

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

UNDER the Resource Management Act 1991 (RMA)
IN THE MATTER of the Te Pūtahi Ladies Mile Plan Variation in accordance
with section 80B and 80C, and Part 5 of Schedule 1 of the
Resource Management Act 1991.

**REPLY TO QUESTIONS ASKED OF ROLAND BRUCE HARLAND
24 November 2023**

PO Box 323 QUEENSTOWN 9348
Tel +64 3 379 7622
Fax +64 3 379 2467

WYNN WILLIAMS

Solicitors: L F de Latour | K H Woods
(lucy.delatour@wynnwilliams.co.nz |
kate.woods@wynnwilliams.co.nz)

Introduction

- 1 My full name is Roland Bruce Harland. I am an Urban Designer and Design & Development Lead at Candor3.
- 2 I prepared a statement of evidence on behalf of Queenstown Lakes District Council (**QLDC** or **Council**) dated 29 September 2023 on the submissions and further submissions to the Te Pūtahi Ladies Mile Plan Variation (**TPLM Variation**). I also provided rebuttal evidence dated 10 November 2023.

Response to Questions

- 3 My response to the questions filed by Glenpanel Developments and the Anna Hutchinson Family Trust are set out in **Attachment A** and **B** below.

Roland Bruce Harland

24 November 2023

Attachment A: Response to Joint Questions on behalf of Glenpanel Developments Limited (73) and Anna Hutchinson Family Trust (107)

Joint questions on behalf of Glenpanel Developments Limited (73) and Anna Hutchinson Family Trust (107)		
#	Question	Responses
16	When you say that there is “an overall agreed dwelling cap of 2,400 that can be supported by the transport modelling”, who has agreed to this being a “cap”, and where is your evidence for this?	<p>This number has come from the TPLM Transport Strategy and modelling work that was undertaken to confirm whether there is additional capacity to enable the TPLM Variation (including with mode shifts and the proposed mix of uses and density as proposed in the TPLM Variation).</p> <p>Refer to Colin Shields response in Question 15 for further explanation.</p>
Broad Topic: Landscape / urban design		
23	You raise a need to “maintain views from the Stalker intersection to Slope Hill”. What are the important view shaft qualities that you are seeking to remain?	<p>This local road annotation was included in the Structure Plan to ensure that views to Slope Hill and the Remarkables were maintained for users of Stalker Road and the new local road. This was considered important as part of retaining a spatial awareness of the wider landscape with Slope Hill (an Outstanding Natural Feature) at one end and the Remarkables (an Outstanding Natural</p>

Joint questions on behalf of Glenpanel Developments Limited (73) and Anna Hutchinson Family Trust (107)		
#	Question	Responses
		Landscape) in the opposite direction. In addition, this Local Road Type E provides future proofing to accommodate a possible roading extension of Stalker Road associated with future signalisation of the Stalker/ SH6 intersection.
26	<p>While accepting that the Council is now planning Rapid Transit Stops, you do not specifically acknowledge if the Council is pursuing a Transit Orientated Development (TOD) growth strategy for the TPLM eastern growth corridor.</p> <p>Please confirm:</p> <ul style="list-style-type: none"> (a) whether the Council is pursuing a Transit Orientated Development (TOD) growth strategy for the TPLM eastern growth corridor; (b) If so, whether the Rapid Transit stop now planned west of the Lower Shotover / Stalker Road intersection meet the criteria for TOD-style intensification; and (c) given: 	Refer to Attachment B

Joint questions on behalf of Glenpanel Developments Limited (73) and Anna Hutchinson Family Trust (107)		
#	Question	Responses
	<p>(i) the guidance now provided by all transport experts that the SH6 corridor is to be 'urbanised', some 30 years ahead (2053 as per paragraph 54(c) of Colin Shields Evidence) of that anticipated in the Transport Business Case, and</p> <p>(ii) Economic evidence from Adam Thompson, Tim Heath and Phil Osborne that a TOD-based development approach would support increased area for, and quantum of, commercial activity:</p> <p>Whether you consider constraining commercial activity to the town centre remains the most appropriate response?</p>	
28	<p>If the Panel were minded to include the extension area</p> <p>(a) what further amendments or alternative layouts (represented graphically) would you recommend as an urban design expert that would better integrate the transport connections, any minor additional</p>	Refer to Attachment B

