

**BEFORE THE HEARINGS PANEL  
APPOINTED BY THE QUEENSTOWN LAKES DISTRICT COUNCIL**

**UNDER** the Resource Management Act 1991

**IN THE MATTER** a submission on the Variation to the  
QLDC Proposed District Plan – Urban  
intensification

**BY** **MATT LAMING**

Submitter

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**STATEMENT OF EVIDENCE OF TIM WILLIAMS**

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Dated: 3 July 2025

## **Statement of evidence of Tim Williams**

### **Introduction**

[1] My name is Tim Williams.

### **Qualifications and Experience**

[2] I have practised in the planning and urban design field in the Queenstown Lakes District since 2003. I have worked in both local government at the Queenstown Lakes District Council (**QLDC**) and private sector roles. Currently I am a director of Williams & Co, a Queenstown-based planning and urban design consultancy.

[3] I have 22 years' experience in planning and urban design roles focused on urban development in the Queenstown Lakes District. I have been involved in a wide range of planning and design-based matters throughout the district, including policy development, rezoning processes, apartment developments, urban subdivisions and Special Housing Area applications, including the following:

- (a) District Plan Review processes, including the review of the urban zoning as it relates to Hawea and design and planning of the expansion of the Urban Growth Boundary (**UGB**) in Hawea south of Cemetery Road (Lake Hawea South).
- (b) Resource consents within the existing Local Shopping Centre Zones (**LSCZ**), including comprehensive development of the LSCZ on Cardrona Valley Road and development within both the Hawea and Lake Hawea South LSCZ.
- (c) Resource consents, including subdivisions across the urban environments within the Queenstown Lakes District (including Hawea) along with a variety of urban design assessments and reviews across the district's urban environment.

### **Code of Conduct**

[4] Although this is a Council hearing, I have read the Environment Court Code of Conduct for expert witnesses contained in the Environment

Court Practice Note 2023 and agree to comply with it. I confirm that the opinions expressed in this statement are within my area of expertise except where I state that I have relied on the evidence of other persons. I have not omitted to consider materials or facts known to me that might alter or detract from the opinions I have expressed.

### Scope of evidence

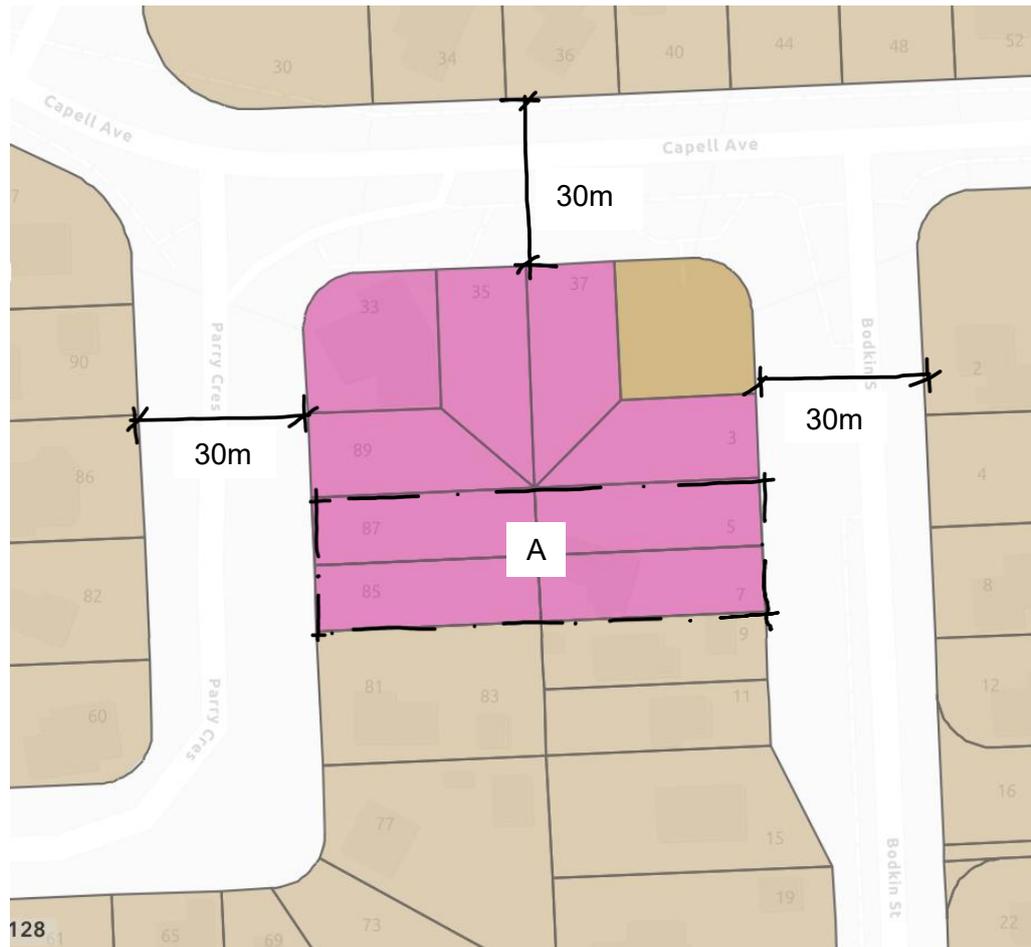
[5] My evidence will address: the appropriate height limit within the Hawea LSCZ.

### Context

[6] The existing LSCZ within the Hawea context is illustrated in Figure 1 below.



