

**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.

**JOINT STATEMENT OF PLANNING EXPERTS IN RELATION TO TE PŪTAHI
LADIES MILE PLAN VARIATION**

**DATED 3 NOVEMBER 2023
Thursday 2 November Only**

Introduction

- 1 This interim joint witness statement (**JWS**) records the outcome of conferencing of planning expert witnesses in relation to the Te Pūtahi Ladies Mile Plan Variation (**TPLM Variation**). The expert witness conferencing was held on Thursday 2nd November, at the Queenstown Resort College.
- 2 Attendees at the conference were:
 - (a) Jeff Brown.
 - (b) Bruce Harland.
 - (c) Meg Justice,
 - (d) Erin Stagg.
 - (e) Werner Murray.
 - (f) Alex Dunn.
 - (g) Brett Giddens.
 - (h) Scott Freeman (left about 4pm).
 - (i) Michael Bathgate (left about 12:10pm).
 - (j) Hannah Hoogeveen.
 - (k) Ben Farrell.
- 3 Ken Fletcher facilitated the conferencing in person.

Code of Conduct

- 4 This JWS is prepared in accordance with sections 9.4 to 9.6 of the Environment Court Practice Note 2023.
- 5 We confirm that we have read the Environment Court Practice Note 2023 and agree to abide by it.

Key information sources relied on

- 6 The following material has been reviewed by and/or relied upon by all attendees when coming to our opinions:
 - (a) The TPLM Variation (and associated documents);
 - (b) The Section 42A Report (**s42A Report**);

- (c) The evidence of Meg Justice;
- (d) The evidence of Erin Stagg;
- (e) The evidence of Werner Murray;
- (f) The evidence of Alex Dunn;
- (g) The evidence of Brett Giddens;
- (h) The evidence of Scott Freeman;
- (i) The evidence of Michael Bathgate);
- (j) The evidence of Hannah Hoogeveen;
- (k) The evidence of Ben Farrell;

Purpose and scope of conferencing

- 7 The purpose of conferencing was to identify, discuss, and highlight points of agreement and disagreement with regards to planning for the TPLM Variation, and identify any technical drafting changes to the proposed District Plan provisions (and the reasons for those changes).
- 8 The JWS from the Traffic experts was available to all planning experts , and that of the Landscape experts came available during the conferencing, at about 11:30.
- 9 This JWS records the discussion and agreements reached in chronological order through the day. Those experts who left part way through the day are only in agreement with the points noted up to the point where their departure is recorded.
- 10 The planning experts were hampered in their discussion by the unavailability of the JWS's of the other expert groups. This JWS should be read in conjunction with the JWS from the Planning session to be held Friday 3 November 2023, which will update the planners' agreements once the JWS's from all other expert conferencing are available.
- 11 **Attachment A** records the agreed issues, areas of disagreement and the reasons, along with any reservations, and technical drafting changes to the proposed District Plan provisions (and the reasons for those changes).

- 12 Except as otherwise noted, Jeff will draft revised plan provisions to reflect the agreements reached and include them in his rebuttal evidence.

Dated: **2 November 2023**

Jeff Brown



Bruce Harland

Meg Justice



Erin Stagg

Werner Murray

Alex Dunn

Brett Giddens



Scott Freeman




Michael Bathgate

Hannah Hoogeveen


Ben Farrell

Dated: 2 November 2023



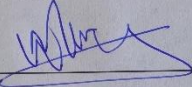
Jeff Brown

Bruce Harland

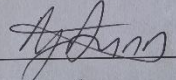


Meg Justice

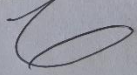
Erin Staag



Werner Murray



Alex Dunn



Brett Giddens

Scott Freeman

Michael Bathgate

Hannah Hoogveen

Hannah Hoogveen

Ben Farrell

Ben Farrell

ATTACHMENT A – EXPERT CONFERENCING ON PLANNING

Participants: Jeff Brown, Bruce Harland, Meg Justice, Erin Stagg, Werner Murray, Alex Dunn, Brett Giddens, Scott Freeman, Michael Bathgate, Hannah Hoogeveen, Ben Farell. **Facilitator:** Ken Fletcher