Joint questions on behalf of Glenpanel Developments Limited (73) and Anna Hutchinson Family Trust (107)		
#	Question	Responses
	<p>neighbourhood centre and higher density residential to its western end?; and</p> <p>(b) do you consider the further inclusion of a minor additional neighbourhood centre, if closely associated with the western rapid transit stop, would provide sufficient 'pulling power' for residents to walk up to 800m?</p>	
29	<p>If the Panel were minded to include the extension area, would you consider this to be within a 15 minute catchment to Te Kirikiri / Frankton Metropolitan Centre, as defined under the well-recognised '15-Minute City' concept?</p>	<p>The Hutchinson land would be a marginal fit within a 15-minute city concept in terms of access to the Frankton Metropolitan centre.</p> <p>The upper terrace area would generally be within 800m (10 minute flat walk) of the rapid transit service, while adding a wait time for the bus and travel to Frankton would likely result in a 20 minute typical journey. Journey by ebike would be within a 10 minute journey time to Frankton, although a conventional bike will take longer (circa 15 minutes) due to up and down grades. Varying fitness levels of the rider will also impact on this.</p>

Attachment B - Response to Questions 26 and 28

Question 26

While accepting that the Council is now planning Rapid Transit Stops, you do not specifically acknowledge if the Council is pursuing a Transit Orientated Development (TOD) growth strategy for the TPLM eastern growth corridor.

Please confirm:

- (a) whether the Council is pursuing a Transit Orientated Development (TOD) growth strategy for the TPLM eastern growth corridor;*
- (b) If so, whether the Rapid Transit stop now planned west of the Lower Shotover / Stalker Road intersection meet the criteria for TOD-style intensification; and*
- (c) given:*
 - (i) the guidance now provided by all transport experts that the SH6 corridor is to be 'urbanised', some 30 years ahead (2053 as per paragraph 54(c) of Colin Shields Evidence) of that anticipated in the Transport Business Case, and*
 - (ii) Economic evidence from Adam Thompson, Tim Heath and Phil Osborne that a TOD-based development approach would support increased area for, and quantum of, commercial activity:*

Whether you consider constraining commercial activity to the town centre remains the most appropriate response?

Answer to (a)

I understand from Jeff Brown's responses to questions that he is still conferring with the planners for the submitters as to whether the eastern corridor is a 'Rapid Transit Service' under the NPS-UD. Notwithstanding this, a form of TOD is proposed for Ladies Mile with the town centre anchoring a central hub (Generally within a 10-15 minute walk of northside residents) with a wide range of commercial and community activities including access to a quality public transit stop.

Answer to (b)

The two other public transit stops proposed along the corridor are circa 800m from the town centre and ensure excellent walkable access to public transport with all residents within a 1 to 10 minute walk of a public transit stop. The higher densities required for the north side of SH6 of at least 40 dwellings per hectare support both the town centre and public transport use as part of an integrated land use and transport planning approach and there are opportunities for small scale commercial activities (100m² per site) as a restricted discretionary activity in the medium density precinct and permitted in the high density precinct. These small-scale non-residential activities are flexible in their location and can respond to local needs and development layouts as part of a detailed design process.

Economic advice from Natalie Hampson (refer paragraph 22 of her rebuttal evidence) does not support additional commercial activity at the western end unless there is considerable additional population base (i.e. the Hutchinson land is included), in which case a small 2000m² gross site area could be supported. I would concur with this approach as it reinforces the town centre as the commercial /community.

I note that the TPLM Variation as notified imposes an 8m height limit along a considerable portion of the Lower Shotover Road frontage and that it would be appropriate for this to be amended to allow higher buildings in the vicinity of the signalised intersection and proposed bus stops. I could support a change to the height limit to allow buildings up to 13m high between the Stalker Road roundabout to Collector Road Type A (refer to Figure 1 below). This would enable more flexibility for more intensity and higher built form in close proximity to the proposed bus stop.