**Figure 1: Hawea LSCZ & Hawea Context**



**Figure 2: Hawea LSCZ**

- [7] The Hawea LSCZ is bound by Capell Avenue to the north, Parry Crescent to the west and Bodkin Street to the east. Notably these streets are all wider where they adjoin the LSCZ, being 30m in width in this location, whilst beyond the LSCZ they return to a more typical road width of 20m. Figure 2 above illustrates this context and street environment.
- [8] Recent development in the LSCZ has seen the establishment of a Super Value Supermarket at 5-7 Bodkin Street and 85-87 Parry Crescent identified as 'A' in Figure 1 above. Access to the supermarket is from Bodkin Street with car parking adjoining this street and the building positioned toward the Parry Crescent side of the site.
- [9] As also illustrated in Figure 1 (shown in brown), an area of Council Reserve land (zoned Open Space – Informal Recreation) is located on the corner of Capell Avenue and Bodkin Street.

[10] This context means the Hawea LSCZ only has one direct residential boundary, with that boundary being to the south of the recently developed supermarket site. The remaining boundaries are to roads or reserve. I address the relevance of this in my assessment below.

### **Assessment of appropriate height within the Hawea LSCZ**

[11] The Urban Intensification Variation (**UIV**) as notified proposes a 10m height limit for the LSCZ in Hawea. In my opinion a 14m height limit, as has been applied to other LSCZs, is a more appropriate height limit for the Hawea LSCZ.

[12] To assist in evaluating a 14m height limit versus 10m height limit ThreeFold Architecture have prepared massing plans of a 14m versus 10m height limit within the Hawea township context. A copy of these plans are attached to my evidence as **Appendix [1]**.

### *Enhancement of the LSCZ as a commercial centre for Hawea*

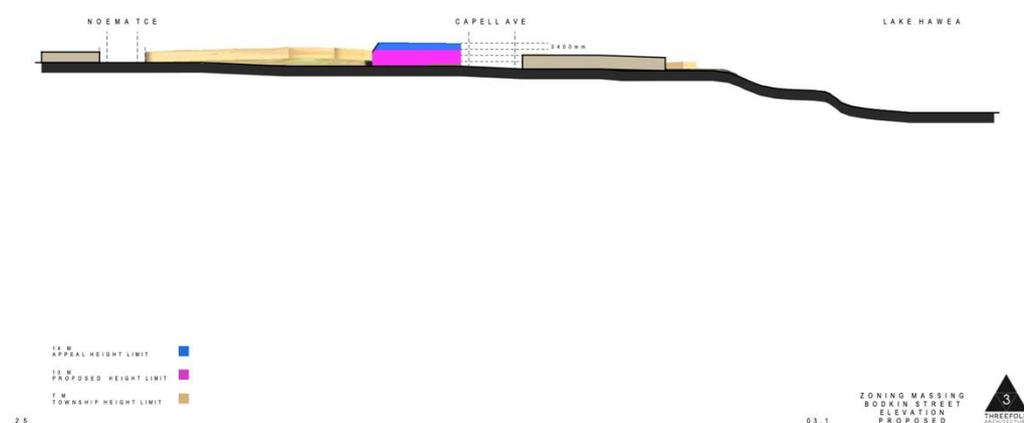
[13] I consider that allowing for additional building height will assist to provide greater emphasis on this location as a focal point within the Hawea township. Unlike some other LSCZs where there are also other 'centres' of activity such as town centres or commercial zones, in Hawea this is one of two LSCZ locations (the other being Hawea south) that effectively provide the commercial 'centre' focus for the township. In my opinion, it is appropriate to recognise this and enable development that achieves this focal point.

[14] In my view, not recognising this and the opportunity additional height brings to emphasise this location within the Hawea township would miss limited opportunities within the township to provide additional height where it can contribute to a well-functioning urban environment and a more diverse range of housing types.

[15] In this regard, the LSCZ is well located to provide a focal point within the existing established area of Hawea. The proximity to the reserve also provides the opportunity for additional amenity in this location.

### *Enhancement of views to the lake*

- [16] Given the orientation of the LSCZ, additional height will provide the opportunity to maximise the northern aspect and potential views to the lake that would be available from the upper levels of development enabled by a 14m height limit.
- [17] In this way, additional height in this location would provide opportunities to maximise views to the north/lake and therefore opportunities for residential development on these upper levels. Sheet 03.1 of **Appendix [1]** illustrates this and is copied below as Figure 3.



**Figure 3:** Height Cross Section

### *Effects of additional height on nearby residential activity*

- [18] I have considered matters in regard to managing the potential impacts of this additional height within the surrounding residential context. Fundamentally I note that (as illustrated in Figure 1 and discussed above) the existing zoning is largely separated from residential properties by roads, and the legal road corridor is wider (30m) in this location surrounding the LSCZ. This provides additional separation to manage the potential effects of providing a 14m height limit. This separation provided by legal road widths is in addition to the existing recession plane provisions which would still apply and which require that (where the zone does adjoin a residential boundary) any additional height to be well set back from the boundary.

[19] In my opinion these site characteristics ensure additional height can be accommodated as part of appropriate urban design outcomes and appropriate retention of amenity to the residential environment. Sheets 02.7-0.2.9 of **Appendix [1]** assist illustrate this context and how the additional height can fit within the existing context.

### **National Policy Statement on Urban Development 2020**

[20] Policy 5 of the National Policy Statement on Urban Development 2020 (**NPS-UD**) provides:

*Regional policy statements and district plans applying to tier 2 and 3 urban environments enable heights and density of urban form commensurate with the greater of:*

*(a) the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services;*

*(b) or relative demand for housing and business use in that location.*

[21] Enabling greater height in this location will support intensification, noting that in the Hawea context there are limited opportunities for a wide range of housing options (for example, no High Density Residential zoning is provided). Additional height in this location and the opportunity this provides for apartment style housing forms at the upper levels will therefore support the aims of the UIV and give effect to Policy 5 of the NPS-UD.

