 49.2.7) • More effective and efficient means of achieving NPS-UD key Objectives and Policies (included but not limited to Objectives 1, 2 and 3, and Policies 1(a)(i), (b), (c), (d), 3(d), 6(c-d)). Specifically increased residential density through the relief sought, supports: <ul style="list-style-type: none"> • Well-functioning urban environment • Improved affordability • Housing variety • Density targets • Competitive market • Improved housing, employment, community services and open space accessibility • Densities of urban form commensurate with the level of commercial and community services. • Increased resiliency to achieve Transport Strategy outcomes, reduced reliance on sh6 corridor by enhanced local roading network and active transport utilisation
<p>Costs/Benefits</p>	<ul style="list-style-type: none"> • The zone extension is consistent with the direction provided by the NPS-UD, the graduation from low density to the higher density areas of the TPLM will support and signal where the greatest level of intensification is anticipated and directed to, being the central TPLM area. • Additional residential capacity is enabled, providing for a change in housing preferences over time and thereby improving housing choice and affordability. • The utilisation of greater density (than currently zoned for) and the more efficient land use, allows for lower residential site costs, greater infrastructure efficiency (lower marginal costs)

	<p>and utilisation, improved amenity and greater access to employment and service opportunities.</p> <ul style="list-style-type: none"> • Strategically located to enabled greater connectivity with Frankton adjacency of Lower Shotover Road, Spence Road and active transport connections to the Frankton Flats area. • Local network extension - wider and more effective range of access options • Increased chance of transport modal shift • Lesson chance of a dilution of the higher density portions of the TPLM, by creating a low-density edge to the TPLM western boundary, rather than a medium density proposal, high density development is more likely to be funnelled towards the proposed HD areas, rather than the possible dilution that may arise from the proposed extension of medium density. • The increased spatial extent will result in a greater degree of change to the character of the existing rural environment, albeit a lesser effect than a higher density development. • Defendable edge comprised of natural feature/ landforms - best practice Urban Design • The increased development catchment enables the creation of an orbital public transport route, reducing community separation, enhancing connectivity within the Extension Area, and expanding the reach of frequent public transport nodes. • The increased development catchment allows for a phased approach to achieve long-term multi-modal transport goals and supports a short-term primary bus corridor along SH6. • Increased efficiency, productivity, and amenity of the Variation's commercial centre. Greater residential activity near a centre enhances its amenity, vibrancy, and productivity, benefiting the community's economic and social well-being. • Increased residential density and catchment area will result in flow on economic benefits • Increased opportunities for the Queenstown Community Housing Trust. • Increased urban development to meet density targets within a walkable catchment area
Risk of acting or not acting	<ul style="list-style-type: none"> • The appropriateness of adopting the relief sought must be considered in the context of the direction set out in higher order policy documents, in particular the NPS-UD. • The risk of not acting is that failing to extend the TPLM Zoning and density provisions may result in intensification or redevelopment opportunities are not taken up or are

	<p>unnecessarily prevented from occurring due to the complexity of navigating the rule framework and maps in the District Plan.</p> <ul style="list-style-type: none"> • It could result in an ad hoc uptake of rural lifestyle development reducing connectivity and enabling a fragmented TPLM development with the urban areas of Frankton and Queenstown
Decision about more appropriate action	<ul style="list-style-type: none"> • The recommended spatial amendments are therefore considered to be more appropriate in achieving strategic objectives of the PDP and the TPLM variation than the notified version of the TPLM spatial boundaries.

Table 3: Status Quo- TPLM As Notified

Effectiveness and efficiency	<ul style="list-style-type: none"> • The proposed area meets the recommended walkable catchments. • May give effect to higher order documents (NPSUD), however risk that current area may not achieve the level of high-density uptake hoped for, meaning density goals may not be reached. • May give effect to PDP strategic objectives (specifically chapters 3 and 4) along with TPLM Zone Objectives subject to required uptake. • Risk of ineffective outcomes with neither sufficient certainty nor appropriate resilience within the Variation and its transportation elements³⁰
Costs/Benefits	<ul style="list-style-type: none"> • Additional residential capacity is enabled, providing for a change in housing preferences over time and thereby improving housing choice and affordability. • The utilisation of greater density (than currently zoned for) and the subsequent lower land use, allows for lower residential site costs, greater infrastructure efficiency (lower marginal costs) and utilisation, improved amenity and greater access to employment and service opportunities. • Evidentiary lacking rationale for western boundary of TPLM with utilisation of an arbitrary edge³¹ • Will result in a lessened degree of change to the character of the existing rural environment, albeit a significant change from the existing environment.