Te Pūtahi Ladies Mile Structure Plan - Building Heights

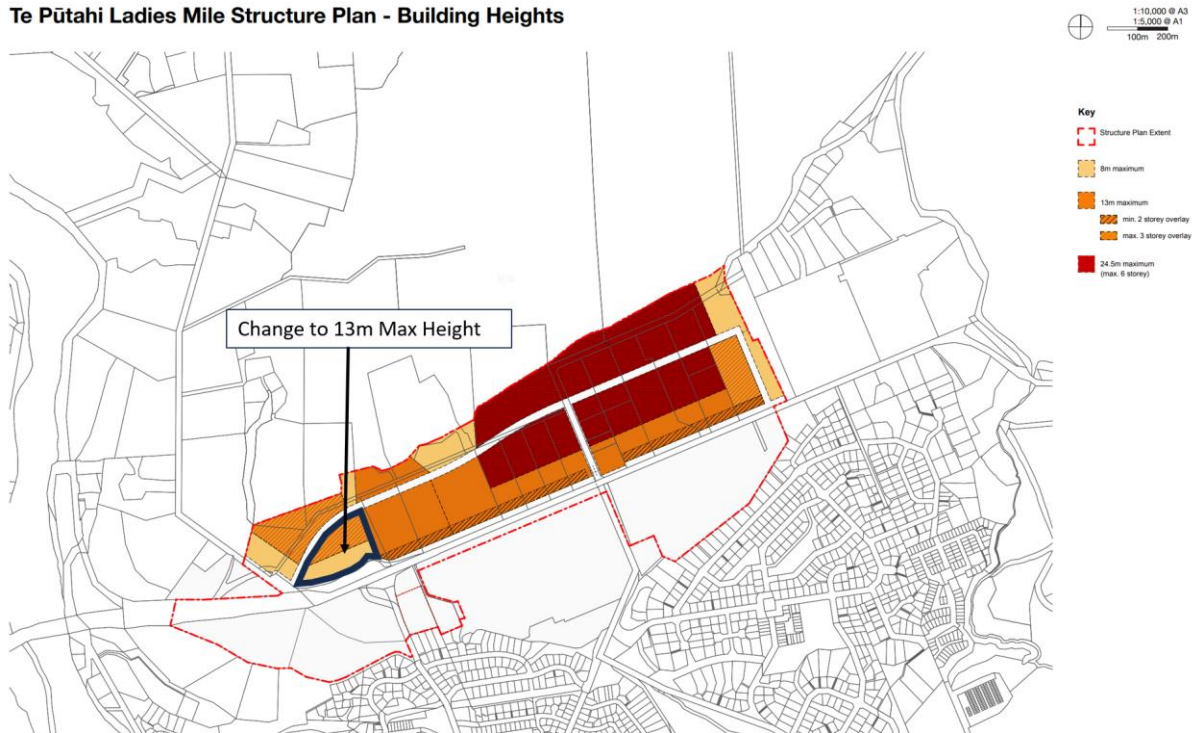


Figure 1 – Possible change to Building Heights Plan

On balance I consider that the focus of commercial/community activity on a central town centre with a small western commercial node is the most appropriate design response, should the Hutchinson land be included in the TPLM Variation.