[22] Policy 6 of the NPS-UD provides:

*(b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:*

*(i) may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and*

(ii) *are not, of themselves, an adverse effect*

[23] Although as set out above I consider appropriate setbacks and recession planes can manage potential amenity effects, it is acknowledged that the resulting built form will be of different scale to heights provided in the adjoining residential zone. In this regard, it is noted that Policy 6 of the NPS-UD seeks to acknowledge this type of situation, acknowledging that the planned urban form may give rise to changes to an area that may detract from amenity values appreciated by some and that they are not an adverse effect in themselves.

[24] Overall, in my opinion, it is more efficient to provide additional height in the Hawea LSCZ to 14m to recognise the benefits of intensification and the aims of the UIV.

### **Section 32AA Analysis**

[25] In my opinion, providing for a 14m height limit in the Hawea LSCZ is more appropriate to achieve the objectives of the UIV than the notified provisions. This is because it:

- (a) Provides greater opportunities for densities and housing choice in Hawea where views and outlook can be maximised and therefore is more efficient and effective than the notified height limit in achieving the objectives of the NPS-UD and PDP (in particular, the Strategic Direction, Urban Development and Local Shopping Centre chapters).
- (b) It will better allow the LSCZ to develop as a focal point of Hawea which will better achieve a compact, integrated urban environment in accordance with the NPS-UD and the PDP.
- (c) Will provide opportunities for a greater range of housing typologies, where generally housing typologies in Hawea are limited, in a location that is well located to contribute positively to the accessibility and therefore a well-functioning urban environment.

- (d) Will support PDP strategic objectives, specifically SP3.3.12, which seeks to provide for a wide variety of activities and sufficient capacity within commercially zoned land to accommodate business growth and diversification, as it will support a wide range of activities and capacity to support business growth and diversification in a location with limited other commercial opportunities.
- (e) The particular context of the LSCZ in this location can ensure amenity values and potential adverse effects of additional height can be appropriately managed, for the reasons set out above.

**Conclusion**

[26] I support increasing the height limit in the LSCZ in Hawea from 10m to 14m. This would be provided for by amending 15.5.7 Building Height as follows:

*a. for the Local Shopping Centre Zone located at Fernhill, Lake Hawea South, Kelvin Height and Hawea the maximum building height shall be 14m.*

...

*c. for the Local Shopping Centre Zone located in Frankton, Albert Town, Arrowtown, ~~Hawea~~, Sunshine Bay and Cardrona Valley Road the maximum building height shall be 10m.*

Dated: 3 July 2025

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**Tim Williams**



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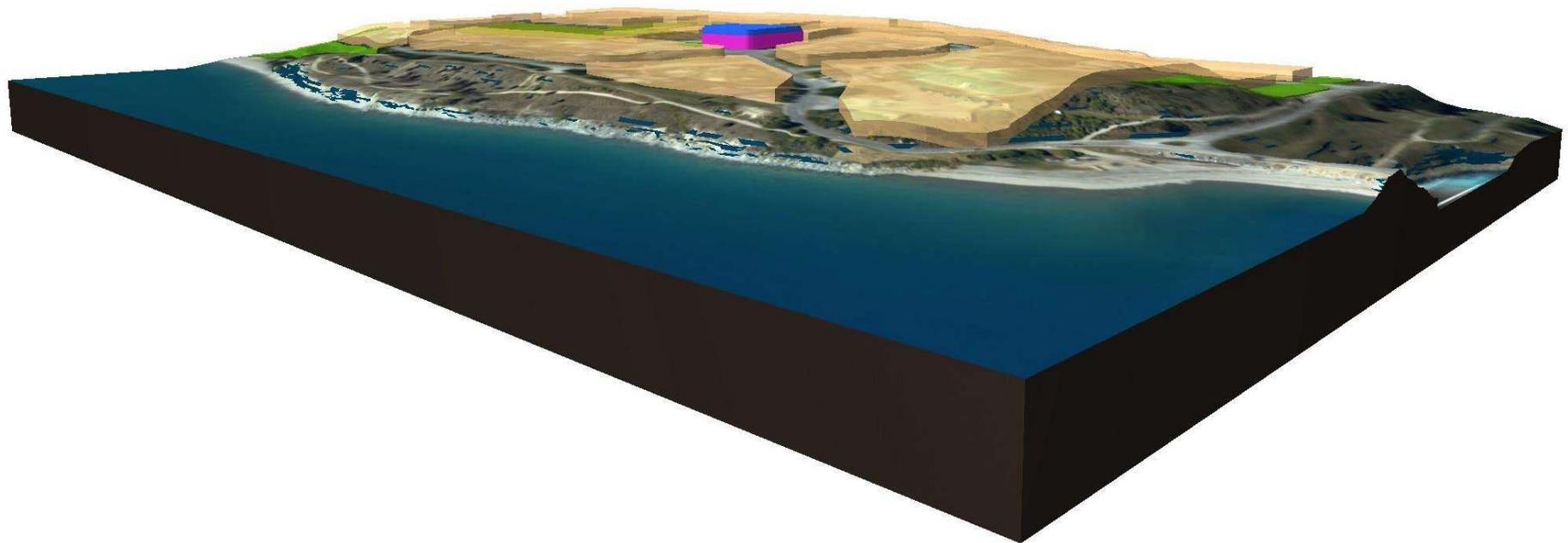
CAPELL AVE