Issue	Agreed Position	Issues, Questions, Disagreements or reservations, with reasons/consequences
<p>Is the LM SH6 corridor becoming Rapid Transport Service (RTS) as part of TPLM</p>	<p>General agreement that this will be a RTS under NPS-UD, with some concerns around scale and capacity. Agreement that the corridor will need an active road frontage, but question whether 25m or some lesser amount of setback required. Need to get Urban Design input on this question</p>	<p>Raises question of whether there is provision in plan to vest setback to Council. Question of ownership, designation and payment Raises question of future of setback under this understanding These are urban design issues as much as planning issues Scale was discussed and potentially is not limited to the size of the RTS but rather the context – i.e. it appears that economic evidence states that 1/3 of the jobs in Wakatipu Ward are located within Frankton and Fivemile – along the RTS.</p>
<p>Appropriateness of TPLM Variation area for urban development</p>	<p>Agreed that the Variation area is suitable for urbanisation Agreed that the Eastern corridor is appropriate for urbanisation to the eastern boundary, excluding Threepwood and Lake Hayes, but for now limit the consideration to TPLM and expansion proposals</p>	<p>Question whether whole corridor is suitable to be urbanised and should the Variation be expanded if scope? Regardless, need qualifications in terms of areas that need special consideration (eg Lake Hayes, Threepwood). Is potential urbanisation limited to those areas sought to be added or wider. Currently limited to Eastern edge of UGB, or just those currently proposed to be included?</p>
<p>Stormwater</p>	<p>Agreed that an integrated stormwater management system should be ultimately developed. Agreed that provisions should provide for a co-ordinated approach across TPLM zone, acknowledging that there will need to be provisions for temporary solutions for first developers to accommodate different timings of neighbouring developments, and that neighbours will have to talk together and co-operate, provided that the temporary solution is suitable for the integrated solution. Temporary solutions must not compromise the integrated stormwater management system.</p>	<p>Questions of management of Slope Hill runoff vs local own-site runoff. Need to consider large events and overland flow paths if soakage to ground overwhelmed Question re Country Club pipe and wetland area put in place to take future northern urbanisation stormwater but not discussed in evidence. Question of usefulness of storm water management guidance/framework to sit outside the plan eg Te Ao Maori and Water Sensitive Urban Design, in a specific Ladies Mile Stormwater guidance</p>

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	Centralised system may have multiple components (eg 4). Policy framework needs to be strong enough to direct outcomes.	
	Agreed that what is in the plan in terms of matters of discretion and information requirements under R27.7.28.1 of s42A version, and the assessment matters under R 27.9.8.1, including the guiding principles, is sufficient with the addition of an information requirement as to parties consulted, and if not sufficient then limited notification to identified parties – e.g. Kai Tahu, affected neighbours (who may be up or downstream) etc.	Need consequential links from land use consents into stormwater management provisions in the rules. In Ch 49 the activity rules for built development should have matters of discretion that link to the matters of discretion and information requirements for stormwater management in Ch 27 and also the assessment matters at R 49.7 should cross reference to the Ch 27 assessment matters (they partially do so at the moment, but need to be fleshed out). To be revisited on Friday once Stormwater JWS is available
	Michael left at this point (12:10). He will rejoin tomorrow at 8:30 start.	
Traffic	Agreed that the shift in the traffic JWS to signalised intersections and 60km limit has implications for policies proposed and trigger points, and for submitters with frontage on SH6 (eg country club) in terms of land acquisition. Trigger rules should be specific to intersections. Also no preference for underpass policy required.	BH notes that the Variation was drafted with either 80 or 60kmh in mind and acknowledges that submitters evidence was drafted on basis of 80kmh. BH does therefore not agree “that the signalised intersections and 60kmh speed has implications for policies...” but would accept “...may have implications for policies...”
60 Km speed limit	Agreed that decision on 60km speed limit substantially changes perspective on urban design and planning. Key crossing replaced with 4-way pedestrian crossing. No Key Crossing limits need for extended curtilages either side of key crossing. Still need for gateway entrance and what should it be? Or is the Threeewood roundabout the new urban entrance, and urban to the west? Implication for setbacks and urban amenity. Increased pedestrian traffic along the road frontage with impacts on Country Club residents (positive and negative).	Although Variation was drafted with either 80 or 60kmh in mind, submitters evidence was drafted on basis of 80 kmh. Does the changed speed limit and intersections change the requirement for 25m setbacks? And the 5m building setback? Does it change the designs of developments around the road so that they face the road rather than turn their backs to the road?

