

**BEFORE THE HEARINGS PANEL FOR THE QUEENSTOWN LAKES  
PROPOSED DISTRICT PLAN**

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

**AND**

**IN THE MATTER** of Hearing Stream 14 –  
Wakatipu Basin hearing and  
transferred Stage 1  
submissions related to  
Arrowtown and Lake Hayes

**BETWEEN** Dave Boyd  
  
Submitter (#838)

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**SUMMARY OF PLANNING EVIDENCE OF DANIEL IAN THORNE  
ON BEHALF OF  
DAVE BOYD (SUBMITTER #838)**

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## 1. INTRODUCTION

1.1 My name is Daniel Thorne; my qualifications and experience are detailed in my Evidence in Chief (EIC) dated 13 June 2018.

1.2 This summary sets out the key points within my EIC. I have also read the rebuttal evidence of Ms Vanstone and Mr Smith on behalf of the Council, and Mr MacColl and Mr Gatenby on behalf of the NZTA, and provide a brief response to the same where I consider it to be relevant and necessary.

## 2. OVERVIEW

2.1 The relief sought by Dave Boyd (**Boyd**) was for Large Lot Residential zoning across approximately 30ha of land to the south of State Highway 6, with this land comprising a range of established rural residential allotments on a series of terraces that step down from the highway towards the Shotover Country residential development.

2.2 Notwithstanding my support for the primary relief sought by Boyd of Large Lot Residential zoning, I am also particularly supportive of a higher density residential zoning across the site such as that identified and supported by Ms Vanstone. In this regard I consider it relevant to note that the Boyd submission was lodged on Stage 1 almost three years ago, prior to the approval of a number of SHAs along Ladies Mile, the preparation of the Wakatipu Basin Land Use Study, and the inclusion of Ladies Mile Area within the Council SHA Lead Policy. These matters in my view have had a significant influence on the expectations for future development within the Ladies Mile Area.

2.3 In my EIC I undertook an assessment of the relief sought against a number of the key relevant zoning principles identified by the Panel in their Stage 1 decisions. Having reviewed the evidence and relevant rebuttal evidence, I remain of the opinion that the rezoning of the site achieves a high level of consistency with those zoning principles, and is the most appropriate outcome for the site. The particular characteristics of the site and the adoption of an existing zone framework will in my view serve to adequately mitigate any potential adverse effects on landscape, infrastructure, or the potential to achieve future urban growth, form and development across the site.

- 2.4 Overall, I consider rezoning the site will enable a more efficient and effective use of the land than retaining it within the Rural Zone, or deferring consideration until such time as Council have reviewed and prepared a planning framework for the Ladies Mile Area, noting that such an outcome or approach remains uncertain.

### 3. PLANNING MATTERS RAISED

- 3.1 Ms Vanstone in her rebuttal has given particular and further consideration to the Large Lot Residential zoning sought by Boyd, and is of the opinion that without a Structure Plan in place to guide development on the upper terraces and provide access to and through the terraces, the increased levels of development achieved through the rezoning would not be acceptable.
- 3.2 I consider that the concerns raised by Ms Vanstone are overstated, or can be readily addressed through site specific rules. For example, the relief sought provides scope for additional setbacks for residential development on the upper terrace or the imposition of a building restriction area on the Planning Maps, with an existing zone control in place relating to building materials and colours. I do not consider a Structure Plan would be necessary to prescribe these requirements.
- 3.3 In terms of the access concerns raised by Ms Vanstone, I am unsure as to the basis of the suggestion that the allotments do not have legal access off Stalker Road or Old School Road. As I understand it, each allotment within the area sought to be rezoned is afforded with legal access via established right of ways to either Stalker Road (which serves the upper and middle terraces) or Old School Road (which serves the lower terrace). I do not consider it to be imperative that access through the terraces is provided for, noting the existing access infrastructure in place for the respective terraces provides a logical and practical framework for development to occur. To this end, I do not consider a Structure Plan for this particular area to be critical, or that the same would provide significant benefits.
- 3.4 I note that I am unaware of any restriction on the right of ways which would prevent additional development from occurring on the respective allotments, albeit I acknowledge that some upgrades would be required to accommodate additional traffic volumes. I consider that this can easily be addressed through the existing subdivision and transport standards of the District Plan.

#### 4. TRANSPORT ISSUES RAISED

- 4.1 I understand there is overall acceptance that the Shotover River Bridge represents a capacity constraint to development along Ladies Mile. I understand that regardless of any additional development along Ladies Mile, the bridge will reach capacity in the foreseeable future, necessitating an upgrade or some other form of investment in the transport network. The issue therefore in my mind is not so much whether investment will be required to address the capacity issue, but rather when that investment will be required to be made.
- 4.2 I agree with Mr Smith, Mr Gatenby and Mr MacColl that any significant infrastructure project requires a high degree of investigation and assessment, and that the approval of such projects cannot be considered as foregone conclusions.
- 4.3 However, in the context of the present District Plan Review, I have some difficulty with simply ignoring the potential or likelihood of such upgrades from occurring, particularly taking into account the circumstances of the Ladies Mile Area and the wider District, namely: the already recognised capacity constraint of the bridge, the significant growth and demand for residential land within the District, the overall suitability of the Ladies Mile area for residential development, the expected timeframes for development to occur, and the work already undertaken in terms of the Ladies Mile Indicative Master Plan included within the Council SHA Lead Policy.
- 4.4 In any event, I do not consider that granting the particular relief sought would undermine or prevent the Council or NZTA from embarking on an integrated approach to land use and transportation planning across the Ladies Mile Area.
- 4.5 In this regard, I understand Mr Smith for the Council has calculated the yield of Large Lot Residential across the site would be in the order of 38 lots, generating 11 vehicle movements over the Shotover River during the peak evening period. The location and topography of the site is such that these vehicle movements would need to utilise existing access connections to State Highway 6 through Stalker Road and Lower Shotover Road, thus not necessitating any new access points to the State Highway.

DATED 17 July 2018

Daniel Thorne