PARRY CRES

BODKIN ST



- 14 M APPEAL HEIGHT LIMIT
- 10 M PROPOSED HEIGHT LIMIT
- 7 M TOWNSHIP HEIGHT LIMIT

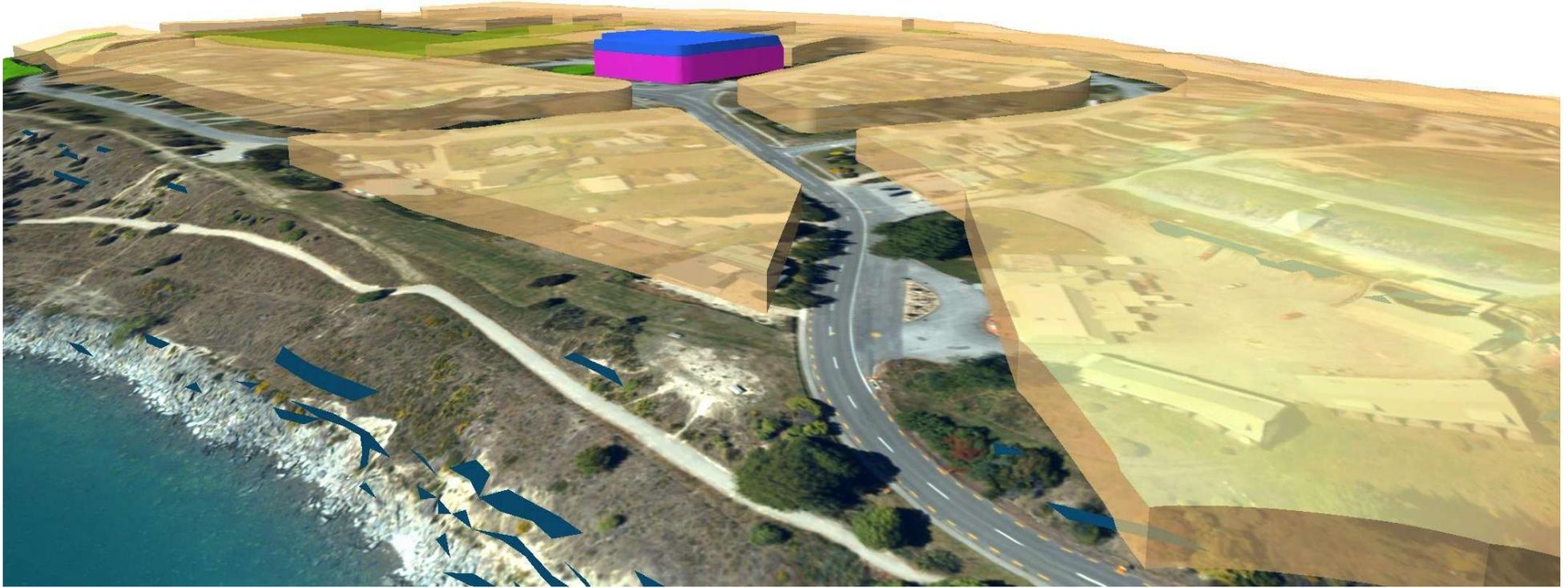


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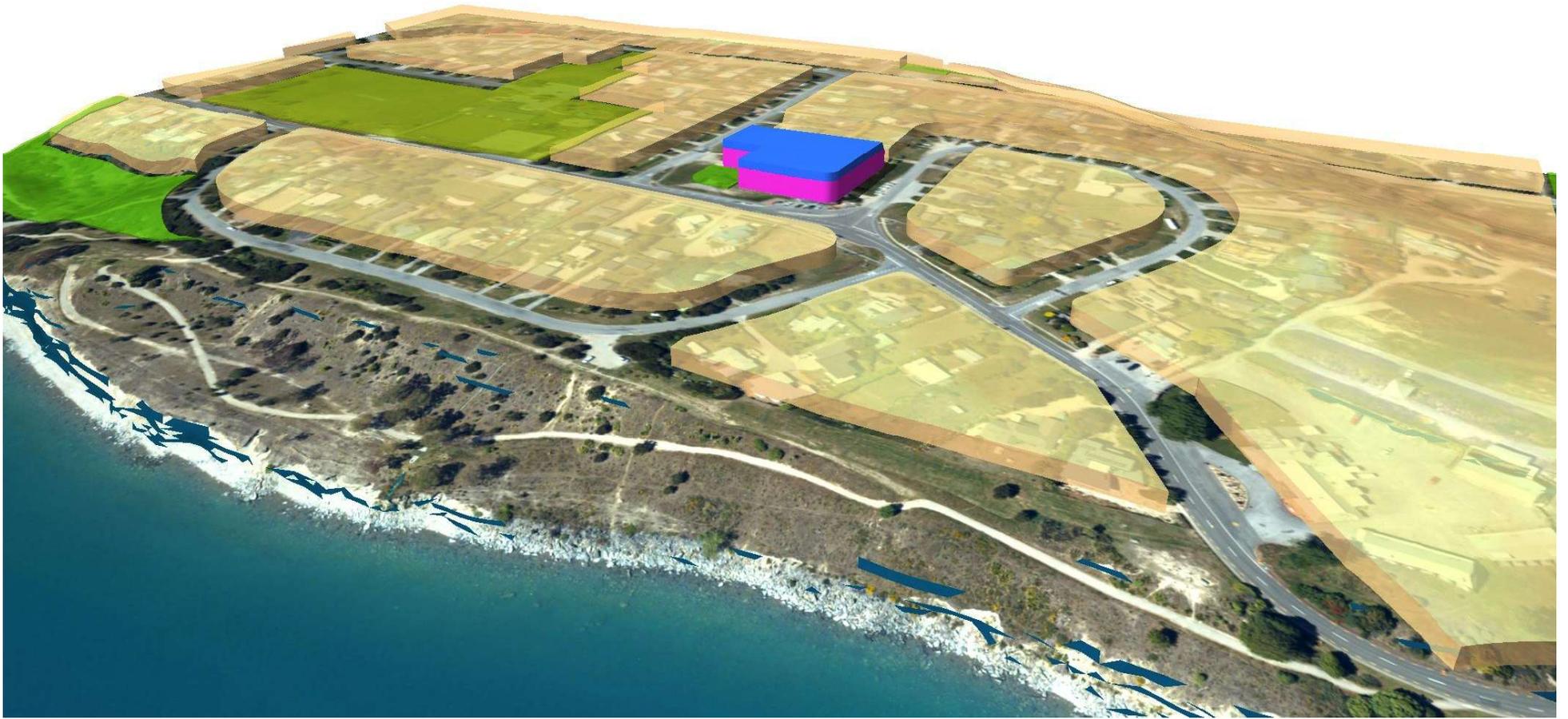