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	Implications of change in speed limit are wider than planning, and needs to consider urban design and safety implications. May need to get urban designers to reconvene, and possibly Traffic also.	Does it change the road cross-section? There may be traffic implications around safe design speeds and the width of the corridor and the setback of buildings – slowing traffic is about more than signals and road signs Does it change the building height restrictions on the road frontage? How efficient is the land use? Does it affect the structure plan as a whole?
Unformed legal Roads etc	Need to note within the structure plan that it is the “legended” features of the structure plan that must be adhered to, and “unlegended” features like unformed legal roads and property boundaries do not need to be adhered to, or remove the property boundaries from the structure plan. Road closure process are dealt with through separate legal processes Need to clarify which (if any) of the unformed legal roads are part of the structure plan, and which are just property boundaries.	It was understood that the western part was less of a concern around the location of the roads than the eastern part of the structure plan
Timing of infrastructure triggers	Following on from the Traffic JWS (p9 point (b) (7) (c)) that trigger point should be the occupation in a particular subarea, we agreed that occupation is not to occur until traffic infrastructure is in place, and need very clear direction (e.g. avoid, NC) that this is not to happen. But need a way to allow residential development to proceed in parallel with infrastructural development, but with occupation not happening until infrastructure is in place and online. The development can occur, but the effects of the development are not to occur until the transport infrastructure is in place. Principle agreed to follow R 45.5.3, with appropriate change to policy 49.2.6.5 to reflect this. Use of Hannah’s evidence 6.2 wording so this is applied by sub-area, and rather than occupation, use issuing of Code of Compliance to control the commencement of the effects.	This concept is already a DP rule having been through the EC in chapter 45.
Traffic and density minima	Minimum densities out of Traffic JWS, Min of 40 dwellings/Ha required for modal shift, not the 60 as	Discussion was started about the number of dwellings being 2,400 BH was of a view that this was an issued

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	minimum, but not to abandon 60 in total, else lose modal shift benefit	owned by transport – yet not discussed in the traffic JWS. This needs further attention
Minima and ranges	Agreed that there is the potential for an allocation debate to develop between developers as there is a minimum capacity required to get modal shifts and public transport utilisation, but also a maximum capacity beyond which effects on transport network would be negative despite modal shift. Need to get economic and urban design JWS before can reach conclusions on agreements or disagreements.	
	Agreed that retirement villages have not been considered within TPLM. Should activity definitions be expanded to explicitly include them?	
Visitor accommodation and Residential visitor accommodation	Agreed that a level of regulation is required to achieve affordable housing and long term residential density. Debate around what is the allowable number of rental days per year that will allow long term residents to rent out over Christmas or overseas holiday, without encouraging successive short term rentals. Considerations ranged from 4 weeks/30 days to 90 days. Noted the lack of evidence to support any particular level of allowance of number of days. Question over what level of investor (vs owner-occupier) involvement is required to get developments built.	
	Agreed that at a high level the objectives and policies of TPLM are appropriate, subject to minor wording tweaks and some site specific issues.	
Pet Lodge	Deletion of an underpass reference in all Variation provisions, including the deletion of the crossing curtilage area overlay (out of Traffic JWS and signalisation of intersections) on both sides of the State Highway, leaves only BRA setback 25m (including 10m amenity access area), which is accepted. Retain Key Crossing annotation which would be in a location determined as part of the intersection design, noting there is flexibility to move the Key Crossing.	
	Scott Left approx. 4:00	

Issue	Agreed Position	Issues, Questions, Disagreements or reservations, with reasons/consequences
Queenstown Country Club	Accepted the Landscape JWS agreements on reducing the BRA to 25m, and that a consistent building height of 8m would have an adverse effect on views to the ONL, but are unclear as to what lower height limit is appropriate, Ben is happy to accept a lower or varied height profile, and will draft appropriate words for a rule to this effect including the modification based on Ben's evidence (appendix 2) with amendment to R 7.5.1 to include a 5.8-6m height limit.	

Drafting changes proposed to the District Plan provisions (if any) and the technical reasons for those changes¹	
Change proposed	Technical Reasons
R27.7.28.1, assessment matters and information requirements (b) – is this wording suitable or need more detail? R 27.10 sufficient of boost with reference to Stormwater?	
Policy 49.2.6.4(b) should be deleted	Move in signalised intersection from roundabouts removed need for underpass and better solution is the pedestrian crossing?

¹ As required by Hearing Panel Minute dated 10 August 2023. Paragraph 9.11(f).