Question 28

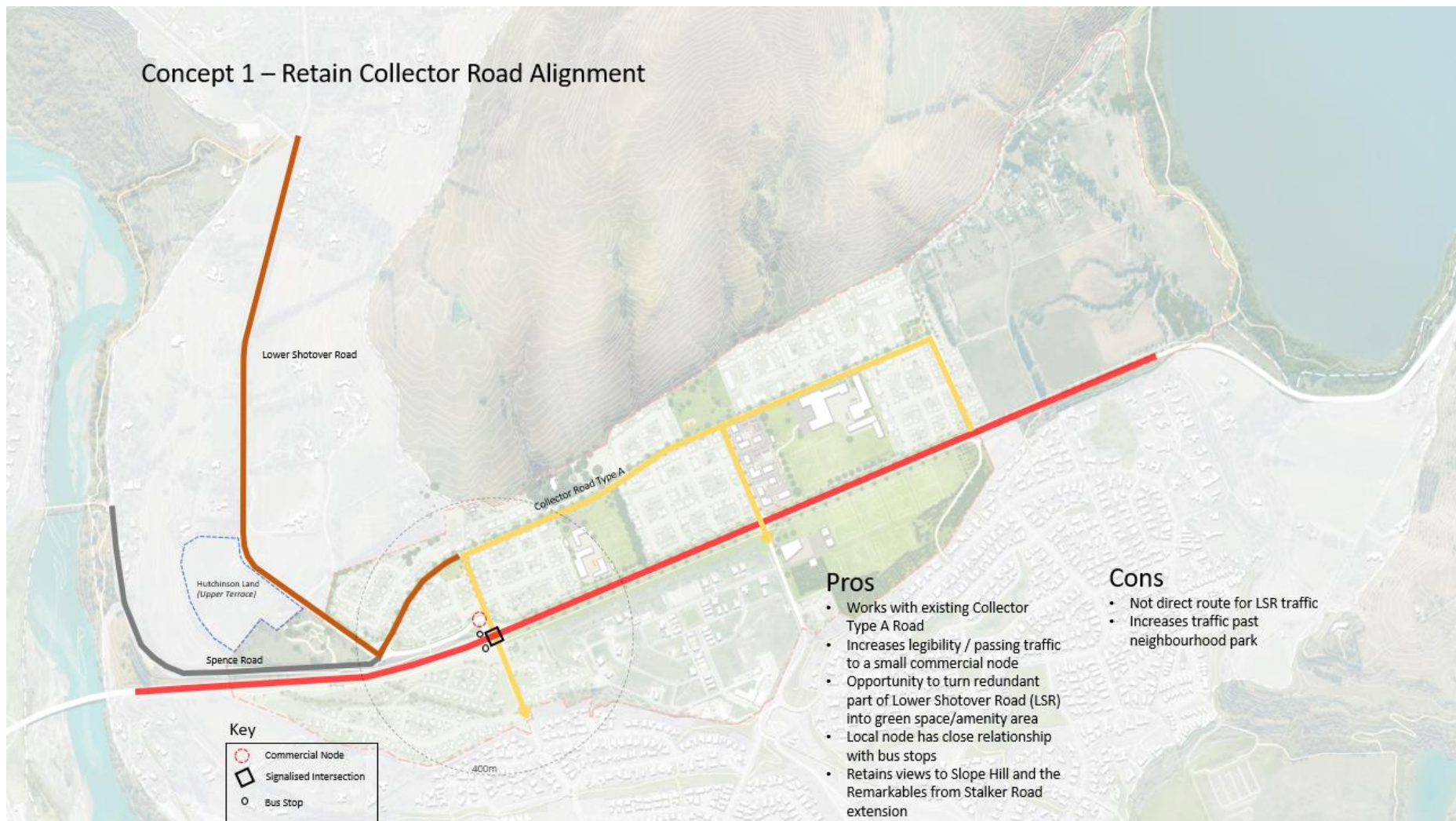
If the Panel were minded to include the extension area:

- (a) what further amendments or alternative layouts (represented graphically) would you recommend as an urban design expert that would better integrate the transport connections, any minor additional neighbourhood centre and higher density residential to its western end?;*
- (b) do you consider the further inclusion of a minor additional neighbourhood centre, if closely associated with the western rapid transit stop, would provide sufficient 'pulling power' for residents to walk up to 800m?*