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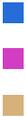


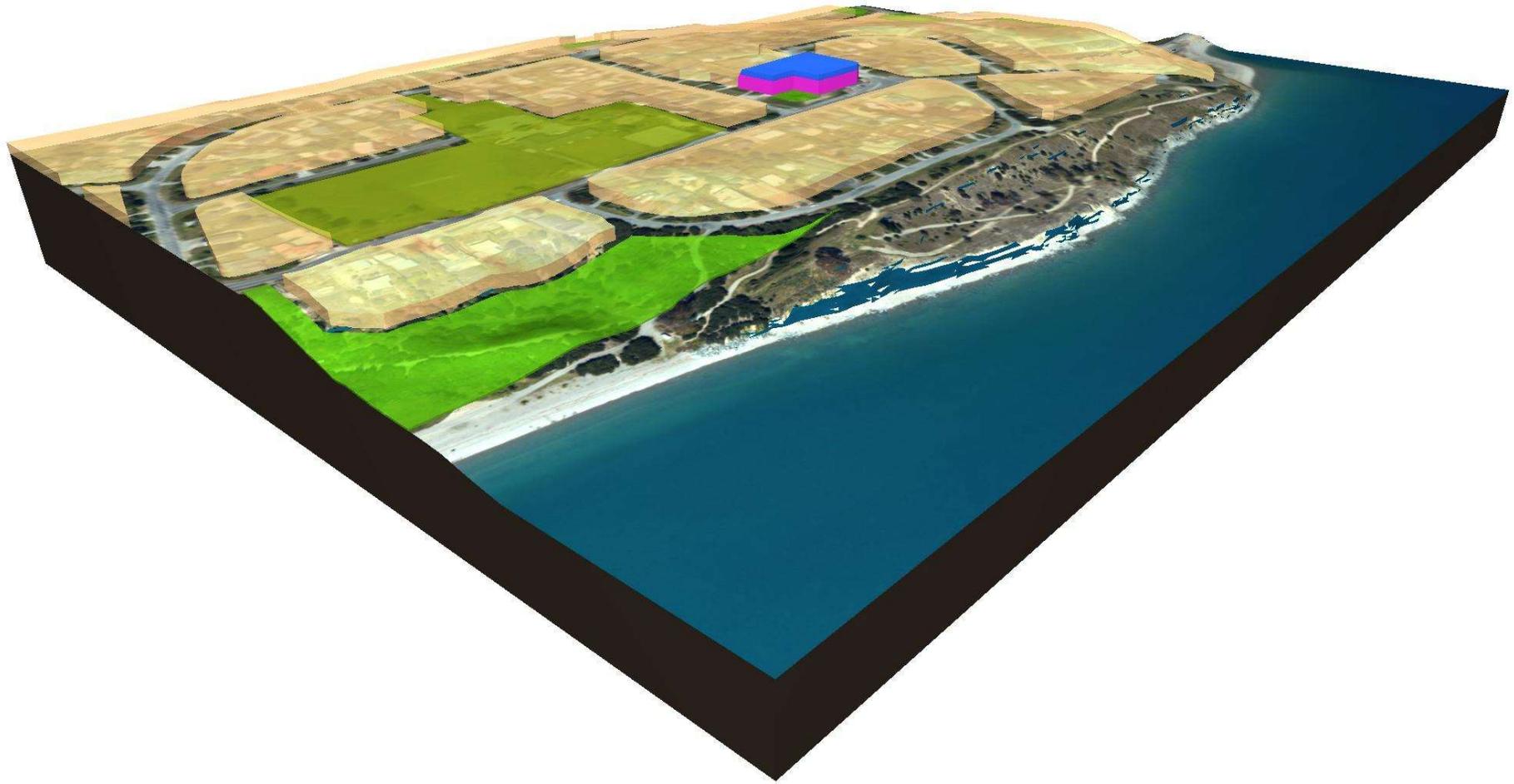


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