³⁰ Joint Statement of Evidence of Don McKenzie and Jason Bartlett (Paragraphs 26-27 and 30 -33)

³¹ Statement of Evidence of Timothy John Church (Paragraphs 32-33)

	<ul style="list-style-type: none"> • Overstated reliance on the proposed town centre and contribution to a ‘walkable catchment’ may be compromised by larger open spaces, and adjacent educational facilities.³²
Risk of acting or not acting	<ul style="list-style-type: none"> • Risk of status quo (not acting) • The risk of not acting is that intensification or redevelopment opportunities are not taken up or are unnecessarily prevented from occurring due to the complexity of navigating the rule framework and maps in the District Plan. • It could result in an ad hoc uptake of rural lifestyle development reducing connectivity and enabling a fragmented TPLM development with the urban areas of Frankton and Queenstown. • Fractured urban developed siloed from the Frankton area • Insufficient land to achieve objective minimum density requirements. • Risk of underperformance in housing supply³³ • Risk of a failure to delivery a commercially viable public transport system ³⁴
Decision about more appropriate action	<ul style="list-style-type: none"> • The proposed TPLM boundaries may not achieve the objectives of the variation or the strategic direction of the QLDC PDP along with higher order legislation such as the NPSUD.

Summary: Recommended Option One (1)

The proposed westward expansion of the TPLM zoning, featuring a mix of medium and low-density provisions, aligns with expert evidence. Option 1 is the most efficient and effective method to implement high-order documents, such as the NPS-UD, RPS, PDP and TPLM strategic objectives, supporting a well-functioning urban environment, affordability, housing variety, employment, community services and access active and public transport services.

Option 1 enhances transport network resiliency, critical for the proposed public transport system, with improved local road networks and active transport utilisation. The expansion area strategically connects TPLM and Frankton, offering a contiguous urban environment with robust connectivity to both centres.

The expansion area benefits from a defensible edge with natural landforms such as the escarpment and the Shotover River, aligning with best practice landscape and urban design principles, as per Mr. Milne's landscape evidence.

Option 1 best aligns with higher-order policy documents, particularly the NPS-UD. Failing to act risks missing intensification and redevelopment opportunities, potentially

³² Statement of Evidence of Timothy John Church (Paragraph 29)

³³ Statement of Evidence of Bruce Charles Weir (Paragraph 20)

³⁴ Statement of Evidence of Bruce Charles Weir (Paragraph 26)

leading to ad hoc rural lifestyle development, reduced connectivity, and a fragmented TPLM development. Option 1 supports the critical mass needed for a well-functioning urban environment as required by the NPS-UD and sought through the TPLM variation.

APPENDIX 2 – Objectives and Policies

Table 1 – Te Pūtahi Ladies Mile Zone Proposed Objectives and Policies

Ladies Mile Zone – Objectives & Policies	
<p>Objective 49.2.1 – Development complements and integrates with adjoining urban development at Te Pūtahi Ladies Mile and development south of State Highway 6</p>	<p>Including the extension area into the TPLM plan variation will better integrate development with the adjoining urban environment. The inclusion of the extension area provides for more integrated roading layout, better integration with active travel routes³⁵, integrates with the wider QLDC strategy³⁶ along the SH6 corridor.</p>
<p>Objective 49.2.2 - Development achieves a range of residential intensity and diversity of housing choice to promote affordable homes, a self-sustaining community, and efficient use of urban land.</p>	<p>A mixture of low density and medium density dwellings, within walking and cycling distance from a rapid transit stop, and both the TPLM centre and the Five Mile corridor, will promote affordable homes.</p> <p>The increase in residential activity, as a result of the Extension Area in close proximity to the Commercial Precinct, will support productivity gains and increase diversity within the Variation's commercial centre, which would increase local employment opportunities. In this respect a self-sustaining community is created, and above all efficient use of urban land. It is important to note that the proposal is for the Trust to work closely with the Queenstown Lakes Community housing trust to further ensure the promotion of affordable homes</p>
<p>Policy 49.2.2.1 – Within the Medium and High Density Residential Precincts: a.</p> <ul style="list-style-type: none"> a. Promote affordability and diversity of housing by maximising choice for residents through encouraging a range of residential typologies, unit sizes and bedroom numbers. b. Avoiding development that does not achieve the residential densities required in each Precinct, and avoiding low density housing typologies including single detached residential units. 	<p>The proposal is to have a mix of housing typologies and it is noted that the Trust has a heads of agreement with the Queenstown Community Housing Trust to address affordability and hosing choice.</p> <p>The density that is proposed is the most efficient given the location of the site and considering the accessibility of planned active and public transport, while also providing access to commercial activities and community activities.</p>
<p>Policy 49.2.2.2 – Within the High Density Residential Precinct, require a high density of residential units that are well designed for terraced housing, multi-storey townhouses and apartment living typologies, set within attractive landscaped sites, along with key parks and open spaces, and public transport routes</p>	<p>A mixture of dwellings within walking and cycling distance from a rapid transit stop and both the TPLM centre and the Five Mile corridor. This will promote affordable homes, a self-sustaining community, and above all efficient use of urban land. It is important to note that the proposal is for the Trust to work closely with the Queenstown Lakes Community Housing Trust to further ensure the promotion of affordable homes.</p>
<p>Policy 49.2.2.3 – Within the Medium Density Residential Precinct,</p>	<p>The density that is proposed is the most efficient given the location of the site and considering</p>