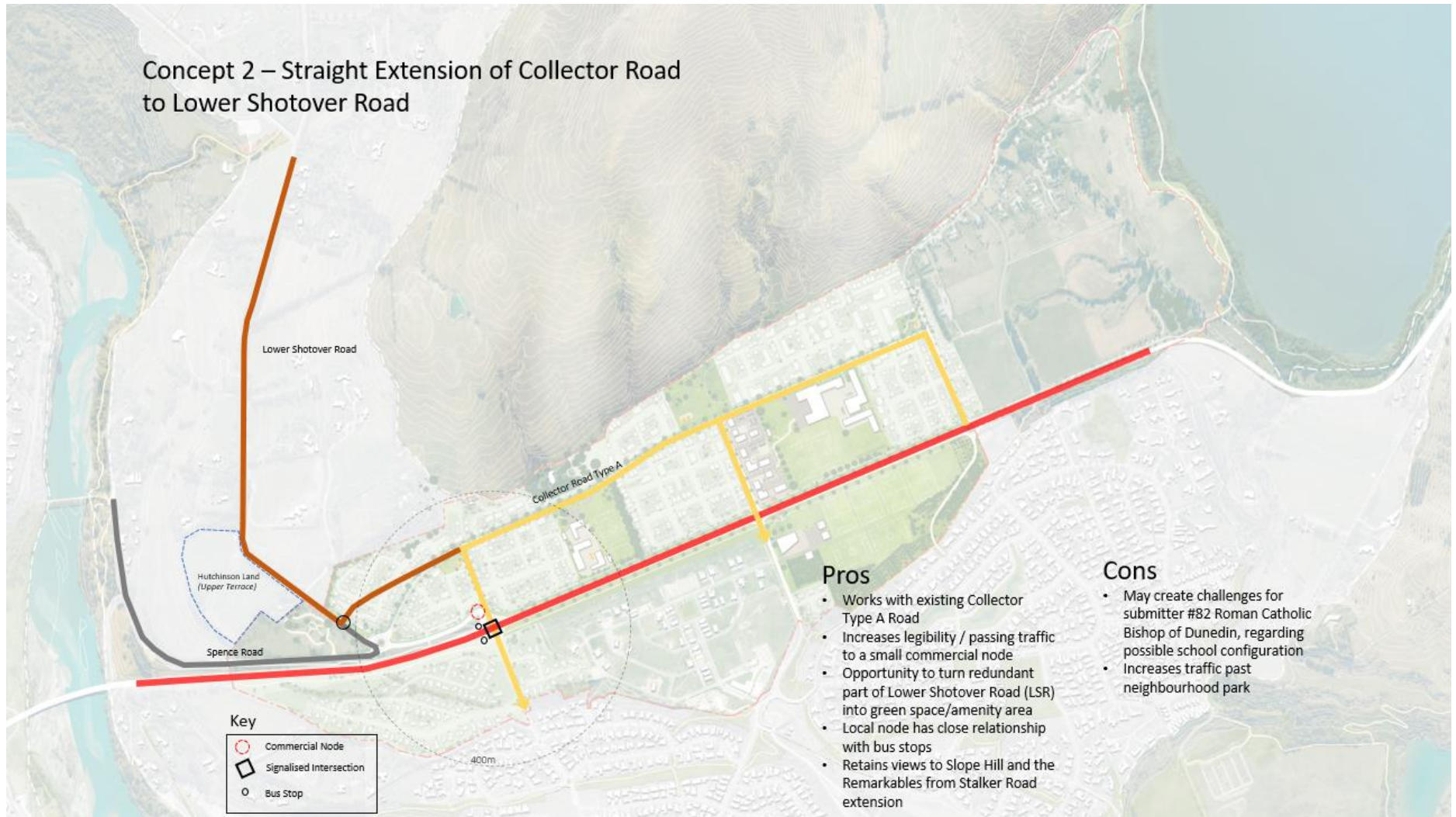
Answer to (a)

As identified in paragraph 31 of my rebuttal evidence and paragraph 31 of Stuart Dun's rebuttal evidence there are many issues and uncertainties that impact on an alternative layout to the western end of the Structure Plan should the Hutchinson land be included in the TPLM Variation. Key areas of uncertainty revolve around the design of a signalised intersection, location of bus stops and how Lower Shotover Road connects to SH6. It is not possible to come up with a definitive solution to this in the timeframe available given the many uncertainties, but I have considered a number of high level concepts which are illustrated below.