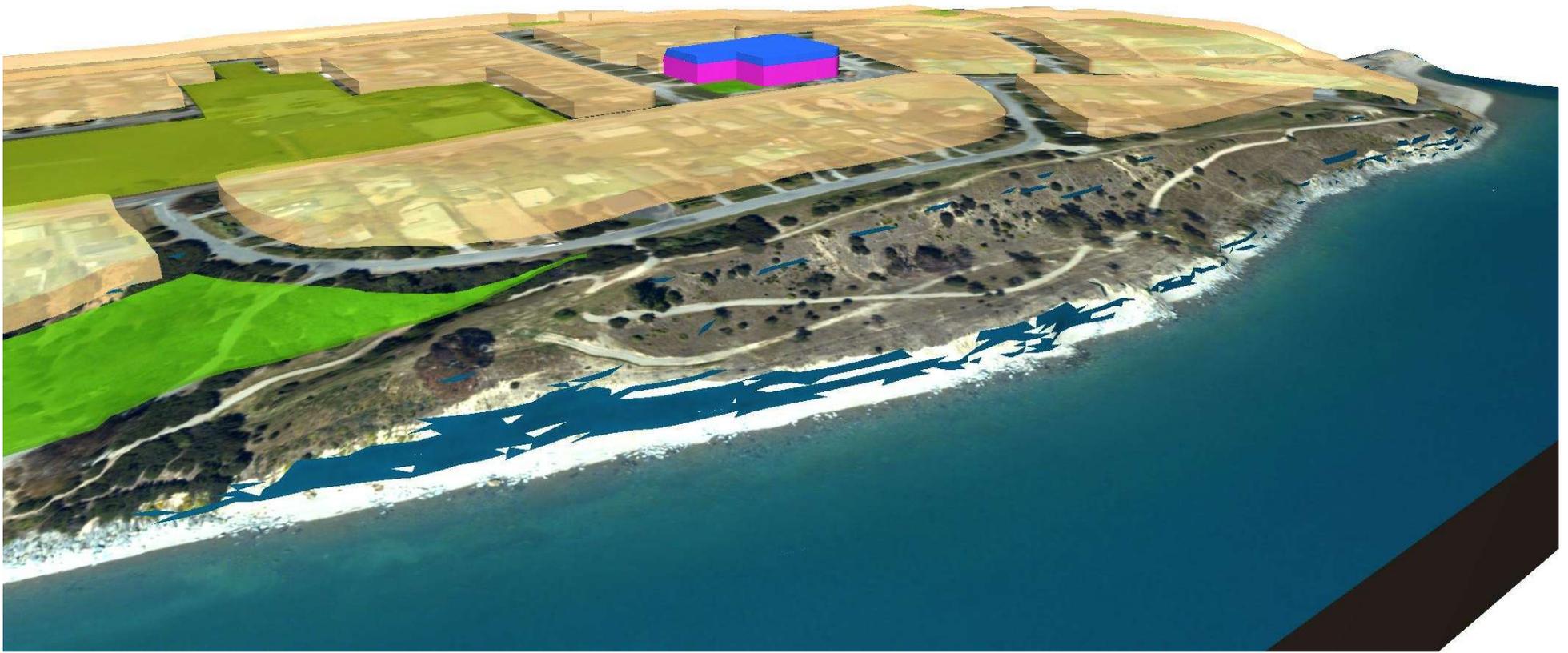
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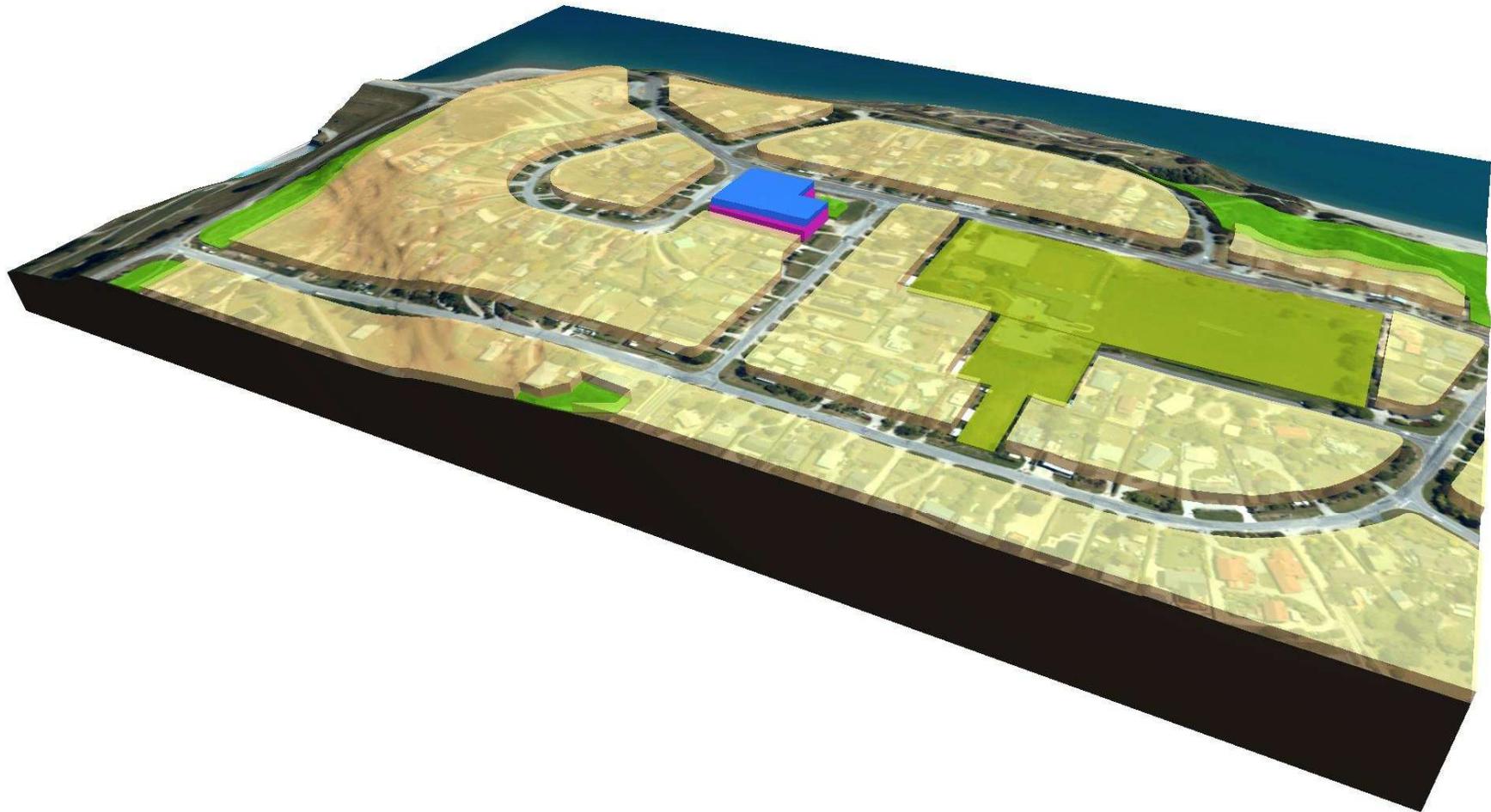