³⁵ Statement of Evidence of Mr Weir, Mr Church, Mr Bartlett, and Mr McKenzie

³⁶ Statement of Evidence of Mr Church paragraphs 40-58

<p>require residential development to achieve a density, including by multi-storey townhouses, semi-detached, duplexes and similar typologies, that is distinct from the adjoining lower and medium densities available in the developments south of the State Highway and the higher density available in other areas within the Zone.</p>	<p>the accessibility of planned active and public transport, while also providing access to commercial activities and community activities.</p>
<p>Objective 49.2.6 – Objective - Development in the Zone minimises the generation of additional vehicle trips along State Highway 6, and reduces, as far as practicable, vehicle trips along State Highway 6 generated by the adjoining residential areas at Ladies Mile.</p>	<p>The development of the extension area will provide for resilience in the public transport network by focusing on the network rather than relying on the state highway this will include active travel networks.</p> <p>As can be appreciated from the diagrams in Attachment A of the evidence of Mr Bartlett and Mr McKenzie, the Extension Area represents the ability for there to be a direct, continuous cycle and walking connection (albeit crossing Lower Shotover Road and Spence Road) between the eastern portion of the Variation Zone and the Old Shotover Bridge. Future development options within the Extension Area could also provide additional origins and destinations for other users generated by the eastern portion of the Variation Zone – potentially avoiding the overall need for travel beyond the Variation Zone. In this regard, the Extension Area could potentially reduce the overall demand for travel beyond the Variation and positively contribute to a reduced private vehicle mode share.</p>
<p>Objective 49.2.7 – An attractive built environment that positively responds to streets and open spaces, provides a high level of residential and neighbourhood amenity, achieves high quality urban design outcomes.</p> <p>Policy 49.2.7.1 – Encourage building design that integrates with public spaces and provides for a pedestrian-friendly environment including active street frontages.</p> <p>Policy 49.2.7.7 – Encourage accessibility through universal design of spaces, to enable ease of use by all potential users.</p> <p>Policy 49.2.7.9 – Require high quality building and site design that promotes and supports neighbourhood amenity values, reflects the highly visible location close to the state highway, and that is appropriate in the setting adjacent to the outstanding natural feature of Slope Hill.</p> <p>Policy 49.2.7.11 – Apply recession plane, building height, yard setback and site coverage controls as the primary means of ensuring a minimum level of outlook, sunshine and light access, while acknowledging that through an application for land use consent an outcome superior to that</p>	<p>The development of the Trust's site (and others around it) will have other benefits other than enabling urgently needed and appropriate housing in the short-term. These are principally around reducing 'per household' demand on existing roading networks.</p> <p>The structure plan that is proposed over the extension area considers the necessary structure planning moves to ensure that a well functioning urban environment can be built on the extension area.</p> <p>A concept plan has been prepared demonstrating how development on the Trust's site could integrate into the wider Masterplan area. This concept has been prepared with due consideration given to transit networks and active travel connections and the landscaped features of the site and surrounding environment. This plan has been prepared with input from multiple urban design professionals, landscape architects and transport experts. The plan is not indicative of actual yield, but demonstrates how a well functioning urban environment can be delivered that contributes to the overall vision of the masterplan area. While it is a raw iteration it nevertheless demonstrates that enabling more intensive development will result in far better outcomes than the large lot development that will</p>