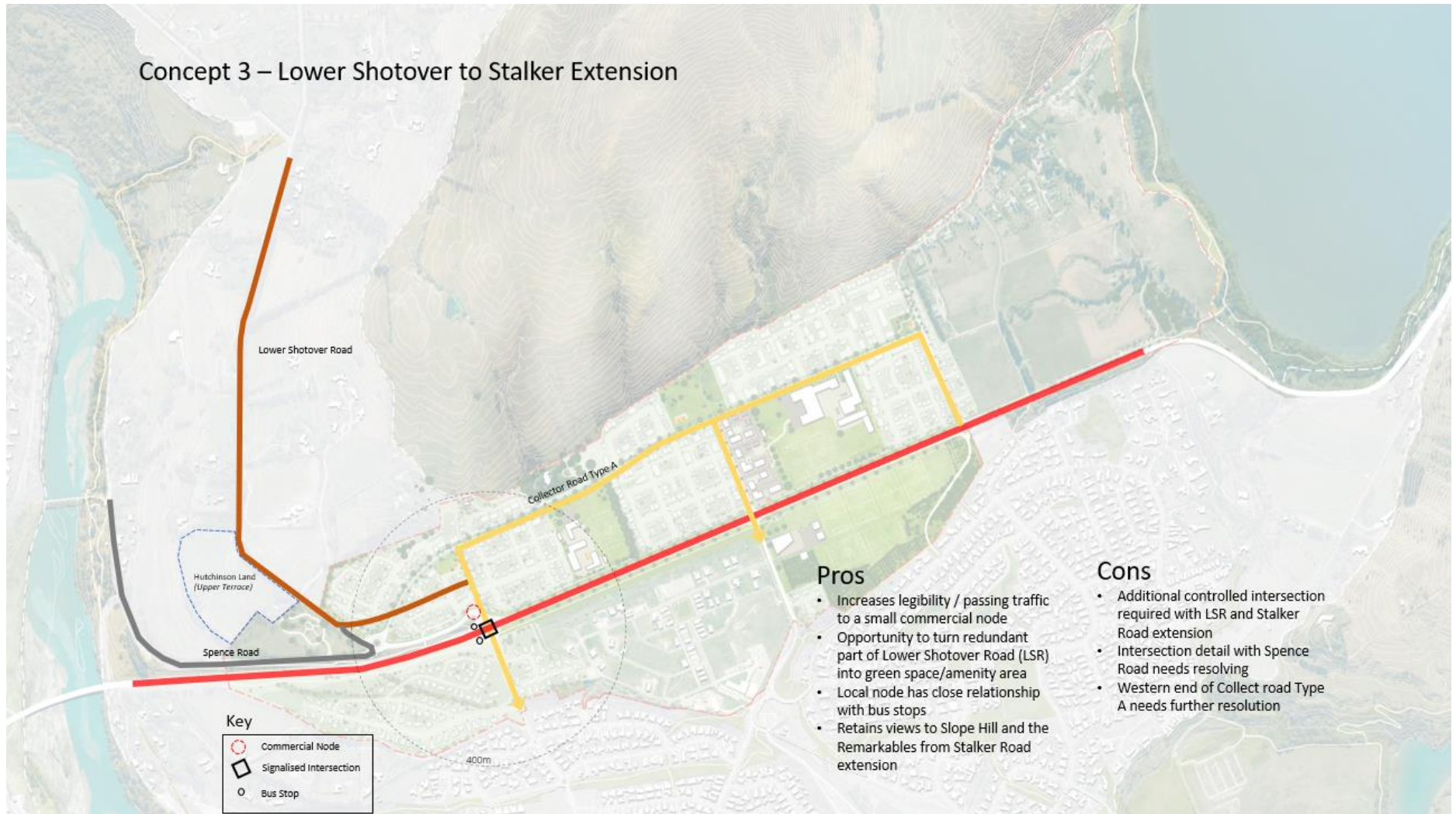
Concept 1 – Retain Collector Road Alignment



Concept 2 – Straight Extension of Collector Road to Lower Shotover Road



Concept 3 – Lower Shotover to Stalker Extension



Pros

- Increases legibility / passing traffic to a small commercial node
- Opportunity to turn redundant part of Lower Shotover Road (LSR) into green space/amenity area
- Local node has close relationship with bus stops
- Retains views to Slope Hill and the Remarkables from Stalker Road extension

Cons

- Additional controlled intersection required with LSR and Stalker Road extension
- Intersection detail with Spence Road needs resolving
- Western end of Collect road Type A needs further resolution

All three of these concepts are based on a northern extension of Stalker Road through a signalised intersection with SH6 and having the bus stops as close as possible to the western side of the intersection to minimise walking distance to access bus stops on either side of SH6. A small commercial centre is suggested on the north west side of the intersection which has a clear legibility in terms of the wider spatial structure and is well connected to the wider movement network including active travel and public transport. Any inclusion of the Hutchinson land should be limited to the upper terrace area, which is typically within a flat 10 minute walk of the public transit stop and should be of at least medium density to ensure higher use of public transport.

Consideration would also need to be given to possible rezoning of the north side of Lower Shotover Road opposite the Hutchinson trust land, and implications on speed environments and appropriate gateway thresholds.

Answer to (a)

A quality public transport service that was frequent and reliable would have pulling power for many residents to walk up to 800m (10 minutes) regardless of whether there was a neighbourhood centre associated with it. Having a small local centre with a 2,000m² gross site area limitation (as identified in paragraph 22 of Natalie Hampson's rebuttal evidence) would also provide a positive enhancement to western end neighbourhood amenities and liveability while not undermining the central town centre hub.