- 14 M APPEAL HEIGHT LIMIT ■
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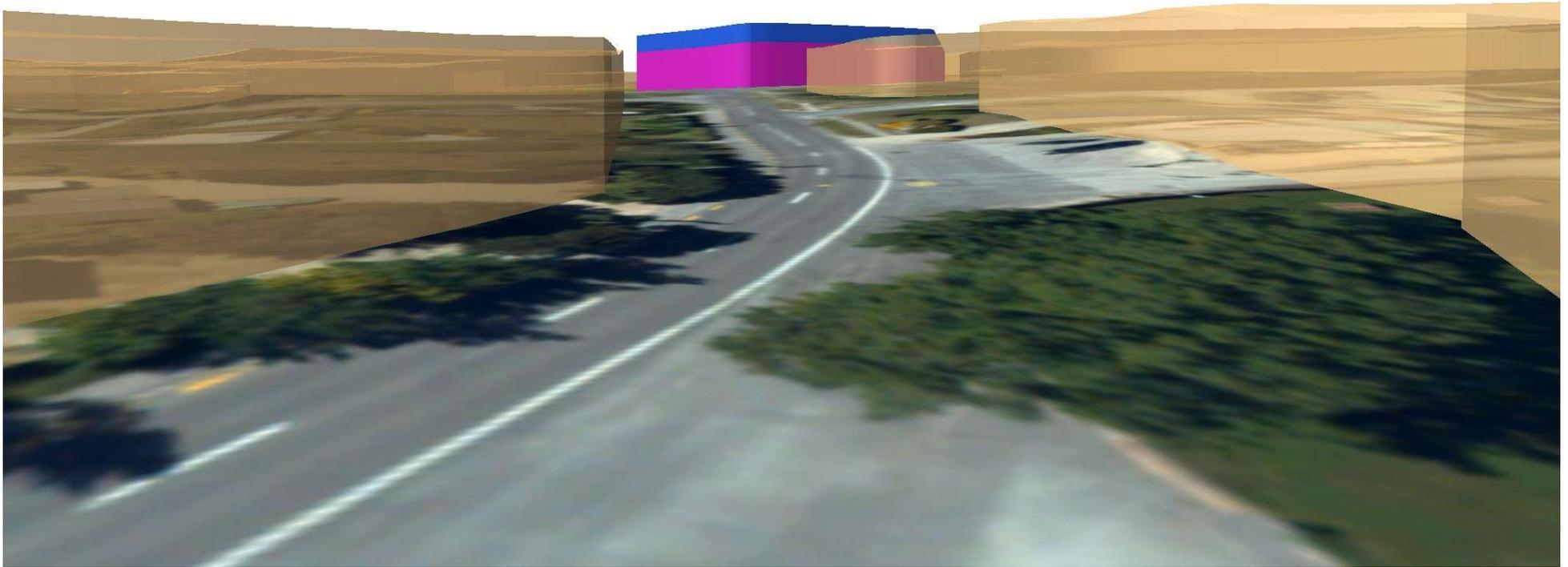


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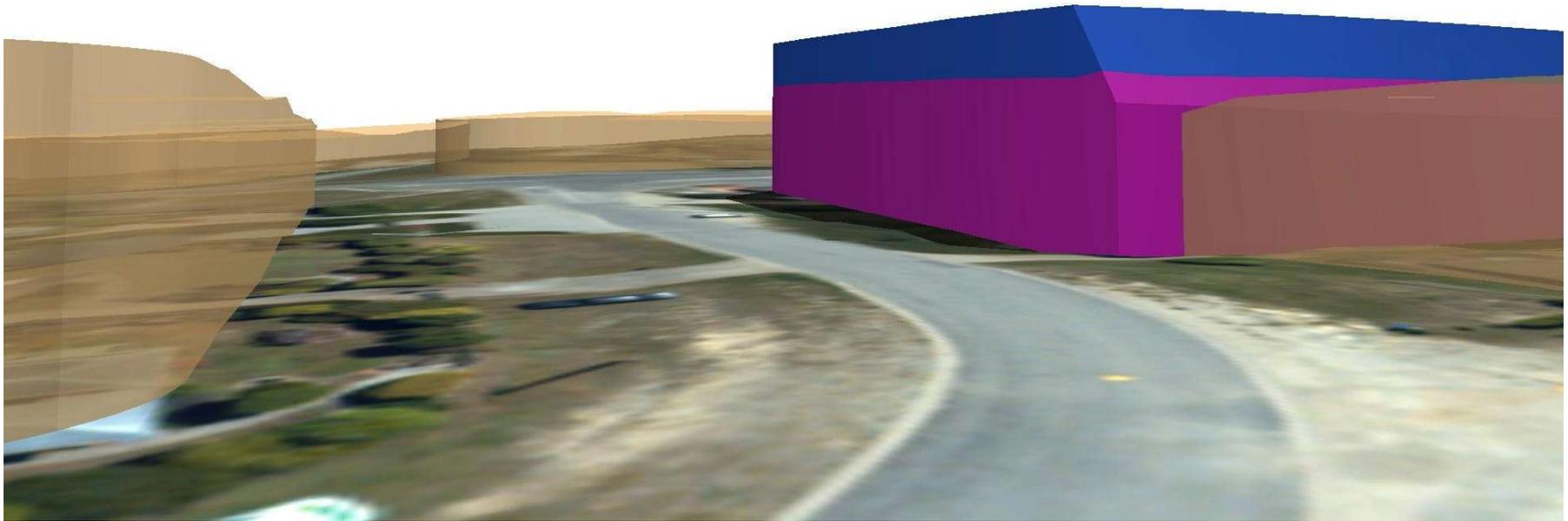