likely to result from strict compliance with the controls may well be identified.	otherwise occur ³⁷ .
<p>Policy 49.2.7.12 – Ensure built form achieves privacy for occupants of the subject site and neighbouring residential sites and units, including through the use of building setbacks, offsetting windows from one another, screening, or other means.</p> <p>Policy 49.2.7.13 – Require a high level of landscape amenity which:</p> <ul style="list-style-type: none"> a. uses indigenous planting to increase ecological values, preferring vegetation that naturally occurs and/or previously occurred in the area; and b. uses exotic planting to maintain local character where appropriate. 	

Table 2 – Queenstown Lakes Proposed District Plan – Objectives and Policies

Chapter 3 – Strategic Direction	
<p>Objective 3.2.1 – The development of a prosperous, resilient and equitable economy in the District.</p>	<p>There is a current shortfall of affordable housing within the district. Affordability has been an issue that this project has focused on leading to the layout and typologies that the area proposes.</p> <p>This will promote affordable homes, a self-sustaining and resilient community, and above all efficient use of urban land. It is important to note that the proposal is for the Trust to work closely with the Queenstown Lakes Community housing trust to further ensure the promotion of affordable homes.</p>
<p>Objective 3.2.2 – Urban growth is managed in a strategic and integrated manner.</p>	<p>The inclusion of the extension area has been considered holistically with the wider urban growth planning of Te Pūtahi / Eastern Corridor and Wakatipu Basin generally. It provides high-level urban design technical considerations of the macro spatial context of the Extension Area to support its inclusion within the TPLM Structure Plan.</p>
Chapter 4 – Urban Development	
<p>Objective 4.2.1 – Urban Growth Boundaries used as a tool to manage the growth of urban areas within distinct and defensible urban edges.</p>	<p>Looking holistically at the wider urban growth planning of the Te Pūtahi / Eastern Corridor and Wakatipu Basin, the extension site stitches the Ladies Mile together with the adjacent Five Mile Urban Corridor, creating a cohesive and well-designed urban growth area.</p>
<p>Policy 4.2.1.2 Focus urban development primarily on land within and adjacent to the existing larger urban areas and to a lesser extent, within and adjacent to smaller urban towns and rural settlements.</p>	<p>As demonstrated the site is within the Ladies Mile transit corridor which is an extension of the Five Mile Corridor and as stated in Mr Church's evidence forms part of a wider "necklace of pearls" which is the extension of the eastern corridor to Frankton. The extension site is</p>

³⁷ Statement of Evidence Mr Weir paragraphs 89-93

	<p>consider to be adjacent to a rapid transit stop and is considered that intensification in this area is encouraged by the NPS-UD as it recognises the bus way that is proposed along SH6 as nationally significant.</p> <p>The land is not only adjacent to a larger urban area (this includes a Metropolitan Centre) but it is between Quail Rise, Ladies Mile and Shotover Country.</p>
<p>Objective 4.2.2 - A compact and integrated, and well designed urban form within the Urban Growth Boundaries that:</p> <ul style="list-style-type: none"> (i) is coordinated with the efficient provision, use and operation of infrastructure and services; and (ii) is managed to ensure that the Queenstown Airport is not significantly compromised by the adverse effects of incompatible activities. <p>Policy 4.2.2.1 – Integrate urban development with existing or proposed infrastructure so that:</p> <ul style="list-style-type: none"> a. urban development is serviced by infrastructure of sufficient capacity; and b. reverse sensitivity effects of activities on regionally significant infrastructure are minimised; and c. in the case of the National Grid, reverse sensitivity effects are avoided to the extent reasonably possible and the operation, maintenance, upgrading and development of the National Grid. <p>Policy 4.2.2.3 – Enable an increased density of well-designed residential development in close proximity to town centres, public transport routes, community and education facilities, while ensuring development is consistent with any structure plan for the area and responds to the character of its site, the street, open space and surrounding area.</p>	<p>The more residential activity in close proximity to the TPLM centre, the better the centre will perform and function.</p> <p>The development is well designed to be in close proximity to town centres, public transport routes, community and education facilities, while ensuring development is consistent with any structure plan for the area and responds to the character of its site, the street, open space and surrounding area.</p>

APPENDIX 3 – Geotechnical Assessment