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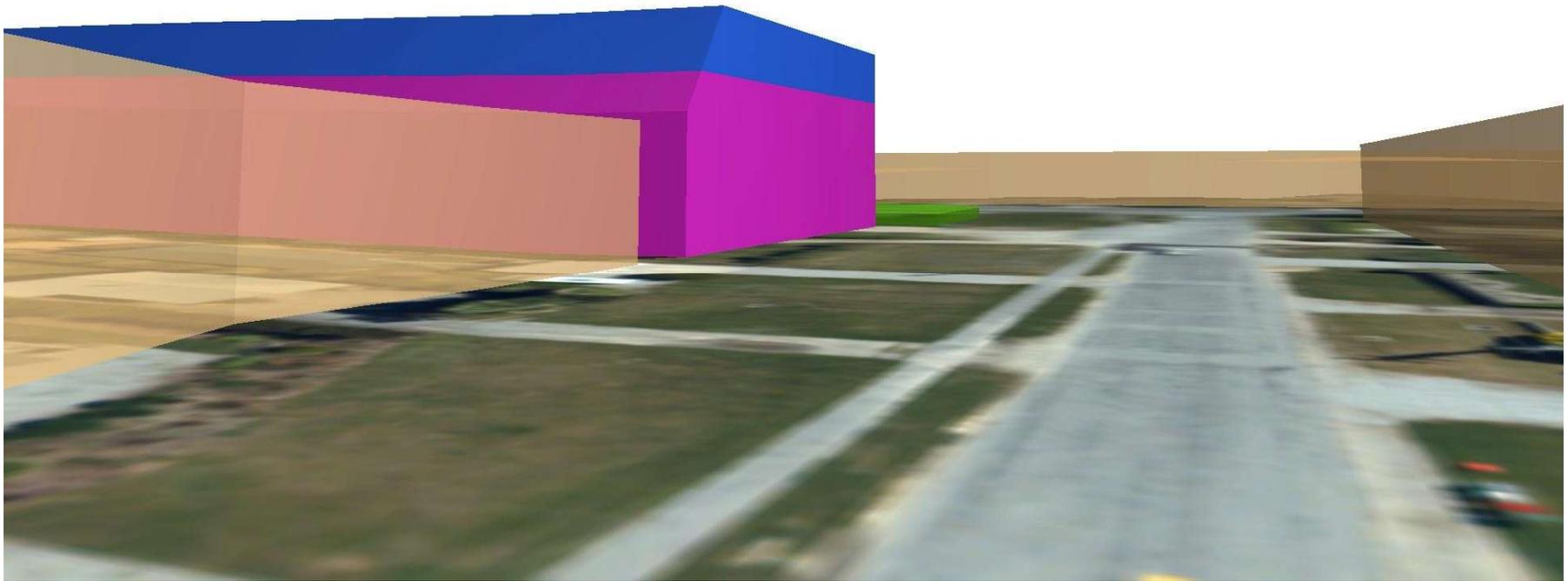


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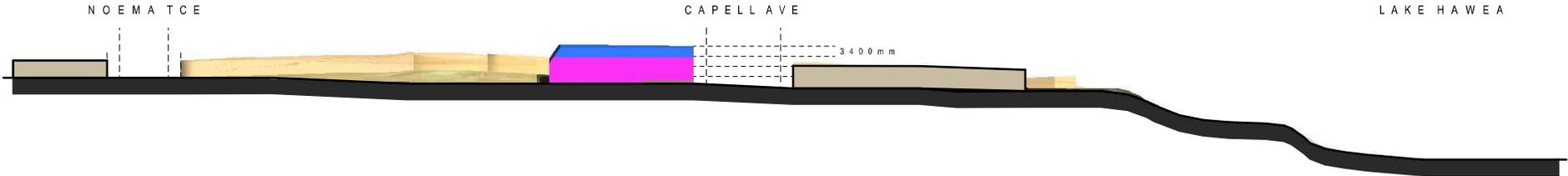


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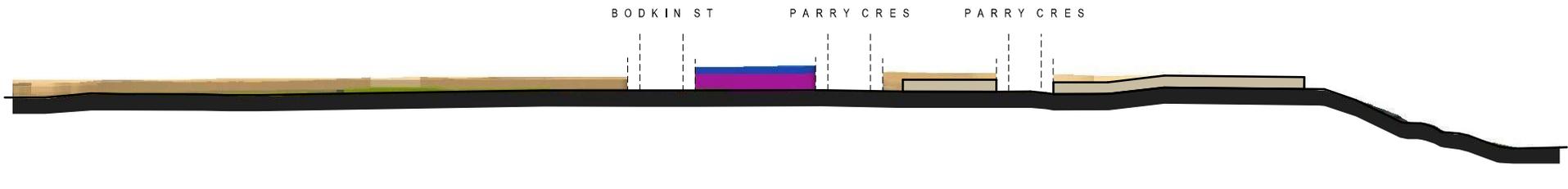
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